



Haverhill Area Working Party 11 June 2009

Replacement St Edmundsbury Borough Local Plan 2016 – Policy HAV2: Strategic Housing Site North West Haverhill: Approval of Masterplan

Summary

1. Land at North West Haverhill is allocated in Policy HAV2 of the Replacement Local Plan for housing, a primary school, recreational open space and a local centre or centres. The Local Plan states that development cannot proceed until a masterplan has been adopted for the site and this is to be informed by a concept statement.
2. A concept statement was prepared by the Council and adopted in October 2007 and a draft masterplan has subsequently been prepared by consultants on behalf of the landowners. Public consultation took place in February and March 2009 and the masterplan has been amended in the light of the comments received. They are now seeking the Council's approval of the masterplan as planning guidance.
3. Your officers are satisfied that the masterplan and the proposals within it, have been prepared in accordance with the adopted Replacement Borough Local Plan and the council's protocol for preparing masterplans and should be adopted as non-statutory planning guidance.

1. Purpose of the Report

- 1.1 The purpose of this report is to consider the draft masterplan for the development of the strategic housing site at North West Haverhill and recommend its approval as non-statutory planning guidance.**

2. Background

- 2.1 Policy HAV2 of the adopted Replacement St Edmundsbury Borough Local Plan allocates 42 hectares of land at North West Haverhill for housing (up to 755 dwellings to 2016 including affordable housing provision of 40% in accordance with Policy H3), a primary school, recreational open space and a local centre or centres which could include local shops and community, health and recreation uses. The Policy also requires the completion of the North West Relief Road linking Withersfield Road (Meldham Bridge) to Wrattling Road (adjacent to the Rising Sun (now known as The Fox)), and a strategic landscape buffer to the north of the relief road. Applications for planning permission will only be determined once a Masterplan has been approved and that the Masterplan should be prepared in accordance with a Concept Statement for the site.
- 2.2 A Concept Statement for the development of the area was prepared by the Borough Council and adopted as planning guidance in October 2007. This was considered by the Working Party at its meeting on 6 September 2007 (Paper Y182 refers).

3. The Masterplan

- 3.1 A copy of the draft Masterplan is attached as Appendix A to the report and can also be accessed at <http://www.stedmundsbury.gov.uk/sebc/live/documents/reports/North%20West%20HAVERHILL%20MASTERPLAN.pdf>
- 3.2 The draft masterplan is a comprehensive document which:-
- (a) outlines the strategic frameworks and design solutions based on the guidelines within the Concept Statement to inform and shape future development;
 - (b) seeks to demonstrate how the principles set in the Concept Statement can be applied on the ground;
 - (c) provides for 755 units as set out in the Local Plan to 2016 and a total of up to 1150 units beyond 2016 for the full Masterplan area;
 - (d) creates an overall strategy to which detailed design proposals must accord;
 - (e) sets out a vision for the creation of character within different areas; and
 - (f) creates a vision which will be translated into detailed rules in a subsequent Design Code.
- 3.3 The draft Masterplan has been the subject of significant discussion/negotiation with officers and key stakeholders prior to the commencement of public consultation.

4 Summary of Public Consultation

4.1 The draft Masterplan has been prepared in accordance with the Council's adopted protocol. It has been the subject of public consultation undertaken by Bidwells (on behalf of the landowners) from 20 February 2009 until 19 March 2009. Consultation letters, with copies of the draft Masterplan, were also sent to statutory and other consultees. This is in accordance with the Local Development Framework Statement of Community Involvement. Full details of the public response are included in the Public Consultation Report which can be accessed at <http://www.stedmundsbury.gov.uk/sebc/live/documents/reports/Consultation%20Comment%20Report.pdf>

4.2 The principal issues raised during consultation are summarised as follows:-

(a) **Housing**

- (i) concern at heights and densities;
- (ii) support for higher/top quality houses; and
- (iii) houses should be set back further from Ann Suckling Road.

(b) **Highway**

- (i) limited capacity on A1307 to accommodate additional travel;
- (ii) Relief Road will be beneficial;
- (iii) concern at capacity and safety of Hales Barn Road;
- (iv) concern relating to potential for additional traffic on Ann Suckling Road and its junction with Wratting Road;
- (v) concern that current car parking standards are too low; and
- (vi) concern about potential noise levels from Relief Road.

(c) **Landscape/Open Space**

- (i) pleased with green spaces being provided;
- (ii) tree planting required to the north of the Relief Road; and
- (iii) lack of green spaces and buffer to Boyton Hall Estate/Ann Suckling Road.

(d) **Other Matters**

- (i) pleased with location of Local Centre and school, but concern that centre could attract antisocial behaviour and become unpleasant;
- (ii) refreshing approach taken including variety of street design, housing mix and open space;
- (iii) will help support the growth of Haverhill;
- (iv) concerns relating to drainage and flooding; and
- (v) lack of jobs in Haverhill to accommodate growth proposal.

- 4.3 Various amendments and additional details have been provided in respect of the draft Masterplan in response to the consultation process, the full detail of which can be viewed in the Community Involvement Statement which includes a supplement which incorporates all the representations received. Both documents can be accessed at <http://www.stedmundsbury.gov.uk/sebc/live/documents/reports/Community%20Involvement%20Statement.pdf>
- 4.4 The principal amendments to the Masterplan are summarised as follows:-
- (a) **Housing**
- (i) the density framework has been amended. Although the overall density remains the same, the upper band of 57 to 62 dwellings per hectare has been deleted and the lower limit has been amended from 27 to 37 dwellings to below 35 dwellings per hectare; and
 - (ii) the building height framework has been amended with the Local Centre maximum height reduced from 4 to 3.5 storeys, a new height band of 2 to 3 storeys introduced and the 1.5 to 2.5 storey height band increased to include the entire north eastern area.
- (b) **Landscape/Open Space**
- (i) additional planting has been introduced to both sides of the Relief Road;
 - (ii) a new area of open space has been introduced to the north of Ann Suckling Way incorporating a footway link beyond to further green areas;
 - (iii) development to the north of Ann Suckling Way has been set further back to create a green edge; and
 - (iv) the green area to the rear of Falklands Road has been widened.

5. External Assessment

- 5.1 Following the public consultation, the amended draft Masterplan has been submitted to the Commission for Architecture and the Built Environment (CABE) for consideration. It was considered at their Design Review Panel in May 2009 attended by the officers and the landowner's consultants. The Review Panel took the form of a brief presentation with 12 display boards, followed by an informal discussion. It was not possible to go into all the detail of the Masterplan in the limited time available. The formal written response from the Panel is still awaited and will be reported orally.

- 5.2 Initial feedback received on the day from the Review Panel is summarised as follows:-
- (a) the Masterplan needs to be a coherent document. It starts with the existing structure and landscape, but not sure how it then relates to the existing built development;
 - (b) where are the primary open space links and what is the rationale behind what it is trying to achieve;
 - (c) there is concern at the buffer spaces between the existing development and the Masterplan area;
 - (d) the playing area for the school is critical and should be seen as part of the open space. How does it sit with open space and security? There is potential conflict with the rear of surrounding properties; and
 - (e) roads do not really follow the Manual for Streets;
 - (f) the building blocks need to differentiate density and typology from place to place and respond to orientation; and
 - (g) there is a need for the local centre to create a sense of place rather than read as the intersection of roads.
- 5.3 The issues raised by the Panel are currently being considered by the landowner's consultants, but no action will be taken until the formal observations are received. Should these observations require further minor amendments to the Masterplan, the officers propose that these could be made through negotiation with the landowner's consultants and the proposed changes be incorporated prior to the adoption of the Masterplan by Full Council.

6. Conclusion

- 6.1 The officers are satisfied that the consultation process has been thorough, is in accordance with the Council's adopted Statement of Community Involvement and that there is no further need for further consultation on the draft Masterplan. There will be full consultation undertaken in due course in respect of any subsequent planning applications.
- 6.2 Furthermore, the officers are satisfied that the draft Masterplan, as amended, is in accordance with the adopted Concept Statement, the adopted St Edmundsbury Borough Local Plan 2016 (Local Plan) and relevant national and regional planning policies. It would, therefore, be appropriate to recommend the adoption of the Masterplan as non-statutory planning guidance to form material considerations for the determination of future planning applications on land covered by Policy HAV2 and HAV8 (Relief Road) of the Local Plan.

7. Recommendation

- 7.1 It is **RECOMMENDED** that, subject to the approval of the Cabinet and full Council, the Masterplan for the development of North West Haverhill, as contained in Appendix A to Report A35, be adopted as non-statutory planning guidance.

For further information, please contact:-

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Masterplan
Land at North-West Haverhill



April 2009

BIDWELLS





Quality Assurance

Site name: North West Haverhill
Client name: North West Haverhill Landowners' Consortium
Type of report: Masterplan

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Signed

Date

Reviewed by: Marcia Whitehead BA(Hons) DMS MRTPI

Signed

Date



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1.2	PURPOSE OF THE DOCUMENTS Replacement St Edmundsbury Local Plan North West Haverhill Concept Statement Masterplan Design Code Design and Access Statement Other Technical Documents	2.2	THE RELIEF ROAD	3.2	SUSTAINABILITY Energy Transport Water Environment Community Waste	4.2	DESIGN PRINCIPLES Urban Form and Topography Housing Density and Mix Local Centre Landscape Infrastructure Access and Movement Car Parking Public Transport
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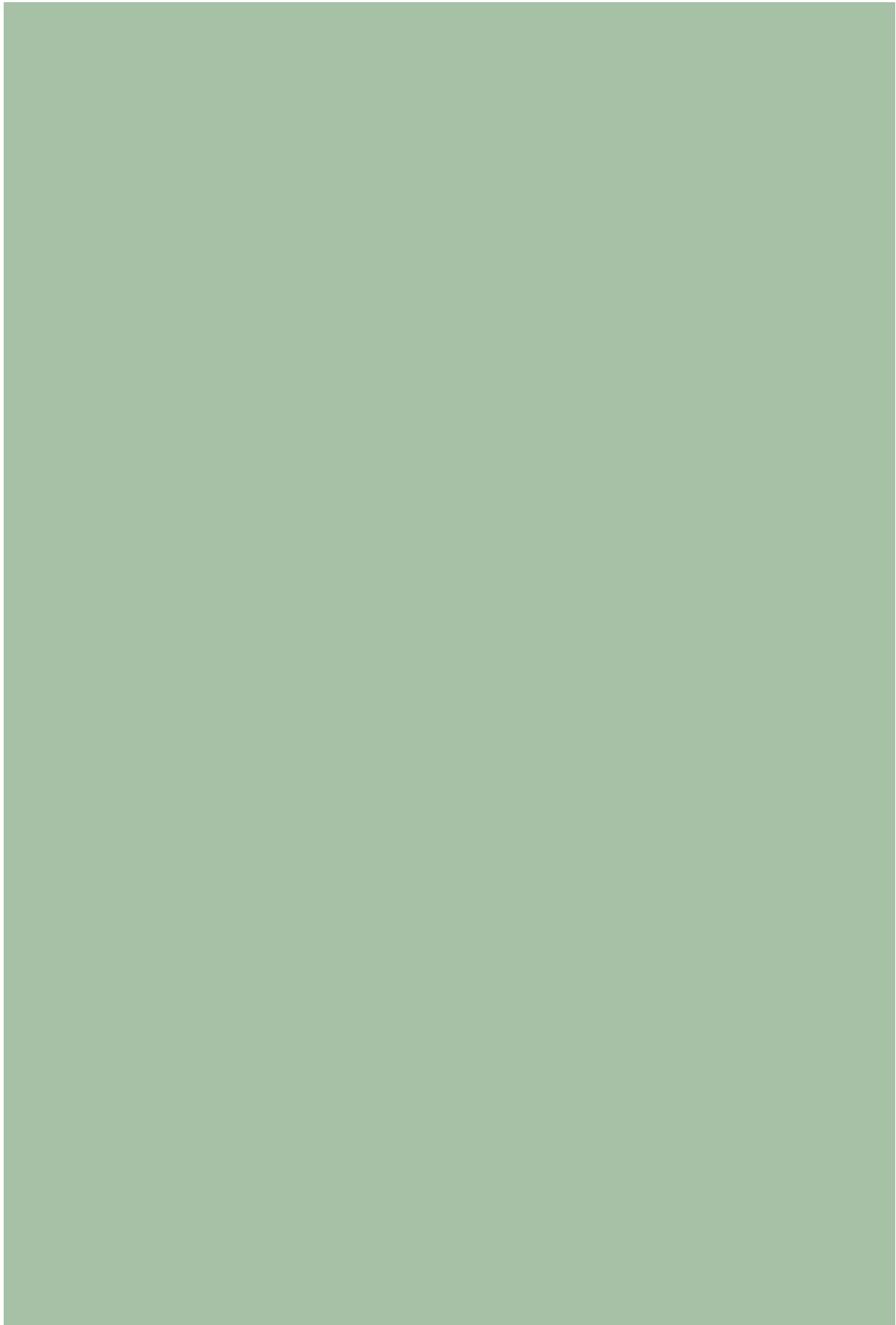


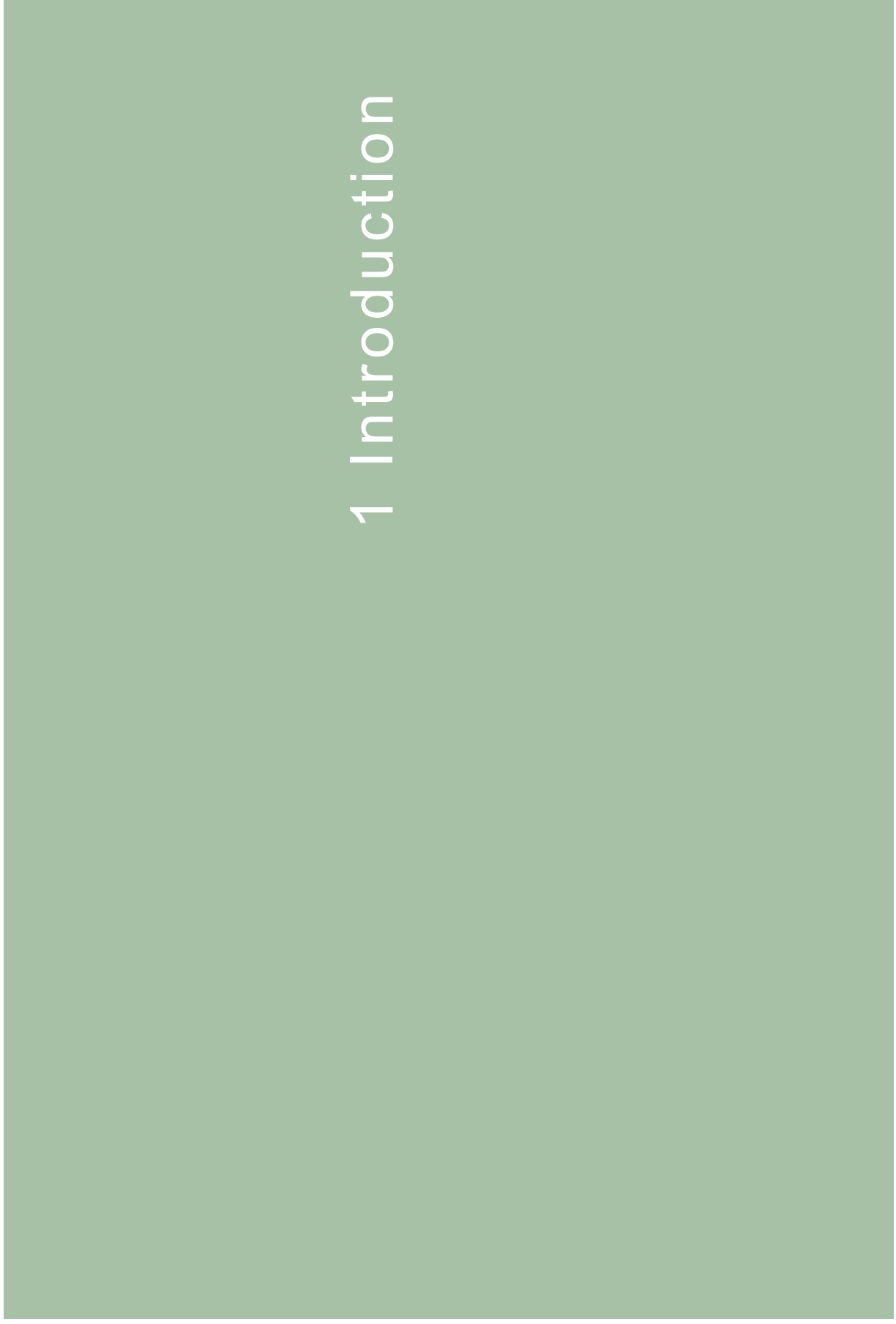
5 Character and Form

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1 Introduction

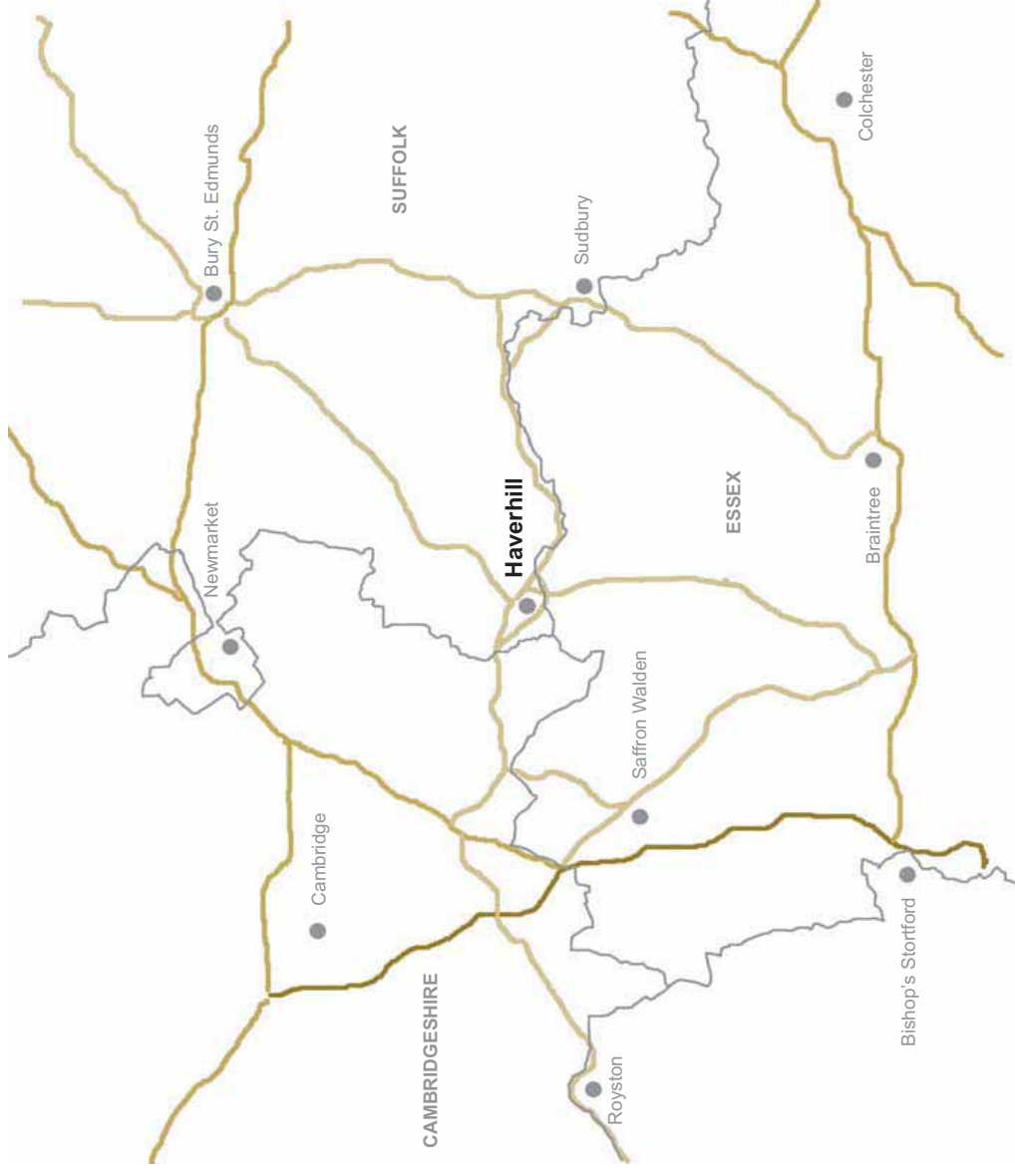


1.1 Introduction

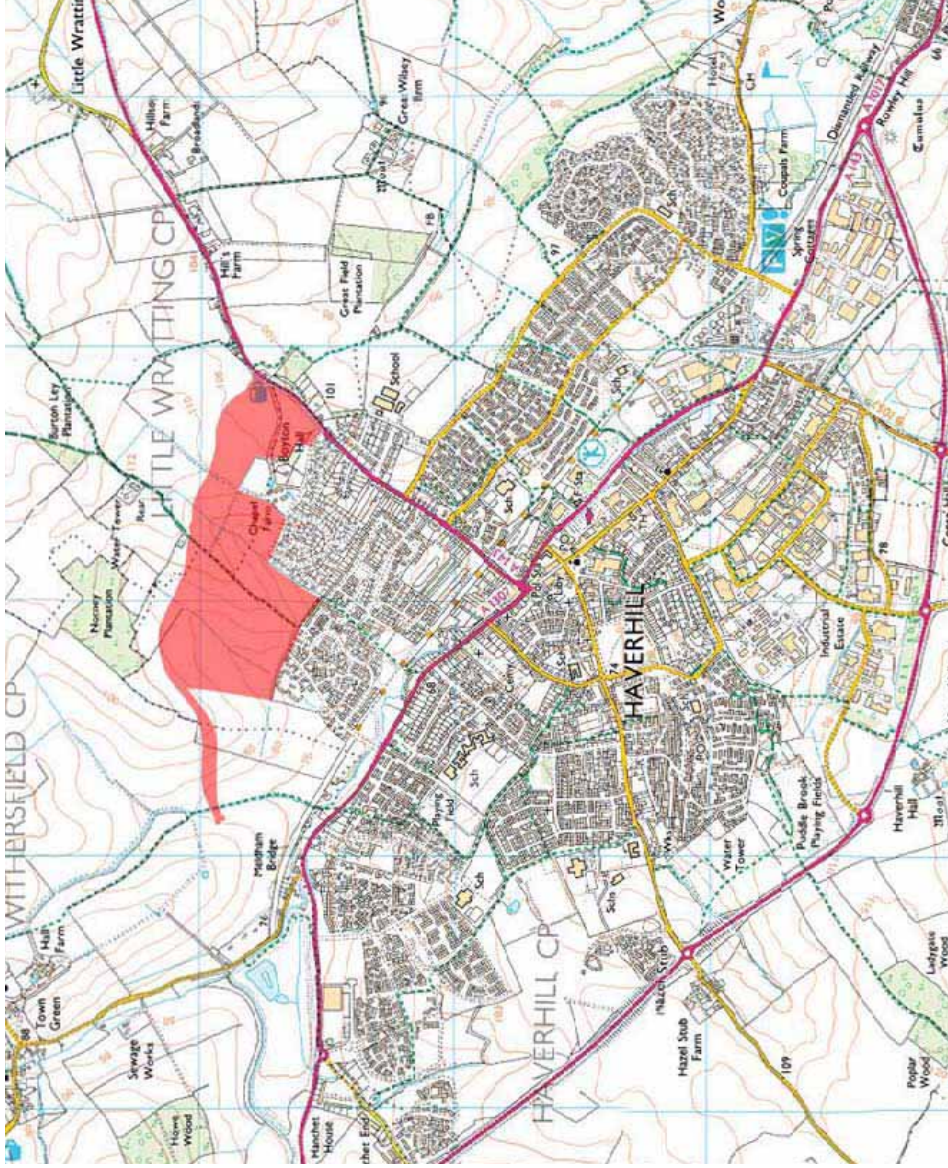
The Replacement St Edmundsbury Local Plan up to 2016 allocates land at North West Haverhill to accommodate 755 dwellings during the plan period, with an expectation to deliver more dwellings after 2016.

This Masterplan demonstrates how up to 1150 dwellings may be delivered on the proposal site, along with a new Relief Road for Haverhill, a new primary school, local centre and associated public open space.

1 Introduction



1.1 The Proposal Site



Ordnance Survey Map showing proposal site location in red

The Proposal Site

The proposal site covers approximately 43 hectares on the north western side of Haverhill, a town just inside the southern Suffolk border. The settlement is located close to the borders of Essex and Cambridgeshire.

Haverhill lies approximately 16 miles south east of Cambridge, 17 miles south west of Bury St Edmunds, 24 miles north west of Colchester and 60 miles north of London. The town is situated on the junction of the A143 from Great Yarmouth and Bury St Edmunds and the A1307 from Cambridge. Haverhill is the second main town in St Edmundsbury Borough after Bury St Edmunds.

The site sits on the northern edge of the valley of the Stour Brook which runs through the town and joins the River Stour to the south east of the town.



1.2 Purpose of the Document

This document outlines strategic frameworks and design principles to inform and shape future development of land at North West Haverhill so that it addresses the issues raised within the Concept Statement, prepared by St Edmundsbury Borough Council, and in accordance with the Replacement St Edmundsbury Local Plan, policies DS4 and DS5, or any document that replaces it.

Purpose of the Document

This document forms part of a series, each performing a specific task within the planning process.

Replacement St Edmundsbury Local Plan to 2016

Through Policy HAV2, the adopted Local Plan allocates the land at North West Haverhill for residential development for 755 dwellings in the plan period up to 2016.

Paragraph 2.15 of the Local Plan states that 'The Borough Council will prepare a concept statement for each of the sites which require a Masterplan as set out in policy DS5,' (Replacement St Edmundsbury Borough Local Plan, 2003). Policy DS5 identifies North West Haverhill as a site for which a Masterplan must be prepared and states that the Masterplan 'must be based on the concept statement,' (Replacement St Edmundsbury Borough Local Plan, 2003).

North West Haverhill Concept Statement

The North West Haverhill Concept Statement was prepared for 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' (North West Haverhill Concept Statement, 2007).

A design workshop was held with local residents and stakeholders in March 2007, and the Concept Statement draws from this consultation.

The Concept Statement was prepared in accordance with the Concept Statement Preparation Protocol and adopted by the Council's Planning Policy Panel in July 2007 as planning guidance. It is intended to inform the preparation of development proposals for the site, '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,' (NW Haverhill Concept Statement, 2007).

Masterplan for Land at North West Haverhill

The Masterplan is based on the principles and framework set out in the Concept Statement and draws on issues raised by that document, public consultation and as a response to other studies undertaken on the site, such as a Landscape and Visual Impact Assessment.

1.2 Purpose of the Document

The Masterplan outlines the strategic frameworks and design solutions to build on the issues raised within the Concept Statement to inform and shape future development of the proposal site. It seeks to demonstrate how the principles set out in the Concept Statement can be applied 'on the ground' and to create an overall strategy to which detailed design proposals must accord.

The overall vision for the proposal site and Masterplan Design are included in Section 2 of this document.

The Masterplan does not prescribe exact details but sets out a vision for the creation of character within different areas. This vision will be translated into detailed 'rules' at the Design Code stage.

Outline Planning Application

The next stage of the process will involve the submission of an outline planning application to St Edmundsbury District Council for housing and associated development. As part of this Planning Application, full details of the Relief Road will be submitted. Accompanying the application will be a series of documents, including an Environmental Statement, a Design and Access Statement and a Planning Supporting Statement. The Environmental Statement (ES) will address the potential impacts of the development with regard to issues including traffic, landscape and visual impact, drainage, archaeology and ecology. The findings of these assessments have informed the development of the Masterplan. The Design and Access Statement will be an illustrated report that demonstrates how the design has evolved in response to specific issues, especially context and consultation with the public and other stakeholders, to provide inclusive, high quality design of buildings and open spaces.

Design Code

A Design Code will be prepared after the Outline Planning Application has been decided and will be adopted as Supplementary Planning Guidance. It will provide precise design guidance in the form of a series of 'rules' to guide the design of detailed reserved matters applications.

The Design Code builds upon the vision set out in the Masterplan and usually consists of 'a set of written and graphic rules that establish with precision the two and three dimensional design elements of a particular development or area - and how these relate to one another without establishing the overall outcome,' (*Preparing Design Codes, 2006*).

The Design Code will seek to ensure that the vision outlined in the Masterplan is translated effectively 'onto the ground' when detailed reserved matter applications are made to develop part or all of the site

1.3 Structure of The Document

Section 2: Design Vision

This section outlines the vision for the development of the proposal site and includes a copy of the Masterplan. A large format version of the Masterplan will accompany this document.

Section 3: Sustainability

This section explores sustainability issues raised in the Concept Statement, as well as some others not included, and outlines how the Masterplan responds to each or where the information will be given. Greater detail will be included as part of the Design and Access Statement and other documents to be submitted as part of the Outline and Reserve Matters Planning Applications.

Section 4: Design Principles

A detailed appraisal of how the design responds to both the opportunities and constraints offered by the proposal site and any issues raised as part of public consultation will be included in the Design and Access Statement to be included as part of the Outline Planning Application.

The Concept Statement includes a summary of key Design Principles and these cover opportunities and constraints raised by the proposal site. Section 4 includes a summary of these, how the Masterplan responds to each, and where that information can be found within this document.

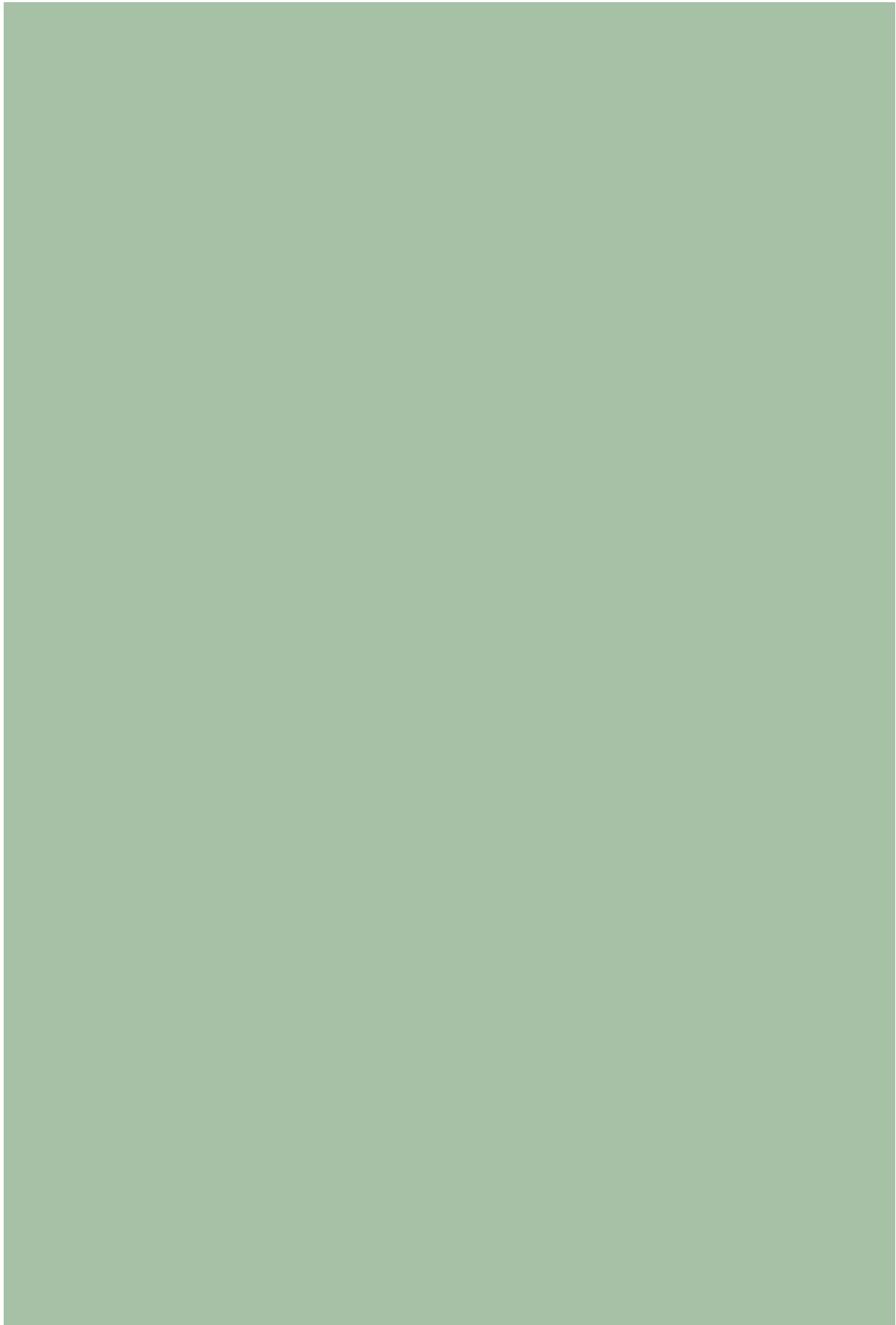
Section 5: Character and Form

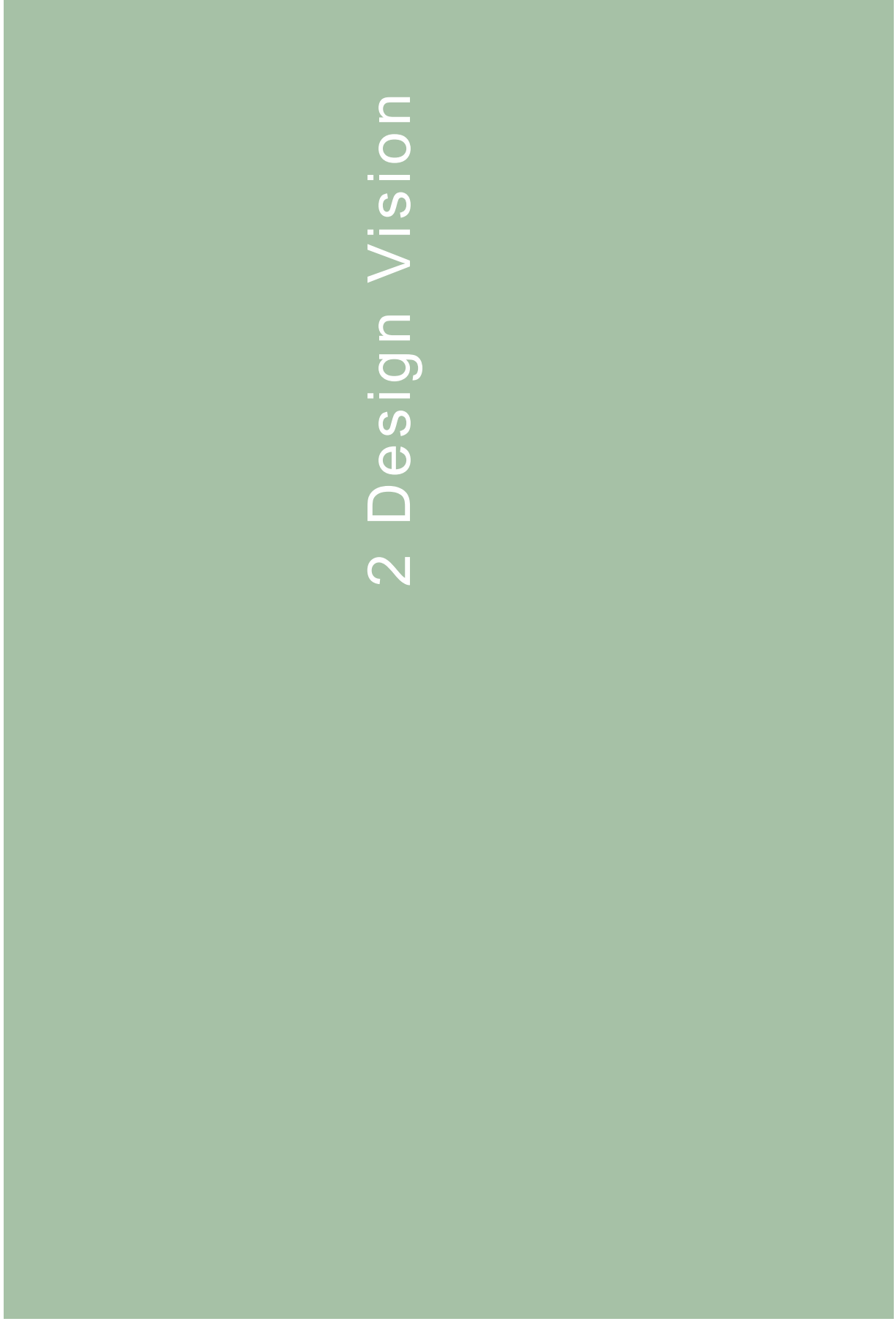
This section explores the different methods through which character and diversity will be achieved through the Masterplan design. Specific detail will be included as part of the Design Code document to be submitted later in the process. However, this document explores the strategic differences in different areas of the site.

This section will also explore how certain issues will be resolved, such as changes in landform, drainage and parking.

Appendices

These will include a glossary of terms, references to the various documents used to inform the Masterplan design and where more information can be found, as well as a larger copy of the Masterplan.





2 Design Vision



2.1 The Vision

The Masterplan has arisen as a result of various issues raised at various parts of the process. These issues, and their contribution to the design evolution, will be explored in greater detail in the Design and Access Statement, to be submitted as part of the Outline Planning Application. Landscape Context is explored in greater detail within the Landscape and Visual Impact Assessment, part of the Environmental Statement to be submitted as part of the Outline Planning Application.

However, over arching all of these documents, issues and background information, there is a vision that the Masterplan aims to achieve.

2.1 The Vision

The vision for North West Haverhill is to form an attractive and locally distinct neighbourhood within Haverhill, strengthening the character of the town and providing new facilities for use by the existing and extended community. The new neighbourhood will display the following characteristics:

- A clear network of quality public spaces will link into the existing built form of the town and the surrounding countryside, promoting connections between the old and new developments and creating a pleasant and safe environment for those that use it;
- Environmentally, economically and socially sustainable. Designed to cope with climate change, and contain a mix of appropriate land uses and tenure of homes. Provision of a range of housing types at differing, appropriate densities;
- Good movement connections will enable North West Haverhill to be easily walkable and will link to established routes and facilities in the surrounding communities. It will provide opportunities for public transport and other alternatives to using the car;
- Overall character will contribute to that of Haverhill but will vary throughout the proposals in response to detailed factors;
- Attractive and successful streets and outdoor areas will provide space where children can play, people can sit, talk, walk and exercise, and green spaces will promote both recreation and ecological diversity;
- Energy, waste and resource efficiency will be promoted in the overall planning and design of the site, providing for sustainable drainage; and
- Safety will be designed in and crime prevention will have been addressed.

2.2 The Relief Road

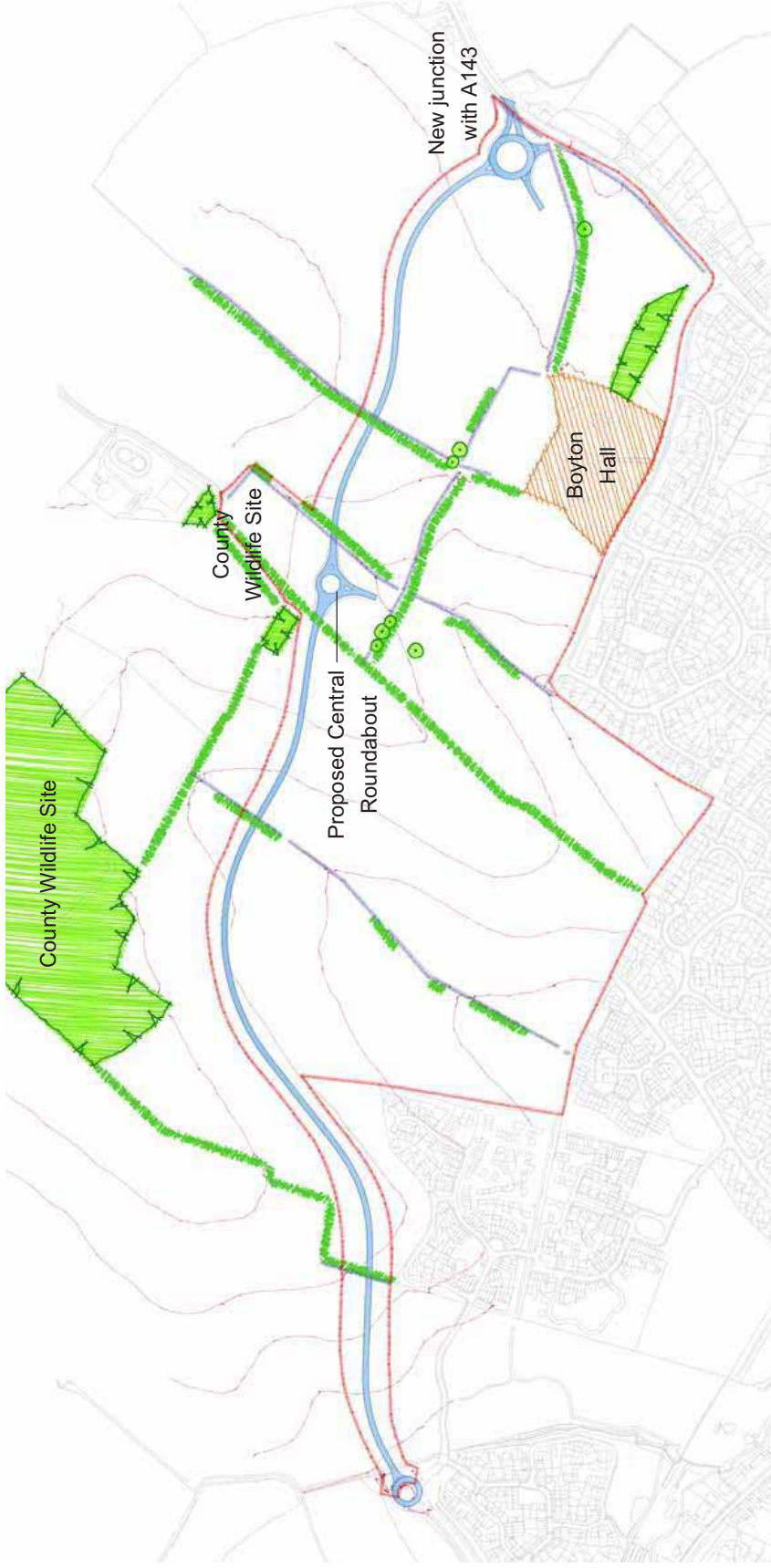
The implementation of the Relief Road is required under policy HAV8 of the Replacement St Edmundsbury Local Plan, outlined in paragraph 14.25:

'At present, vehicles travelling between the west of Haverhill (A1307) and the north (A143) have to go via Withersfield Road, Cangle Junction and Wrating 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 requirements 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, (Replacement St Edmundsbury Local Plan, 2003):

The alignment of the Relief Road has been agreed following discussions with Suffolk County Highways Authority, St Edmundsbury Borough Council and the landowners. The Relief Road will be single carriageway width and allow for speeds of up to 50 miles per hour.

2.2 The Relief Road

















Route of proposed Relief Road

2.3 The Masterplan

The Masterplan design is explored in more detail in Section 5: Character and Form, which will give greater detail as to how character will be achieved across the site and how certain issues will be resolved, such as changes in landform and drainage.

Masterplan

Key	
	Site Boundary
	Boulevards
	Streets
	Mews
	Rural Mews
	Lanes
	Green Lanes
	Indicative Built Form
	Public Open Space
	Footpaths
	Residential Areas (including parking courts)
	Tree Planting
	Existing Drainage Ditches
	Wetland Areas

2.3 The Masterplan



Masterplan - large format version enclosed in appendices.

2.3 The Masterplan

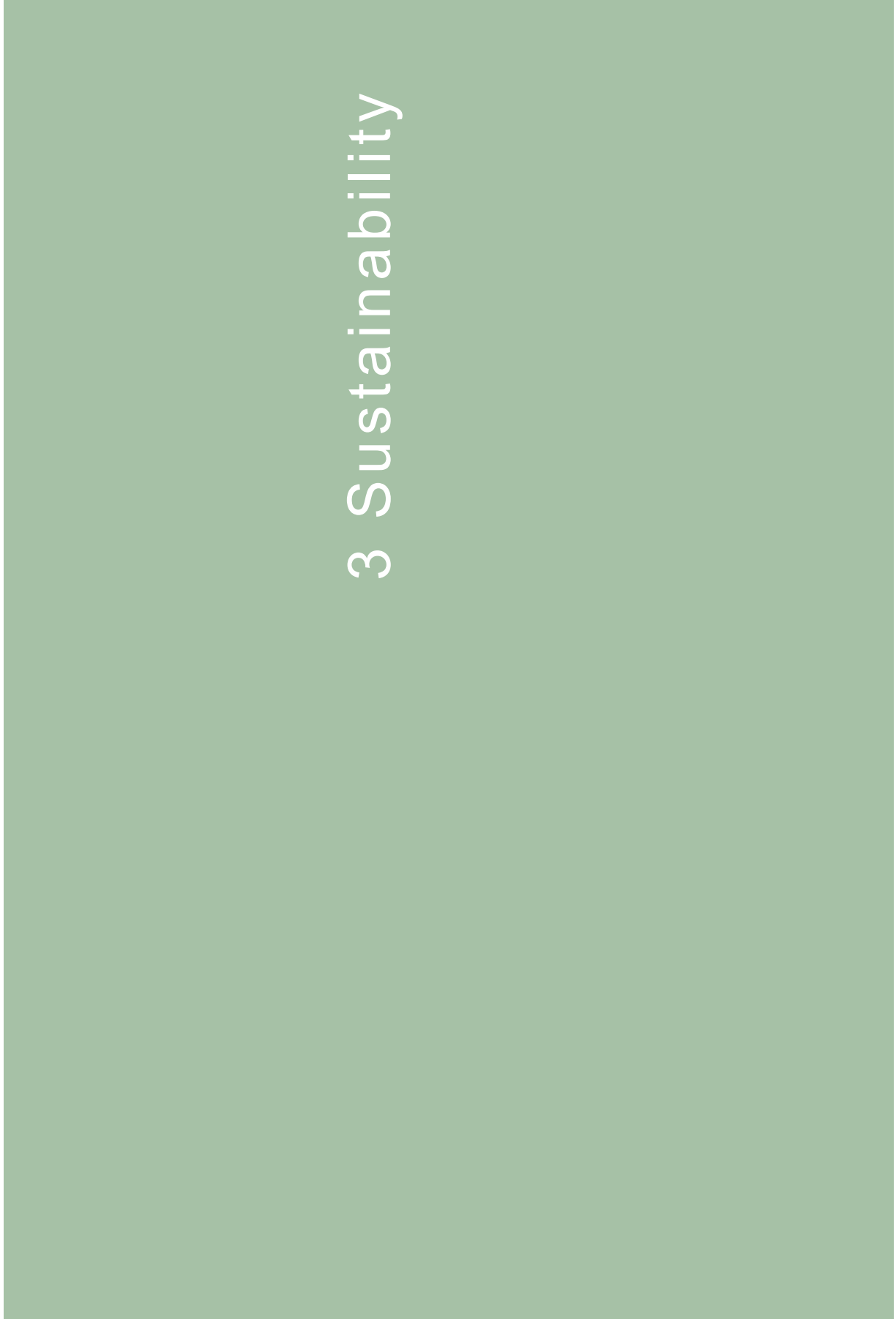


2.3 The Masterplan



Masterplan - large format version enclosed in appendices





3 Sustainability



3.1 Introduction



3.1 Introduction

Sustainable Communities

The concept of Sustainable Communities has led the agenda for Planning Policy for over ten years. PPS1 'Delivering Sustainable Development' (2005) sets the overall context. In developing the Masterplan, the Design Team has aimed to embed sustainability into the design, to respond not only to Government directives and local plan policy, but also to create an ecologically sound development which will be an attractive place to live in.

The East of England Regional Spatial Strategy sets out the main aspects of sustainable development, as a guide to their Masterplanning, as being energy use and generation, transport, lifestyle, water and waste. The specific targets can be summarised as:

- Protect and enhance the natural environment, including its biodiversity and landscape character;
- Encourage good quality design and the use of sustainable construction methods for all new development;
- Reduce carbon intensive transport through the promotion of sustainable transport choices;

- Minimise the demand for use of resources, particularly water, energy supplies, minerals, and other natural resources, whether finite or renewable, by encouraging efficient use, re-use, or use of recycled alternatives, and try to meet needs with minimum impact;
- Minimise the risk of flooding; and
- Achieve sustainable lifestyles.

The most relevant policies to sustainability in the Replacement St Edmundsbury Local Plan 2016 are NE1, NE2, NE3, NE4, and NE5. The Concept Statement for North West Haverhill sets targets for several sustainability issues, some of which are directly relevant to the Masterplan and some of which will be explored as part of Outline Planning Application and / or as part of the Design and Access Statement.

The Code for Sustainable Homes is an environmental assessment method for rating and certifying the performance of new homes. From April 2008, all new social housing (funded through the National Affordable Housing Programme 2008-2011) must be built to a minimum of Code Level 3. The Code is voluntary for privately built housing, however, also since May 2008, all new homes are required to have a Code rating in the Home Information Pack. The Code covers eight categories including:

- Energy and CO2 emissions;
- Water;
- Materials;
- Waste;
- Pollution;
- Health and wellbeing;
- Management; and
- Ecology.

The development will achieve Code for Sustainable Homes Level 3. All affordable houses are to be Code Level 4.

The following section deals with the opportunities for achieving sustainable development and how the Masterplan will attain Code Level 3. The matrix on the following pages demonstrates the response to the sustainability targets identified in the Concept Statement. A Code for Sustainable Homes strategy (incorporating a pre-assessment estimator for the site) will be submitted as part of the Sustainability and Renewable Energy Strategy at the Outline Application stage, demonstrating how Level 3 rating will be achieved.



3.2 Sustainability

Topic	Sub-topic	Sustainability Target	Response
Energy	Energy efficiency	A sustainable energy strategy should aim to reduce energy consumption in the first instance.	<ul style="list-style-type: none"> An energy strategy will be submitted as part of the Sustainability and Renewable Energy Strategy at Outline Application stage. Areas of tree planting are located at various locations within the Masterplan. The most significant of these are to the west and south of the development in the far north-east of the site. These serve to reduce the force of wind, reducing wind chill. Buildings will be terraced where appropriate across much of the Masterplan design. More detail as to the location of this type of built form is included in Section 5: Character and Form. Blocks are orientated in an east-west direction where possible, subject to other design constraints.
	Insulation	Not in Concept Statement	<ul style="list-style-type: none"> Insulation will be included as part of the Sustainability and Renewable Energy Strategy. Residential development across the site will achieve Code Level 3, with Code Level 4 for all affordable dwellings. This level will increase in line with that required by legislation and regulation.

3.2 Sustainability

Topic	Sub-topic	Sustainability Target	Response
	Renewable Energy	Seek to achieve 10% of development's total predicted energy requirements to be provided on site, from renewable energy sources.	<ul style="list-style-type: none"> The Sustainability and Renewable Energy Strategy has made an assessment of energy generation techniques and makes recommendations for a renewable energy strategy.
	Passive Solar Design	Passive solar design should be considered early on as it can significantly reduce the overall energy consumption of a development over its lifetime.	<ul style="list-style-type: none"> The Masterplan has located residential blocks in an east-west orientation where possible. However, the proposal site contains many constraints that need to be accommodated, such as the existing ditches and hedgerows, and in some cases these prevent the orientation of blocks within 30 degrees of south. The Design and Access Statement will explore the evolution of the design in response to this, and other, issues in more detail.
	Deciduous Tree Planting	The Masterplan proposals should include a comprehensive tree planting strategy along streets and in green spaces.	<ul style="list-style-type: none"> Chapter 5.4 of this document, Streets and Spaces, explores the character of streets and open spaces in more detail and demonstrates where tree planting is to be located, along with indicative species.

3.2 Sustainability

Topic	Sub-topic	Sustainability Target	Response
	Code for Sustainable Homes	Development to achieve a minimum Code Level 3 rating across the site.	<ul style="list-style-type: none"> A Code for Sustainable Homes strategy (including a pre-assessment), to be submitted as part of the Sustainability and Renewable Energy Strategy, will demonstrate how the proposals will achieve Code Level 3 for all private dwellings and Code Level 4 for all affordable dwellings.
	Lighting	Not included in Concept Statement	<ul style="list-style-type: none"> External lighting will be the minimum required to ensure public safety. Highway lighting will be to the Highway Authority's standard. Lamp types will be used that reduce light spillage. The Design Code will provide more detail regarding lighting types and developers will be obliged to provide detailed lighting proposals at Detailed Application Stage.

3.2 Sustainability

Topic	Sub-topic	Sustainability Target	Response
Transport	Access to Public Transport	The Masterplan process should include a Green Travel Plan which explains measures proposed to reduce the need to travel by private car.	<ul style="list-style-type: none"> A Green Travel Plan will be submitted as part of the Environmental Statement to be submitted at Outline Application stage. The Design and Access Statement will explain how access to public transport has been optimised in the Masterplan. The masterplan has been designed to allow a variety of bus routes via the Local Centre and Primary School.
	Inclusive access	The Masterplan should integrate the principles of inclusive design as set out in best practice guidance.	<ul style="list-style-type: none"> The Design and Access Statement will explain how the Masterplan promotes inclusive access.
	Car Parking Provision	Masterplan to comply with the maximum parking standards, in line with the Local Plan.	<ul style="list-style-type: none"> The Masterplan will accord with the Parking Standards Guidance as set out in the Replacement St Edmundsbury Borough Local Plan. The Masterplan will seek to achieve 1.5 to 2 parking spaces per dwelling. This is due to the location of the site on the edge of the town.
	Car Club	Integration of car club services with public transport should be considered, in particular, the Cambridge Express services.	<ul style="list-style-type: none"> Car Clubs will be explored as part of the Green Travel Plan to be submitted at Outline Application Stage.

3.2 Sustainability

Topic	Sub-topic	Sustainability Target	Response
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.	<ul style="list-style-type: none"> The Masterplan has been designed with input from drainage engineers to create a SuD system across the proposal site, integrated with the open space network. Further information regarding the Drainage Strategy can be found in Chapter 5.3 of this document. A Drainage Strategy will be submitted as part of the Environmental Statement at Outline Application stage.
	Replenish Ground Water Reserves	If ground conditions are suitable, the Drainage Strategy should allow surface water to stand and percolate to water table level.	<ul style="list-style-type: none"> The proposal site consists of predominantly a clay based soil and the Drainage Strategy has been designed to accommodate this. A Drainage Strategy will be submitted as part of the Outline Planning Application.
	Water Conservation	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.	<ul style="list-style-type: none"> A Code for Sustainable Homes Strategy will be submitted within the Sustainability and Renewable Energy Strategy, as part of the Outline Application.

3.2 Sustainability

Topic	Sub-topic	Sustainability Target	Response
Environment	Ecology and Biodiversity	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.	<ul style="list-style-type: none"> All ditches and hedgerows existing on site are to be retained with the exception of stretches that need to be removed for road access. This is unavoidable to gain access between the different fields within the proposal site. Hedgerows and ditches are incorporated into the open space network, as demonstrated on the Masterplan drawing and explored in Section 5 of this document. Mitigation and enhancement measures have been incorporated into the Landscape Infrastructure Strategy which can be found in Chapter 5.2 of this document. An Ecological Impact Assessment will be contained within the Environmental Statement to be submitted as part of the Outline Planning Application.

3.2 Sustainability

Topic	Sub-topic	Sustainability Target	Response
	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. 	<ul style="list-style-type: none"> Where possible, the development seeks to be outward looking and to integrate with the surrounding landscape and townscape. Some detail of the ways in which this can be achieved are included in Section 5 of this document, Character and Form. The Design and Access Statement, to be submitted as part of the Outline Planning Application will include more detail regarding the ways in which the Masterplan responds to its context.
	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. 	<ul style="list-style-type: none"> A strong greenspace network runs through the site, creating a linked series of spaces, incorporating wildlife habitats, formal and informal play and existing and new public rights of way. The strategy is illustrated in Chapter 5.2 of this document. The open space provision complies with the requirements set out in Appendix E of the Replacement St Edmundsbury Local Plan, i.e. 4.4Ha of Public Open Space per 1000 residents. A Strategic Landscaping Scheme will be submitted at the Outline Application Stage.

3.2 Sustainability

Topic	Sub-topic	Sustainability Target	Response
	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.</p> <p>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. 	<ul style="list-style-type: none"> • Allotments are to be incorporated in accordance with the Open Space Standards in the Local Plan.
Community	Integration and Access	<p>The Masterplan proposals should provide physical and social links between the existing and the new communities.</p>	<ul style="list-style-type: none"> • The Masterplan design links into the surrounding neighbourhoods via existing footpath and vehicular routes. There are limited opportunities for the establishment of new routes due to the nature of the existing urban grain. • The Design and Access Statement will provide more information regarding the rationale behind the access strategy which is included in Section 5 of this document.

3.2 Sustainability

Topic	Sub-topic	Sustainability Target	Response
	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.	<ul style="list-style-type: none"> There have been two public consultation exercises carried out to help formulate and comment on the Concept Statement. The public will be consulted on the Masterplan document and this will be included in a Statement of Community Involvement submitted as part of the Outline Planning Application.
	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.	<ul style="list-style-type: none"> The Masterplan has been designed in accordance with the principles outlined in Secured By Design, for example, the urban form is based on a perimeter block form, advocated in the guidance. The Design and Access Statement will provide more detail as to how the Masterplan accords with Secured by Design.

3.2 Sustainability

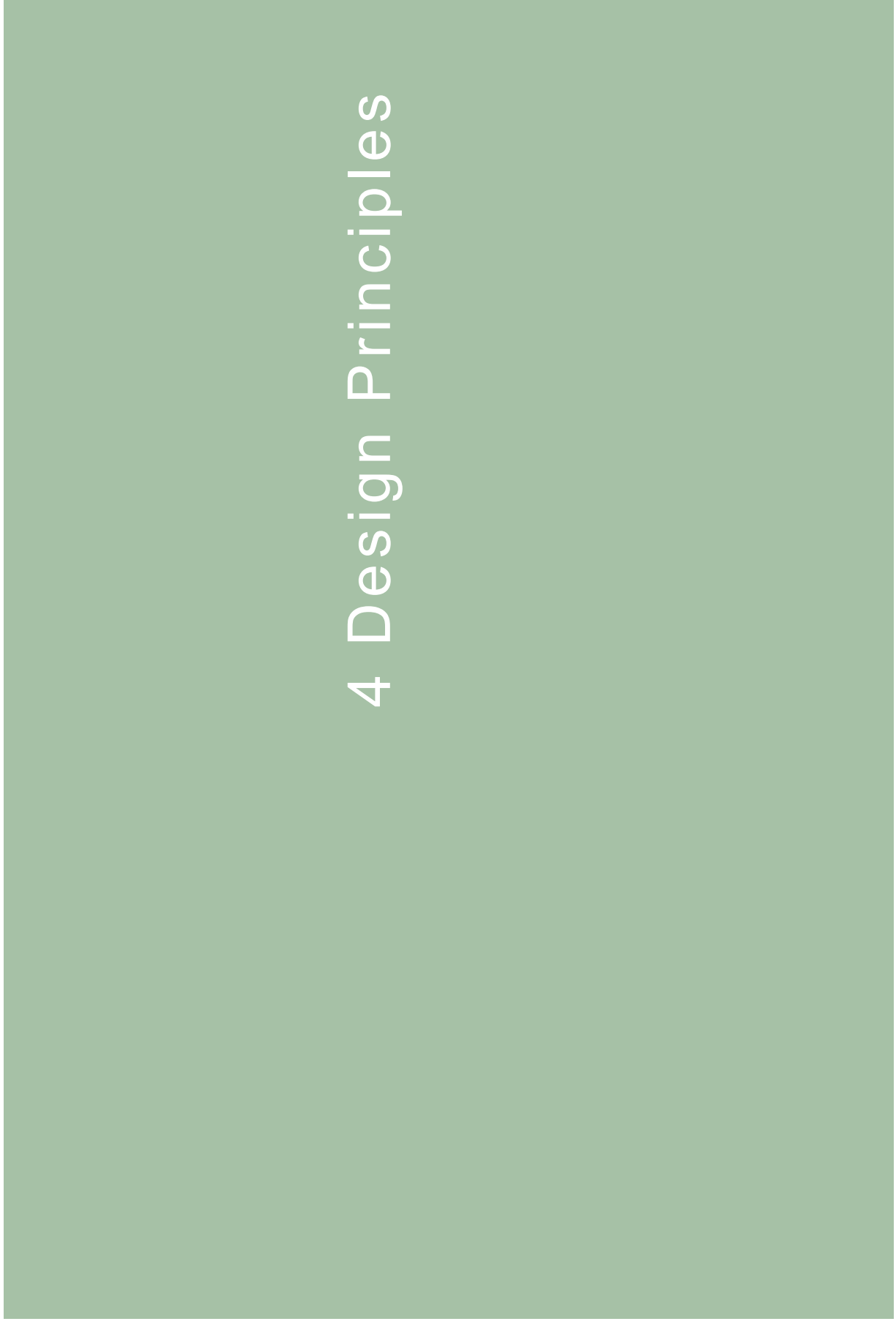
Topic	Sub-topic	Sustainability Target	Response
	Affordable housing	<p>Development to provide percentage of affordable housing units as per Local Plan.</p> <p>Affordable housing to be sensitively integrated with the rest of the development in terms of appearance and distribution.</p>	<ul style="list-style-type: none"> 40% of the dwellings in the Masterplan are to be affordable houses and designed to meet Code Level 4 in the Code for Sustainable Homes. The Design Code will include information regarding the design of all dwellings, including affordable housing. Although requirements for the size and layout of affordable housing may mean that certain features differ, the design quality will be of the same standard as for market housing. This will be detailed within the Design Code. The location of affordable dwellings will be identified at Reserve Matters Application stage.
Waste	Construction waste	The potential to minimise waste during construction should be addressed at the Reserve Matter stage.	<ul style="list-style-type: none"> Details of methods to be used to reduce construction waste will be outlined in the Sustainability and Renewable Energy Strategy.
	Domestic waste	<p>The developer shall provide each dwelling with:</p> <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). 	<ul style="list-style-type: none"> Wheeled bins will be provided, as required for collection by St Edmundsbury Borough Council. Water butts and composting bins will be provided where appropriate. Waste will be a subject covered in the Environmental Statement.

3.2 Sustainability

Topic	Sub-topic	Sustainability Target	Response
	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.	<ul style="list-style-type: none"> A recycling point is to be incorporated in the Local Centre; Haverhill is already covered by the kerbside recycling scheme provided by St Edmundsbury Borough Council which covers various recyclable items including paper, cardboard, compostable materials and some plastics.
	Cut and fill	Cut and fill should be balanced, avoiding import or export, where possible.	<ul style="list-style-type: none"> Cut and fill will be balanced on site where reasonably practicable. The cut and fill for the Relief Road has been equalised where practicable and this will be demonstrated within the full details for the Relief Road, to be submitted as part of the Outline Planning Application.

3.2 Sustainability





4 Design Principles

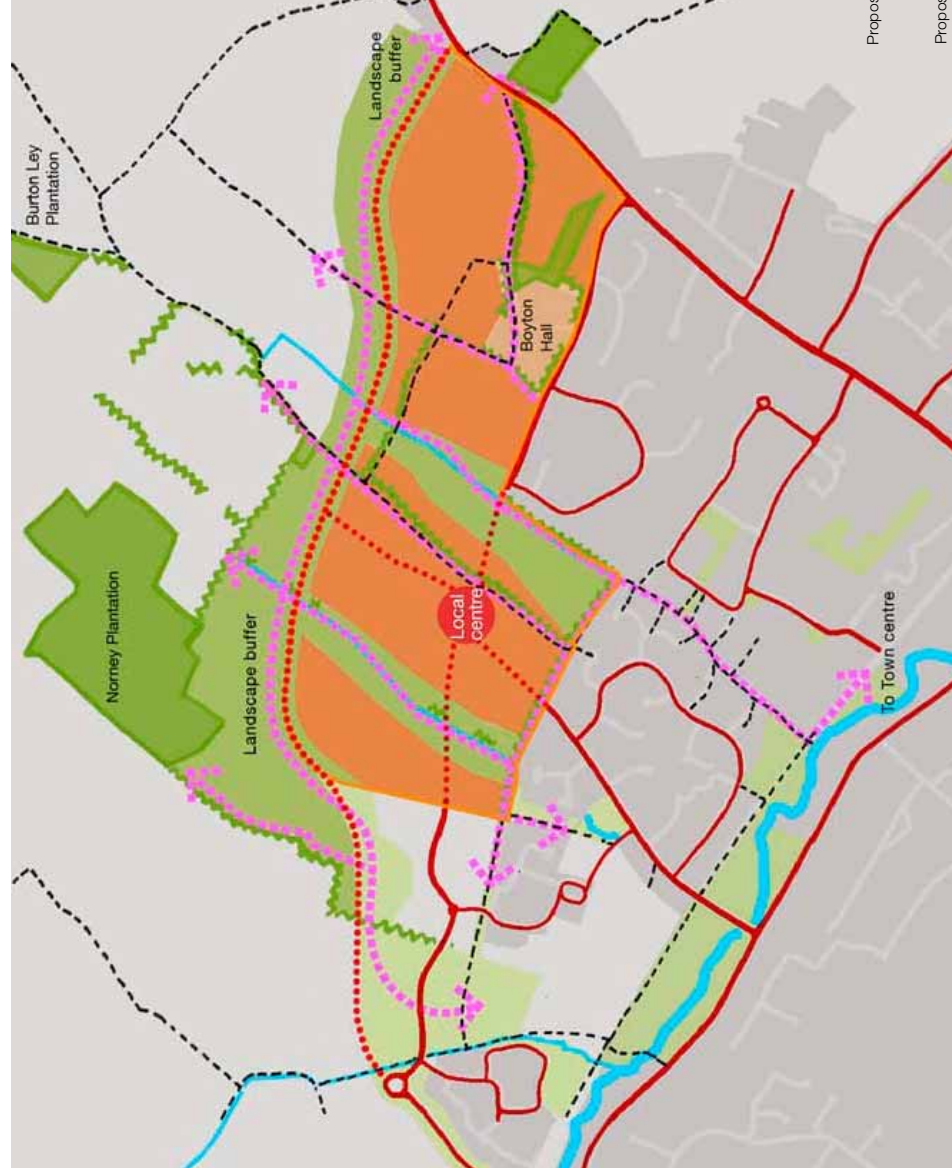


4.1 Introduction

This section includes a summary of the Design Principles outlined in the Concept Statement, how each one is dealt with and where further information can be found in this, or other, documents.

Concept Plan

- 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
- Watercourses / ditches



Concept Plan, North West Haverhill Concept Statement.

4.1 Introduction

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
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 areas.	The road layout has been designed to follow contours, either precisely or loosely, where practicable with regard to other factors, such as field pattern. Where roads run counter to the contours, buildings will be 'stepped' as is traditional in Haverhill.	See Chapter 5.5 for details of Built Form.
	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 top countryside' access to green space.	The higher ground is the most visually sensitive. Open space is located along the valley bottoms, around the existing hedgerows and ditches, and the areas of higher ground. The Local Centre is located on the ridge in the centre of the site to form a landmark and aid to legibility. Other built form is located between the 'fingers' of open space.	See Chapter 5.2 for Open Space Framework. See Chapter 5.5 for details of Built Form.
	Development adjacent to open space shall be orientated towards the space to maximise passive surveillance.	All areas of open space benefit from passive surveillance.	See Chapter 5.4 for details of Green Lanes and Lanes. See Chapter 5.5 for details of Built Form.

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
	<p>The local centre should be prominent, serving as a local landmark and providing emphasis to the local community.</p>	<p>The Local Centre is located on the ridge in the centre of the site to form a landmark and aid to legibility.</p>	<p>See Chapter 5.4 for the Central Plaza.</p>
	<p>Ridgeline hedgerows should be retained and used as corridors within the built environment.</p>	<p>All existing hedgerows are to be retained and reinforced where practicable. However, losing small stretches of hedgerows in some locations is unavoidable due to the need to establish roads across the site.</p>	<p>See Chapter 5.2 for Open Space Framework.</p>
	<p>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.</p>	<p>There is to be an area of buffering to the north of the Relief Road. Planting to the south of the Relief Road and low density development along Lanes will create a green edge to the town.</p>	<p>See Chapter 5.4 for details of Lanes. A Strategic Landscaping Scheme will be submitted at Outline Application Stage.</p>

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
	The high ground at the extreme north east of the site has an important role as a landscape buffer and should be kept clear of built development.	The Sports Area has been located on the highest area of ground in the north east of the site. Native tree and hedgerow planting is to be established to the east of the Sports Area to provide climatic and visual buffering of the north eastern area of the site. The surrounding development has been kept to a low density to allow more planting.	See Chapter 5.2 for details of the Sports Area. A Strategic Landscaping Scheme will be submitted at Outline Application Stage.
Housing Density and Mix	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.	Built form does not exceed four storeys across the majority of the site.	See Chapter 5.4 for Streets and Space. See Chapter 5.5 for Built Form. Design Code to include specific details.
	Overall density should not be less than 30 dwellings per hectare, and within each development parcel, density shall not fall below this figure.	Overall net density is proposed to be approximately 46 dwellings per hectare within the built area. This ranges across the site, depending on the specific constraints of each area.	See Chapter 5.5 for density information.

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
	<p>Density should vary within and between density 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.</p>	<p>This ranges across the site, depending on the specific constraints of each area. For example, the lowest densities can be found in the eastern part of the site where neighbouring development is at the lowest density and some of the highest ground is located and along the north of the site, to create a softer edge to the town.</p>	<p>See Chapter 5.5 for density information.</p>
	<p>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.</p>	<p>Densities and street form vary across the site, depending on the specific constraints of different areas.</p>	<p>See Chapter 5.4 for Streets and Space. See Chapter 5.5 for densities. Design Code to include specific details.</p>
	<p>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.</p>	<p>Highest density areas are located around the Local Centre and Primary School.</p>	<p>See Chapter 5.5 for Built Form.</p>

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
	Lower density areas should include the eastern-most end of the site and areas around Boyton Hall, where a lower density will reflect the existing pattern of residential use.	Development around Boyton Hall and in the east of the site falls into the lowest density bands.	See Chapter 5.5 for densities.
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 new development to the west.	The new Local Centre is located at the junction of Howe Road, Ann Suckling Road and the new road from the Relief Road.	See Masterplan Drawing for more detail. See Chapter 5.4 for concept of Local Centre.
	The Local Centre should be located in a prominent location near the ridgeline, offering aspects across the Stour Brook Valley.	The Local Centre is located at the top of the central ridge. There is no development either side along the ridge, allowing clear views to and from the Local Centre.	See Masterplan Drawing for location of Local Centre.

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
	The urban form should include a public space or square, and the local centre should be in close proximity to the school.	A Central Plaza is to be located in the Local Centre.	See Masterplan Drawing for location of Central Plaza. See Chapter 5.4 for concept of Central Plaza. Design Code to contain more detail regarding Local Centre.
	The Local Centre should cluster social and community facilities.	The Primary School is located on the opposite side of the Central Plaza to the Local Centre. Any other facilities will be located in this area.	Exact composition of Local Centre subject to market demands.
	A Design Code will be needed as part of any Masterplan for the site and should pay careful attention to the Local Centre.	The Design Code is to be submitted after the Outline Planning Permission has been granted.	Design Code to contain more detail regarding Local Centre.
Landscape Infrastructure	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.	The landscape infrastructure forms the basis of the Masterplan and is designed to conserve and enhance existing natural features within the proposal site.	See Chapter 5.2 for details of the Open Space Framework.

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
	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.	Streets and spaces have been designed to maintain a humane scale and strong enclosure by the built form. Shared spaces form a key part of the Masterplan design.	See Chapter 5.4 for Streets and Space. Design Code to include specific details of streets.
	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.	The Masterplan design includes a Green Corridor to the south of the Relief Road. A series of overlapping areas of native woodland create a structural buffer between the development and the Relief Road but allow the space to be used by pedestrians.	See Chapter 5.2 for concept of Green Corridor. A Strategic Landscaping Scheme will be submitted at Outline Application Stage.
	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 Masterplan design includes an area of native planting to the north of the Relief Road to provide a buffer between the edge of the town and the County Wildlife Sites to the north.	See Chapter 5.2 for concept of Green Corridor. A Strategic Landscaping Scheme will be submitted at Outline Application Stage.

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
	<p>The eastern high ground is visually and climatically exposed, and development would benefit from buffer planting to serve as visual screening and windbreaks.</p>	<p>The highest area of ground is occupied by the Sports Area. An area of native buffer planting is proposed along the eastern edge of this area to provide a visual and climatic buffer to the built form in the north east of the proposal site.</p>	<p>See Chapter 5.2 for concept of Sports Area.</p>
	<p>Masterplan proposals for the site should accommodate retention of existing woodland and hedgerows within the site boundary.</p>	<p>All hedgerows and woodland areas are to be retained, where practicable, as part of the Masterplan and these have formed the basis for the Open Space Framework. The removal of small stretches of hedgerow is unavoidable in order to allow vehicular and pedestrian access across the site.</p>	<p>See Chapter 5.2 for Open Space Framework.</p>
	<p>Native species should be used wherever new woodland and hedgerow planting is required.</p>	<p>All hedgerows and woodland planting areas to comprise native species.</p>	<p>See Chapter 5.2 for Open Space Framework. A Strategic Landscaping Scheme will be submitted at Outline Application Stage.</p>

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
	Grassland margins along existing hedgerows should be retained and enhanced for biodiversity gain.	All hedgerows and woodland areas are to be retained, where practicable, as part of the Masterplan and these have formed the basis for the Open Space Framework. The removal of small stretches of hedgerow is unavoidable in order to allow vehicular and pedestrian access across the site.	See Chapter 5.2 for Open Space Framework.
	Masterplan proposals should adhere to the Open Space Standards set out in the Local Plan and to the Manual for Streets.	The Masterplan provides 4.4Ha of Public Open Space per 1000 population, as required by Appendix E of the Replacement St Edmundsbury Local Plan.	See Chapter 5.2 for Open Space Framework.
Access and Movement	The principal road connections shall be Howe Road, Ann Suckling Road, the existing road leading from the developments to the west, and the Relief Road to the north.	The new road framework links into Howe Road, Ann Suckling Road, two points on the Relief Road and Hales Barn Road (the road leading to the development to the west).	See Masterplan drawing for concept road layout.

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
	<p>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 orientated focus for the area.</p>	<p>The above roads, with the exception of Hales Barn Road, connect at the Local Centre. There is no direct through-route between Howe Road and the Relief Road through the Local Centre for private transport. Hales Barn Road connects into the new link from Howe Road to the south of the Local Centre due to topographical constraints.</p>	<p>See Masterplan drawing for concept road layout.</p>
	<p>The design of all roads shall reduce the likelihood of 'rat-running' while promoting connectivity between parcels and neighbouring areas.</p>	<p>There is no direct connection between Howe Road and the Relief Road, which was felt to be the most-likely route to suffer from 'rat-running'. The Masterplan has been designed with a view to create ease of access into the development but not through it, thus promoting walking and cycling as preferable alternatives.</p>	<p>See Masterplan drawing for details of road layout.</p>
	<p>The carefully considered response of road alignments to respect the local topography shall also be exploited to reduce the speed of traffic.</p>	<p>Road alignments are designed to follow the contours where possible, taking into account other constraints.</p>	<p>See Masterplan drawing for details of road layout.</p>

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
	<p>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.</p>	<p>The Boulevards correspond approximately with the ridges and valleys within the development but allowing for other connections.</p>	<p>See Masterplan drawing for details of road layout.</p>
	<p>Routes should be direct and therefore legible - avoiding unnecessary or forced changes in direction or dead-ends or cul-de-sac configurations.</p>	<p>Connectivity is promoted throughout the Masterplan design although certain direct routes are avoided to reduce 'rat-running' as mentioned above. The most important direct route is from Howe Road through the Local Centre to the Relief Road. This is not accessible directly by private transport in order to reduce 'rat-running'.</p> <p>Opportunities for connectivity with the surrounding development have been exploited. Some 'dead-ends' are unavoidable due to the constraints of the proposal site and the limit in the number of opportunities for vehicular connection to neighbouring communities.</p>	<p>See Masterplan drawing for details of road layout.</p>
Car Parking	<p>In keeping with the principle of sustainable development, any development proposals should seek to minimise the use of the private car.</p>	<p>The development has been designed to allow access by public transport from Howe Road via the Local Centre and Primary School.</p>	<p>Design Code to include specific details.</p>

4.2 Design Principles

Topic	Design Principle from Concept Statement	Masterplan Response	Further Detail
Public Transport	<p>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.</p>	<p>The main road network links into all of these connections with the Local Centre and Primary School with provision for the bus route to run through the Central Plaza.</p>	<p>See Masterplan drawing for details of road layout.</p>
	<p>Masterplan proposals should also consider the potential links with the proposed Park and Ride for the Cambridge Express services from the Bus Station.</p>	<p>Bus routes are yet to be finalised but connections to the Town Centre and Park and Ride will be sought.</p>	<p>Outline Planning Application and Reserve Matters Planning Applications will provide additional detail on proposed bus routes.</p>






5 Character and Form



5.1 Introduction



5.1 Introduction



The following chapter outlines the strategic frameworks for the creation of character across the site. Character will not be a 'theme' 'forced' onto the different areas of the site but will rather evolve from a combination of the different frameworks.

This chapter does not provide detailed guidance on building design or road widths, but provides a strategic vision which will be translated into detailed 'rules' in the Design Code to be submitted after the Outline Planning Application and to be adopted as Supplementary Planning Guidance.

The frameworks covered in this Section that will inform the character are:

- Open Space;
- Drainage;
- Streets and Spaces;
- Built Form.

Although these frameworks are dealt with in different chapters for clarity, there is overlap between them. For example, the open space and drainage strategies inform each other and building height and density is an element of the streetscape.

The Design and Access Statement, to be submitted as part of the Outline Planning Application will explain the rationale behind these frameworks whereas the Masterplan merely describes them.

5.2 Open Space

Introduction

The Masterplan design has evolved from the primary principle of the retention of existing landscape features into a single, cohesive network of open spaces that responds to topography and visual impacts, and that provides different types of open spaces within easy walking distance of people's homes, in accordance with the Concept Statement.

Hierarchy of Open Space

The open space framework consists of a variety of different types of open space, each providing a different type of character. This document will provide a description of each type of space and outline species or species groups for use within that landscape.

These different spaces fall into a hierarchy of three levels:

- *Primary* - including the Buffer Zone, the Green Corridor and Ann Suckling Way Park;
- *Secondary* - including the linear parks, the Sports Area and Chapel Farm Park;
- *Tertiary* - including neighbourhood ponds, verges, tree planting and any other incidental open spaces within the development.

Overall Principles

The following principles are to be incorporated into the design of all open spaces. Further detail will be incorporated later in this chapter.

- Open spaces will respond to and enhance the context of the development, e.g. areas closest to the open countryside to the north will be less formal and contain more native tree and understory planting;
- They will be designed for social contact and safe children's play, e.g. all areas of open space will be overlooked by surrounding buildings;
- They will link public and private open spaces into a cohesive network;
- They must be robust and usable for a variety of functions;
- They will accommodate sustainable drainage systems, demonstrated in this and the following sub-section;
- Areas of wildlife habitat will be incorporated into the open space strategy;
- Wildlife habitats will form a linked network which is shown to be more effective than disparate areas; and
- Foot/cycle ways within the open space will link into the wider network, allowing people easy access for walking.

5.2 Open Space



The green space network

5.2 Open Space

Primary Structure

The primary structure includes the Buffer Zone, Ann Suckling Way Park and the Green Corridor.



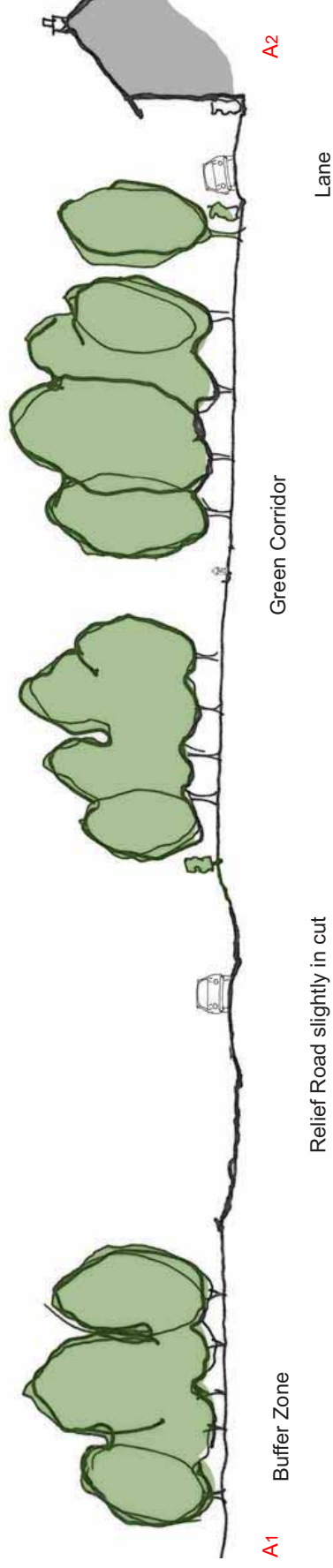
Primary landscape framework including Buffer Zone, Green Corridor and Ann Suckling Way Park

5.2 Open Space

Buffer Zone

The primary function of this area is to soften the visual impact of the road from the countryside to the north and as a landscape buffer between the edge of the town and the County Wildlife Sites at Norney Plantation and Ann Suckling Way. It will consist of a matrix of native woodland tree and shrub planting, including Oak, Cherry, Apple, Hawthorn and Willow.

A Strategic Landscaping Scheme will be submitted with the Outline Planning Application.



Cross-section of Buffer Zone, Relief Road and Green Corridor



5.2 Open Space

The Green Corridor

The Green Corridor stretches around the northern edge of the development; between the urban edge and the Relief Road, and performs the following functions:

- Creating enclosure to the road and act as a buffer to the development;
- Ensures the development is kept away from the higher ground to the north, reducing visual impact;
- Provides a break in the built up area, reducing its visual impact;
- Provides a green link between the eastern and western ends of the development; and
- Links into the linear parks to form part of the green network.

The Green Corridor will have a semi-natural character in keeping with its location on the edge of the countryside.

The design concept is of a footpath winding between stretches of native tree and shrub planting. These areas of native planting are proposed to be approximately 40-60 metres in length and up to 20m in width. They will overlap when viewed from the north or south, providing visual screening between the development and the countryside to the north. Individual trees will be planted between the blocks of planting, to create a gradation between planted and open areas.

A native hedgerow will run along the northern edge of the park in order to provide an additional visual buffer between the park and the Relief Road.

A Strategic Landscaping Scheme will be submitted with the Outline Planning Application.

The adjacent sketches demonstrate the type of space that the Masterplan seeks to achieve in this area.

5.2 Open Space



The Green Corridor

5.2 Open Space

Ann Suckling Way Park

Ann Suckling Way Park runs north to south through the Local Centre. It sits between the Central Spine and Ann Suckling Way footpath, and occupies the ridge running through the centre of the site. The Local Centre and Primary School are located to either side of a central square, midway along the park's length.

Ann Suckling Way Park will contain children's play areas and some of the SuDS, as well as different planting areas. More formal planting areas will be located towards the central square, with areas of ornamental shrub planting around key areas, including children's play areas. The large part of the site will be in a 'parkland' style with a network of footpaths running between specimen and stands of trees. Some areas of grassland will be kept short with seasonal bulbs to add colour and seasonal variety. Other distinct areas will be left to longer meadow style grass with mown paths to allow access in summer months. Meadow areas will be subject to a meadow cutting regime.

Ann Suckling Way will also accommodate some of the allotments.

More details of the SuDS will be included in the next sub-section of this document.

A Strategic Landscaping Scheme will be submitted with the Outline Planning Application.

The northern part of Ann Suckling Way Park is one of the most level parts of the site and would be a good location for allotments. This area would be surrounded by hedgerows and tree planting to provide a wind buffer.



5.2 Open Space



Design Concept for Ann Suckling Way Park

5.2 Open Space

Secondary Structure

The secondary landscape structure includes the linear parks, Chapel Farm Park and the sports area.



Secondary landscape framework including linear parks and sports area



5.2 Open Space

Linear Parks

These follow the valleys in the proposal site and contain many of the drainage ditches. These spaces perform the following functions:

- Create North - South aligned green links between the existing town and the countryside to the north;
- Form part of the green network;
- Include part of the SuDS network;
- Provide open space close to neighbourhood areas; and
- Create breaks in the built form of the development, reducing its visual impact.

The linear parks are intended to be less formal areas that contain wildlife areas. Ditches will be widened in areas, especially near the rear boundary of the school in order to provide wetland and marshy habitats. Native species will be used, such as Yellow iris (*Iris pseudoacorus*), Marsh-marigold (*Caltha palustris*), Watercress (*Nasturtium officinale*), Flowering rush (*Butomus umbellatus*), Lesser Reed Mace (*Typha angustifolia*) and Pendulous Sedge (*Carex pendula*).

The existing hedgerows will be repaired with native species, where required, so that they are joined into more cohesive and effective habitats.



Chapel Farm Park

This area of open space creates a green area along the northern edge of Ann Suckling Road, echoing that along the southern edge. It also creates an area of open space close to the residential development south of Ann Suckling Road. This area is connected by a footpath to the sports fields on the northern edge of the proposal site.

Native specimen trees will be planted within hedgerows and in appropriate areas of open space. Species should include English Oak (*Quercus robur*).

The exception to the purely native rule will be surrounding formal play areas where colour and scent are of greater importance. Aggressive non-native plants will not be used.

A Strategic Landscaping Scheme will be submitted with the Outline Planning Application.



5.2 Open Space



The southern end of the westernmost linear park.





5.2 Open Space

Sports Area

This area is located on the highest and most level ground. The Sports Area is large enough to accommodate a sports pitch in the orientation recommended by Fields in Trust.

The sports pitch will be surrounded by a hedgerow to provide some buffering between the pitch and the remaining open space.

This area will also include other formal play equipment with associated ornamental planting. The remainder of the area will be in the parkland style with footpaths running between specimen and areas of trees. Areas of tree planting will be located between the sports pitch and the areas of residential development to the north east.

The idea of the creation of shared use of school playing fields will provide additional sports provision in the western part of the site. More detail on shared facilities will be submitted at the Reserve Matters stage.



The Sports Area



5.2 Open Space

Tertiary Structure

This will include shared areas, local squares, verges, drainage features within the built form, and other incidental open spaces.



Tertiary landscape framework - including verges and incidental open spaces



5.2 Open Space

Shared Surfaces

The locations of these are identified on the Masterplan drawing and are described later in this section.

Shared surface areas will include areas of tree and ornamental planting, drainage features and play features where appropriate.

More detailed proposals will be included as part of the Design Code to be submitted after the grant of Outline Planning Permission.

Squares

Informal squares are located at various points throughout the development and a central, formal square is located in the centre of the development, between the Local Centre and the Primary School. More information regarding the siting and design of these will be included later in this section, as part of the Streets and Spaces Framework chapter.

Verges

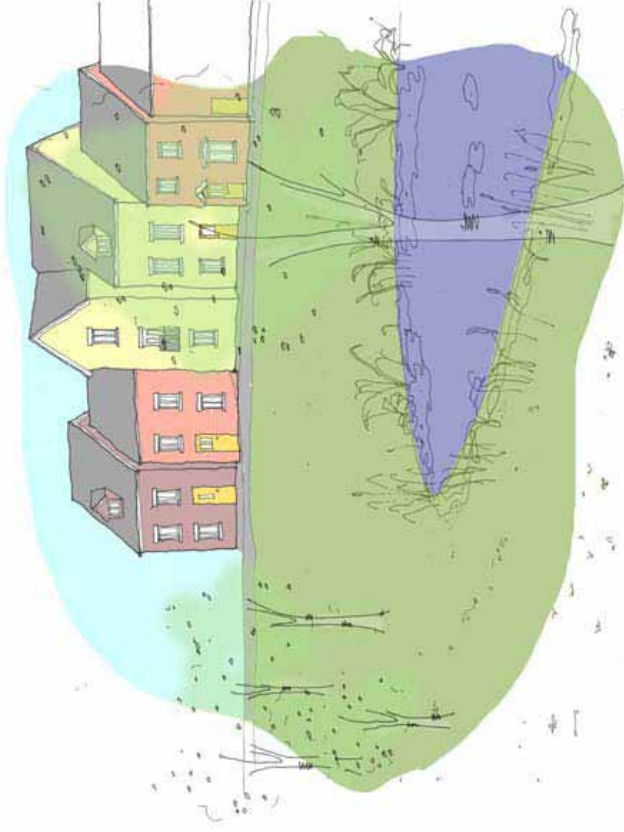
These will contain native or semi-native species, appropriate to the restrictions offered by their location. Boulevards will be characterised by Oak trees whereas Neighbourhood Streets will use smaller, street trees due to restrictions in space. These will be detailed further in the Streets and Spaces Framework later in this document.

Drainage Features Within the Built Form

The SuDS will require the use of drainage features throughout the development. Details of these, their locations and any associated planting will be detailed further in the Drainage framework part of this Section. A Drainage Strategy will be submitted as part of the Outline Planning Application.

Other Incidental Open Space

Other small areas of open space may evolve in the design as detailed applications come forward. Details of these will be submitted at the Reserve Matters Stage.



The pond in the South West corner between Ann Suckling and Howe Roads



5.3 Drainage

Introduction

The Drainage Framework and the Masterplan have evolved together, through consultation with drainage engineers. This chapter describes the types of drainage features that will be used at different points in the development and the type of spaces in which they will result. Plant species are proposed where appropriate.

A Drainage Strategy will be submitted as part of the Environmental Statement with the Outline Planning Application. Detailed 'rules' for the planting and design of drainage will be included as part of the Design Code to be submitted when Outline Planning Permission has been granted.

Drainage Methods

The Drainage Strategy utilises the natural topography of the site to move water to the existing drainage system via a series of methods that reduce the amount of 'run-off' during peak rainfall. These 'methods' are incorporated into the Masterplan design so that they may contribute more positively to the character of the space and so that a more natural pattern of drainage is created.

Key



Existing Ditches

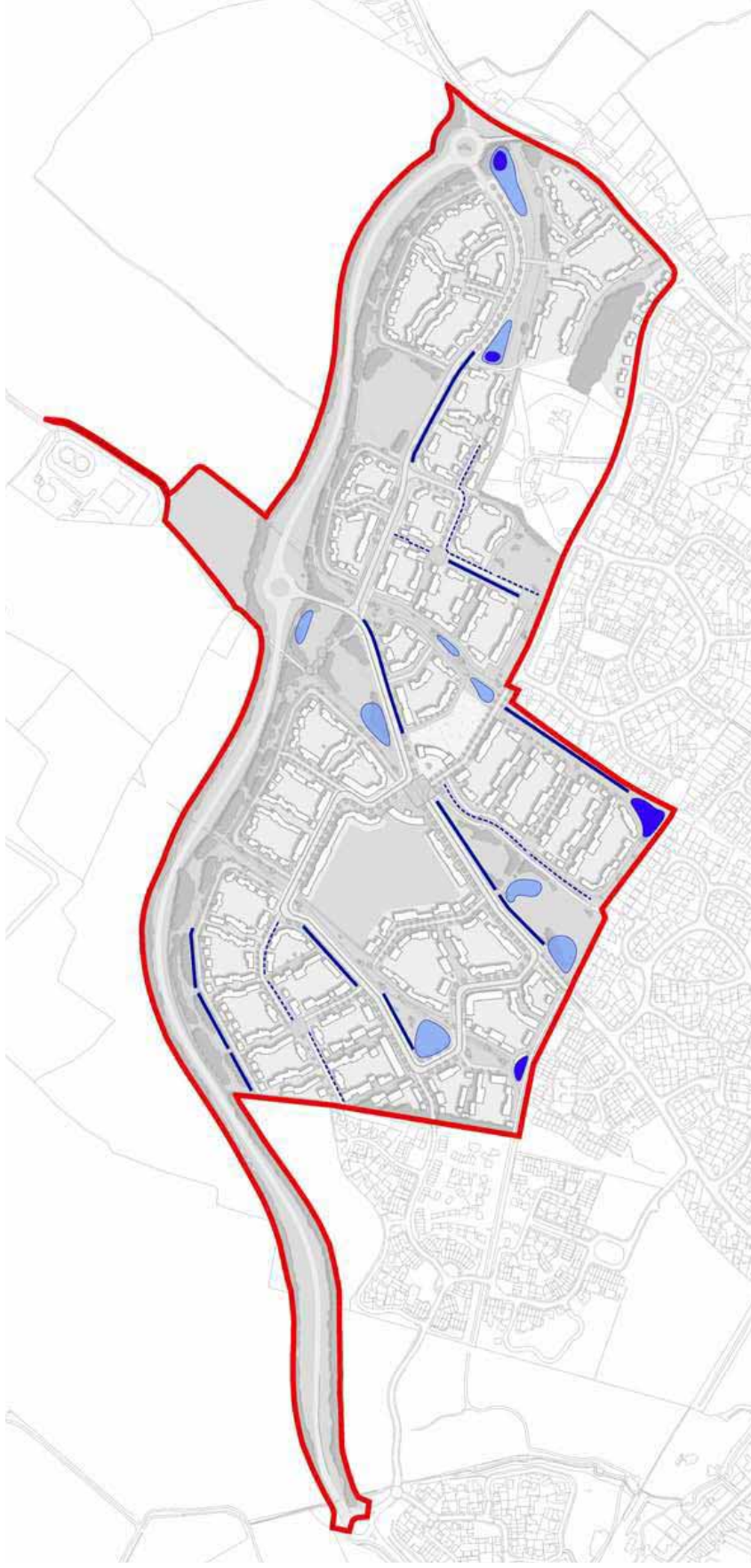
Proposed Swales

Proposed Rills

Proposed Infiltration Basins

Proposed Ponds

5.3 Drainage



Indicative drainage strategy

5.3 Drainage

Swales

Swales are linear vegetated drainage features in which surface water can be stored or conveyed, and are designed to allow infiltration into the soil. Roadside swales replace conventional gullies and drainage pipes, and are incorporated into landscape features with ecological and landscape value. At Haverhill, swales will be incorporated within the verges of Boulevards and Streets, and within parkland areas adjacent to roads.

They are generally dry, apart from at the base and during storm surges, but can be established with native marginal wetland vegetation to enhance their landscape and wildlife value. They can also be planted with shrubby vegetation to help screen retaining walls and other engineering features.



Example of swales forming an integral part of the overall design

5.3 Drainage

Infiltration Basins

Infiltration basins are gentle depressions in the ground, intended to store runoff in times of high rainfall and infiltrate it gradually into the ground. They will be established as grass, and are intended to remain dry except during storm surges. Under normal conditions they will have the appearance of a simple area of green open space.

At Haverhill, opportunities for infiltration are limited due to the nature of the clay soil. Where they are used, they will be designed so that they comprise entire areas of open space, making them less conspicuous as a drainage feature.



Infiltration basins forming a usable part of the open space

5.3 Drainage

Constructed Wetlands

These are drainage areas which are intended to remain wet at all times, and will be established with native wetland and marginal vegetation. They will be incorporated into areas of open space, most notably to the west of the school site and at the two southern corners on the west of the site, south of Hales Barn and Ann Suckling Roads. They will be contoured and planted to create a feature within the space and will be overlooked by neighbouring dwellings.

Constructed wetlands will also be incorporated into neighbourhood areas, for example in replacement of squares where these are indicated on the Masterplan.



Combined infiltration basin with pond forming an attractive feature within the landscape structure.

5.3 Drainage

Rills

Rills are effectively narrow swales which will be used to provide an alternative method of applying sustainable drainage principles within more confined and hard-surfaced urban spaces and have low land-take. They can be successfully incorporated into the streetscape to provide a valuable landscape feature, whilst also helping to define spaces, private curtilage and hierarchy.

The Masterplan has been developed to optimise the use of rills within the streetscape, and incorporate them satisfactorily into the overall layout.



Imaginative use of rills to create diversity within high density and hard surfaced areas. © Bob Bray

5.4 Streets and Spaces

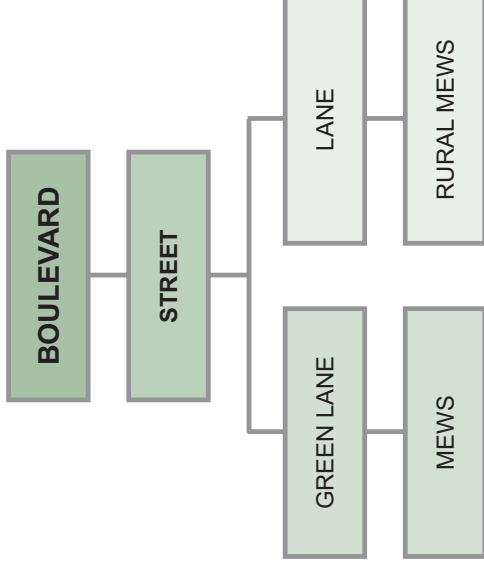
Introduction

This chapter sets out the differences in character that the different types of streets are to achieve. It does not include detailed specification for roads which will be included as part of the Design Code, after the granting of Outline Planning Permission and as part of the Reserve Matters Applications.

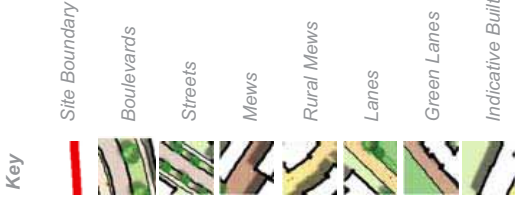
The street hierarchy is based around the principle of a 20mph design speed and in accordance with Manual for Streets and the Suffolk Design Guide.

Design details for all roads will be submitted as part of the Reserve Matters Applications and will be in accordance with the Design Code.

Types of parking provision will be described under each street type and more detail will be included in the final chapter of this section: Built Form.



Street hierarchy



5.4 Streets and Spaces



Proposed Street hierarchy

5.4 Streets and Spaces

Boulevards

Boulevards form the main routes within the development and will be used by most of the local traffic.

Boulevards will be wider than other roads on the site (in excess of 6m) to accommodate buses. A wide verge will be located along one side of the road to accommodate large trees, (Quercus robur) and on-street parking. A services strip will be located along the opposite side to accommodate lighting columns and other services.

The Boulevard running from the central roundabout of the Relief Road to Howe Road is the Central Spine. It provides a through-route for buses, pedestrians and cyclists but not for private vehicles.

Parking will be a combination of on-street, in-curtilage / garage and in parking courts. The latter is to be used after other methods.

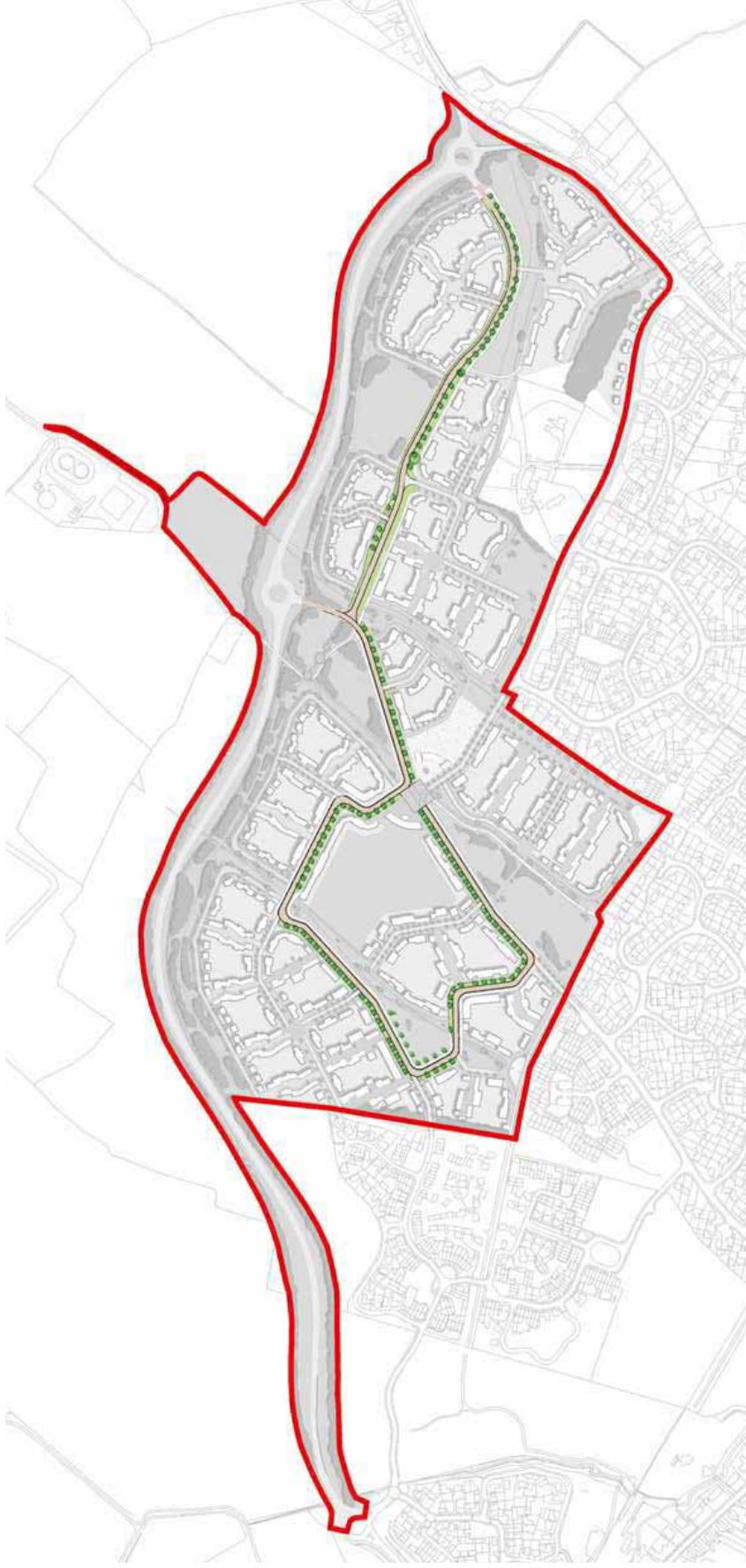
Built frontages will be continuous where possible and buildings will be taller than general neighbourhood areas. Building heights will generally be 2.5 to 3 storeys with some 3.5 storey buildings for emphasis. This is explored in the following chapter and will be detailed as part of the Design Code.

Areas of private planted space will be incorporated between the building line and the foot / cycleway.

In the Central Spine, where the boulevard runs alongside Ann Suckling Way Park, a second line of trees will be incorporated to create a strong avenue. Avenue trees within the Boulevards will be English Oak (Quercus robur).

Dimensions and specifications of Boulevards will be incorporated in the Design Code.

5.4 Streets and Spaces



Proposed Location of Boulevards

5.4 Streets and Spaces



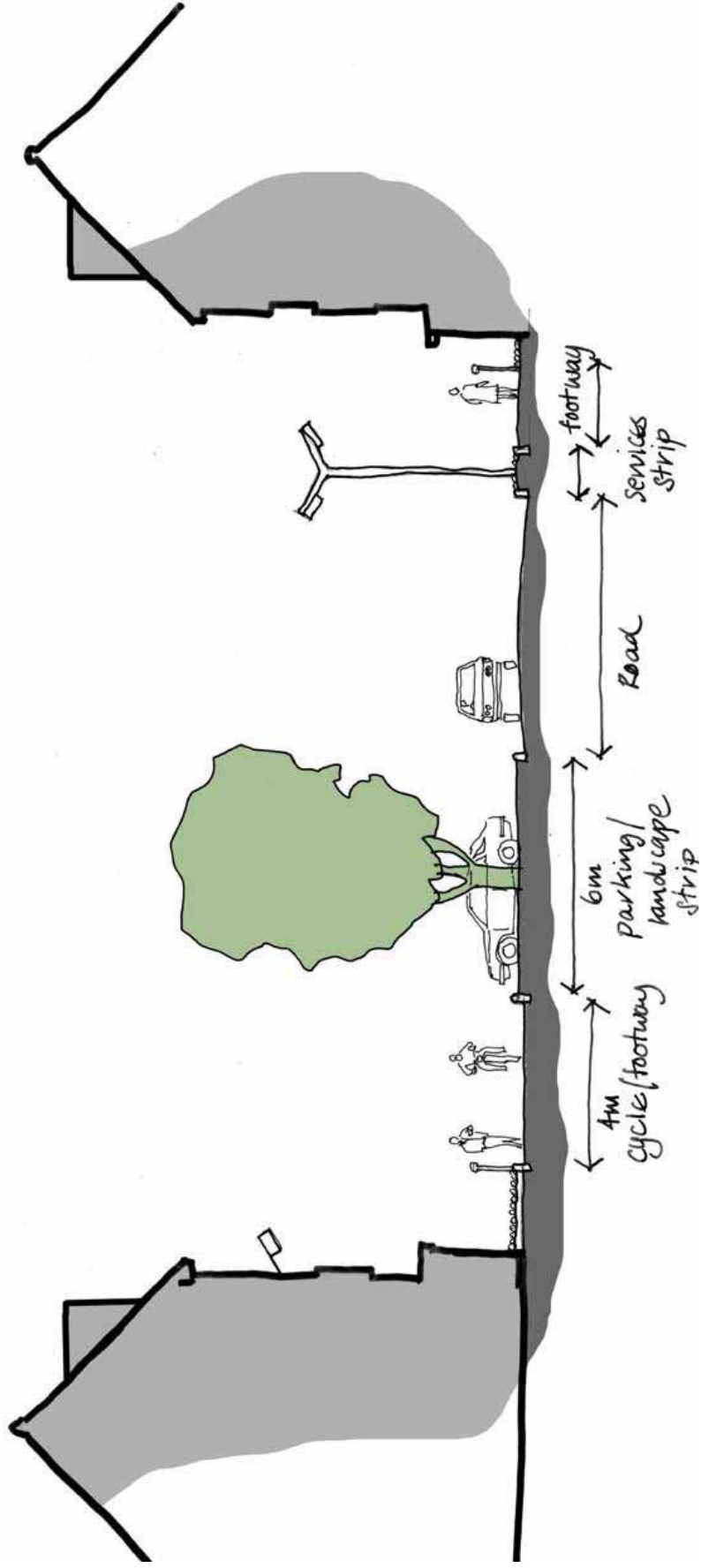
Boulevards are flanked by taller buildings with wide verges to accommodate large trees and on-street parking.

5.4 Streets and Spaces



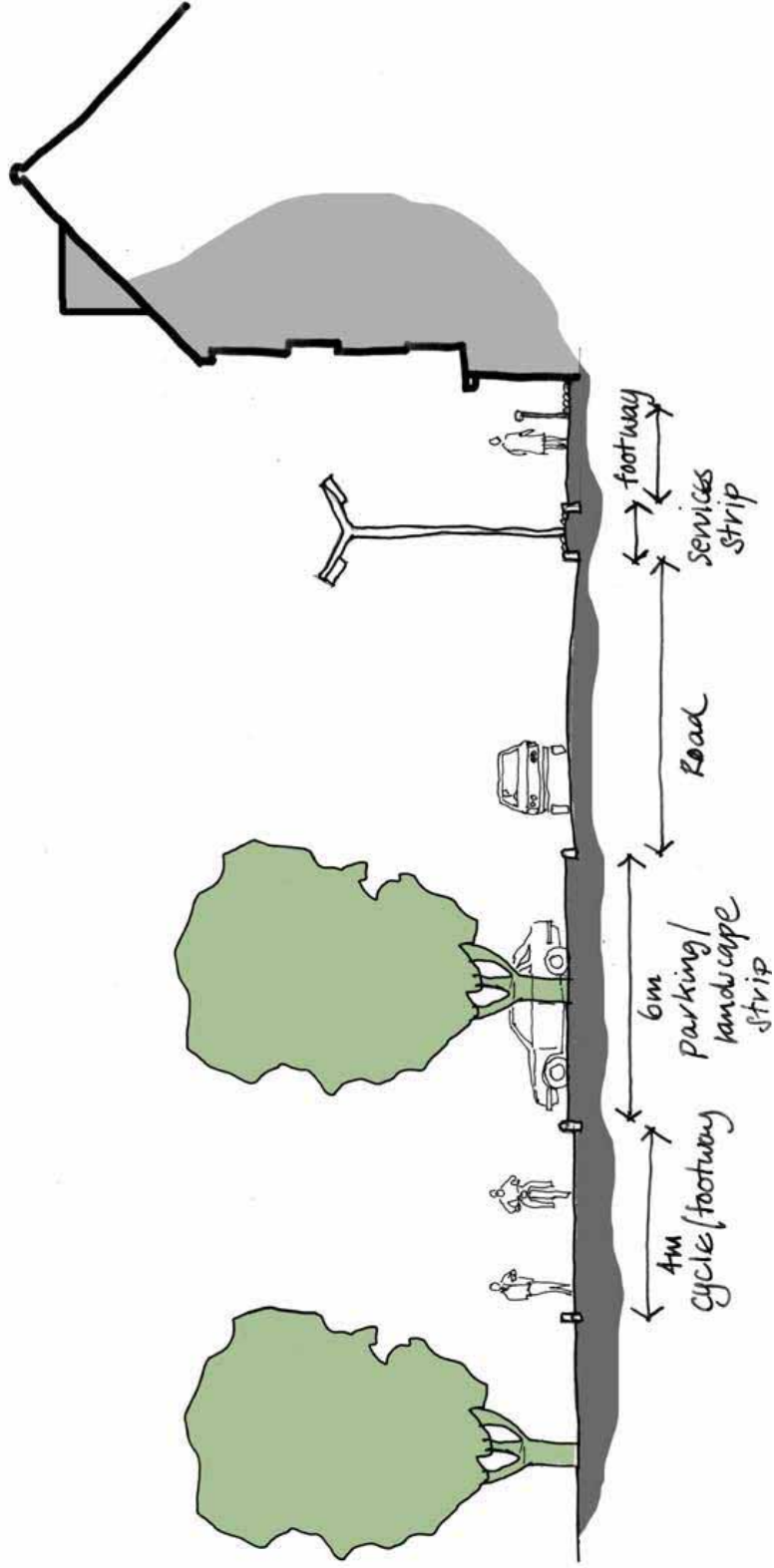
Concept sketch demonstrating typical layout of Boulevard. Taller and continuous built frontage frames space. Wide verge to accommodate large street trees and on-street parking. Combined cycle / footway on one side.

5.4 Streets and Spaces



Illustrative Boulevard cross-section

5.4 Streets and Spaces



Illustrative Central Spine Cross-Section

5.4 Streets and Spaces

Neighbourhood Streets

Neighbourhood streets are one level below boulevards in the street hierarchy and carry less traffic. Parking strips / verges will be accommodated on one or both sides of the road and parking bays will be broken up by tree planting. Trees on these streets will be smaller, using native species such as Rowan (*Sorbus aucuparia*), Hornbeam (*Carpinus betulus*) or semi-native species such as *Pyrus Chanticleer*. Species will be detailed in the Design Code.

Building heights will be lower than on Boulevards (generally 2.5 storeys with some buildings at 3 to 3.5 storeys for emphasis).

Parking will consist of a mixture of on-street and in-curtilage parking.

Parameters for Neighbourhood Streets will be included as part of the Design Code.

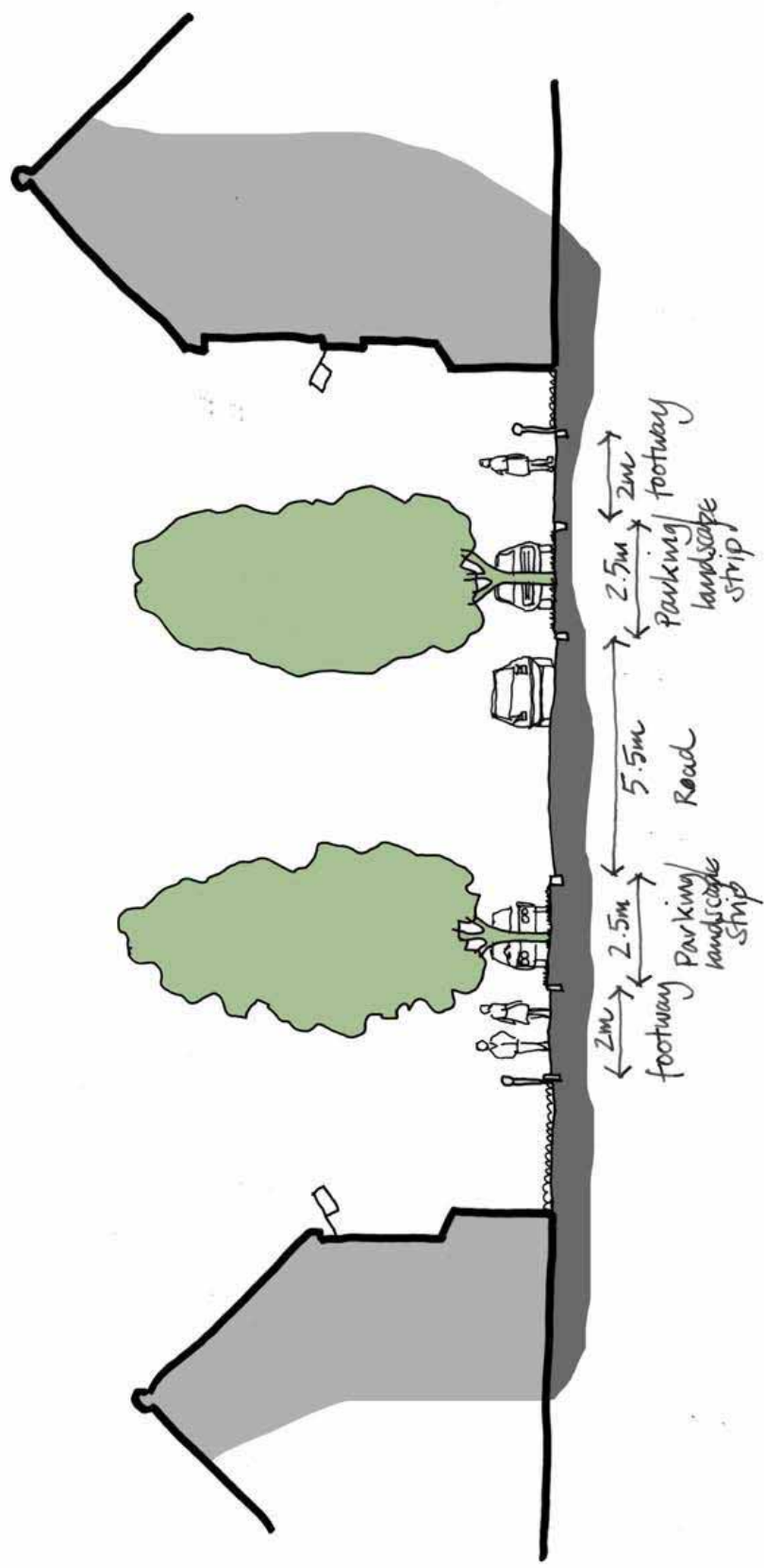


Building height on streets ranges from 2.5 to 3.5 storeys but are generally lower than on Boulevards. Cars are parked on the street and are interspersed by street-trees.

5.4 Streets and Spaces



Proposed Location of Streets within Masterplan.



Illustrative Street Cross-Section



Concept sketch showing typical layout of neighbourhood street.



5.4 Streets and Spaces

Green Lanes

These are shared surface streets located so that buildings overlook the linear parks. Building frontages will be continuous where practicable and all buildings will face over the open space. Small areas of private planting will be incorporated into the street scene.

Building height will generally be up to 3 storeys, or 3.5 on areas opposite the Central Spine.

Parking will be a combination of on-street and in-curtilage, with the use of parking courts as a last resort. Greater detail is included in the following chapter: Built Form.

Parameters of Green Lanes will be included within the Design Code.



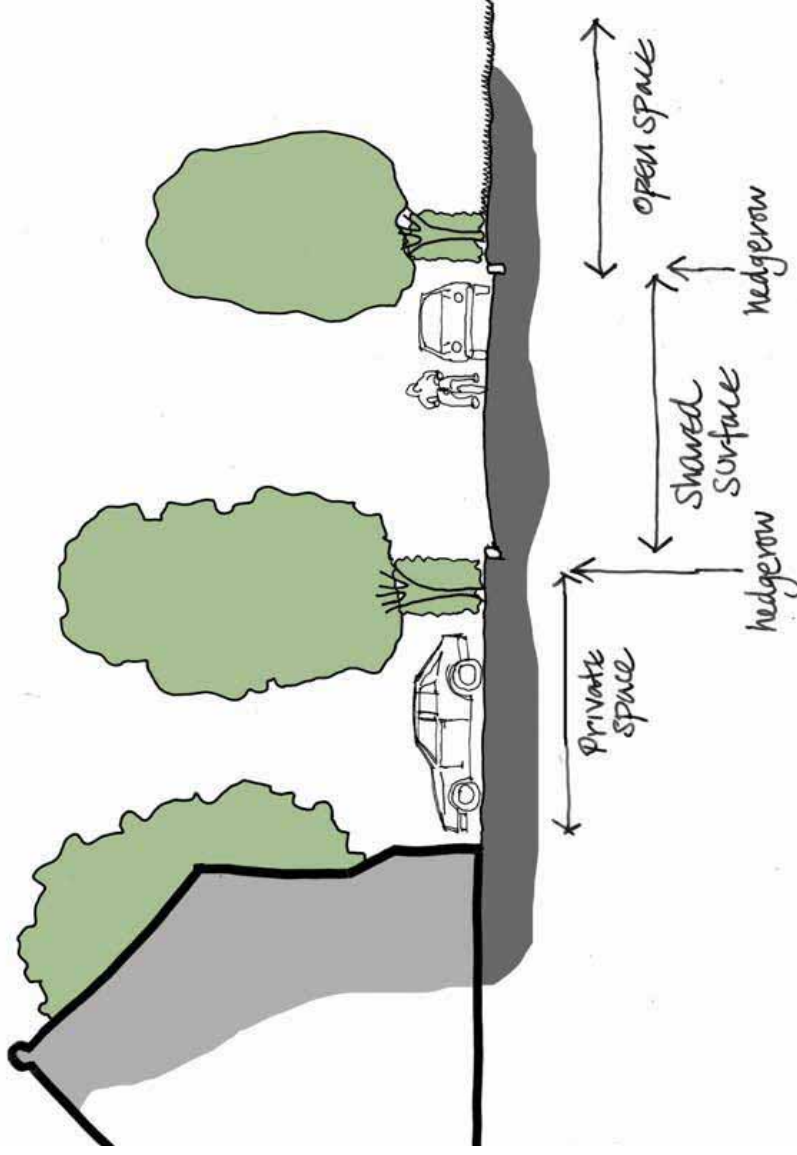
A continuous built frontage overlooks areas of open space, providing passive surveillance.

5.4 Streets and Spaces



Proposed Location of Green Lanes within Masterplan

5.4 Streets and Spaces



Illustrative Green Lane Cross-Section

5.4 Streets and Spaces



Concept sketch showing typical layout of Green Lane. Buildings front onto open space, providing passive surveillance.

5.4 Streets and Spaces

Lanes

Lanes are to be located along the edges of the development that bound the countryside. Density is lower along these routes, with greater set-back from the road and a 'broken' building frontage. This is to allow more planting in front of and between buildings. Building height will be lower, up to 2.5 storeys.

Lanes are to be shared surface, such as of bound gravel. Native hedgerow planting is to be used on both sides of the lanes to create a softer edge to the development. Individual trees, such as Oak (Quercus robur), Rowan (Sorbus aucuparia) and Bird Cherry (Prunus padus) shall be included in hedgerows.

Parking will be within garages and on private driveways with some visitor parking on the street.

Specifications of the Lanes will be included as part of the Design Code.



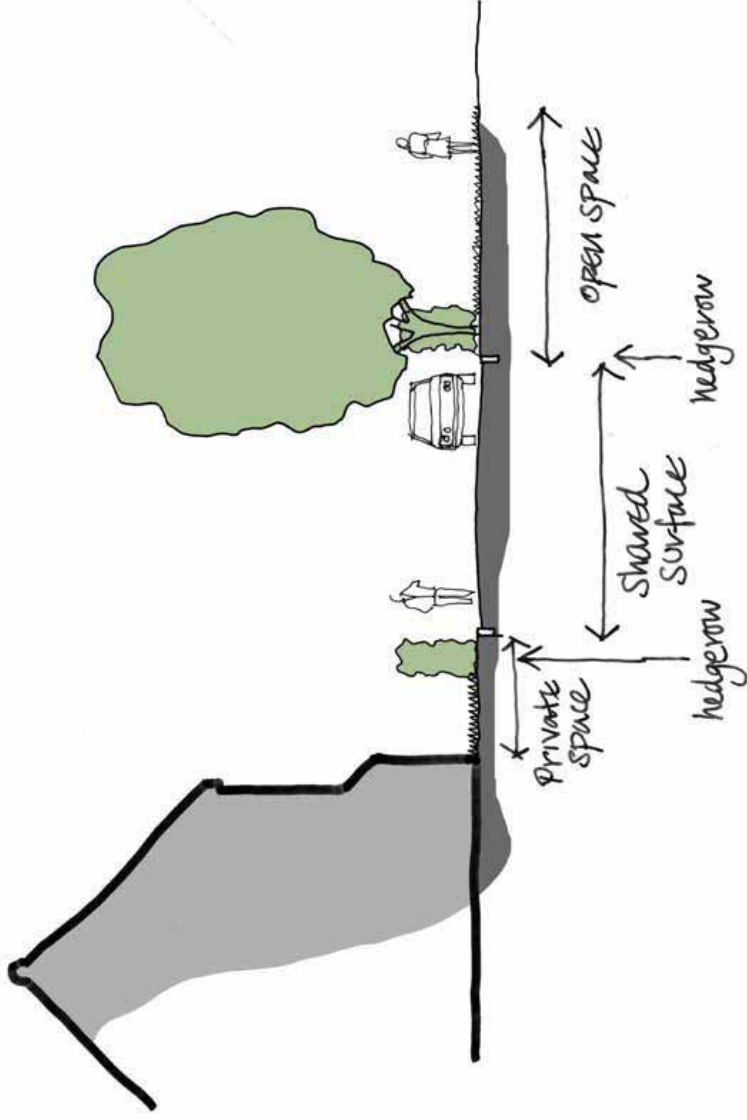
Example of typical Lane development. Lower density development faces onto the open space.

5.4 Streets and Spaces



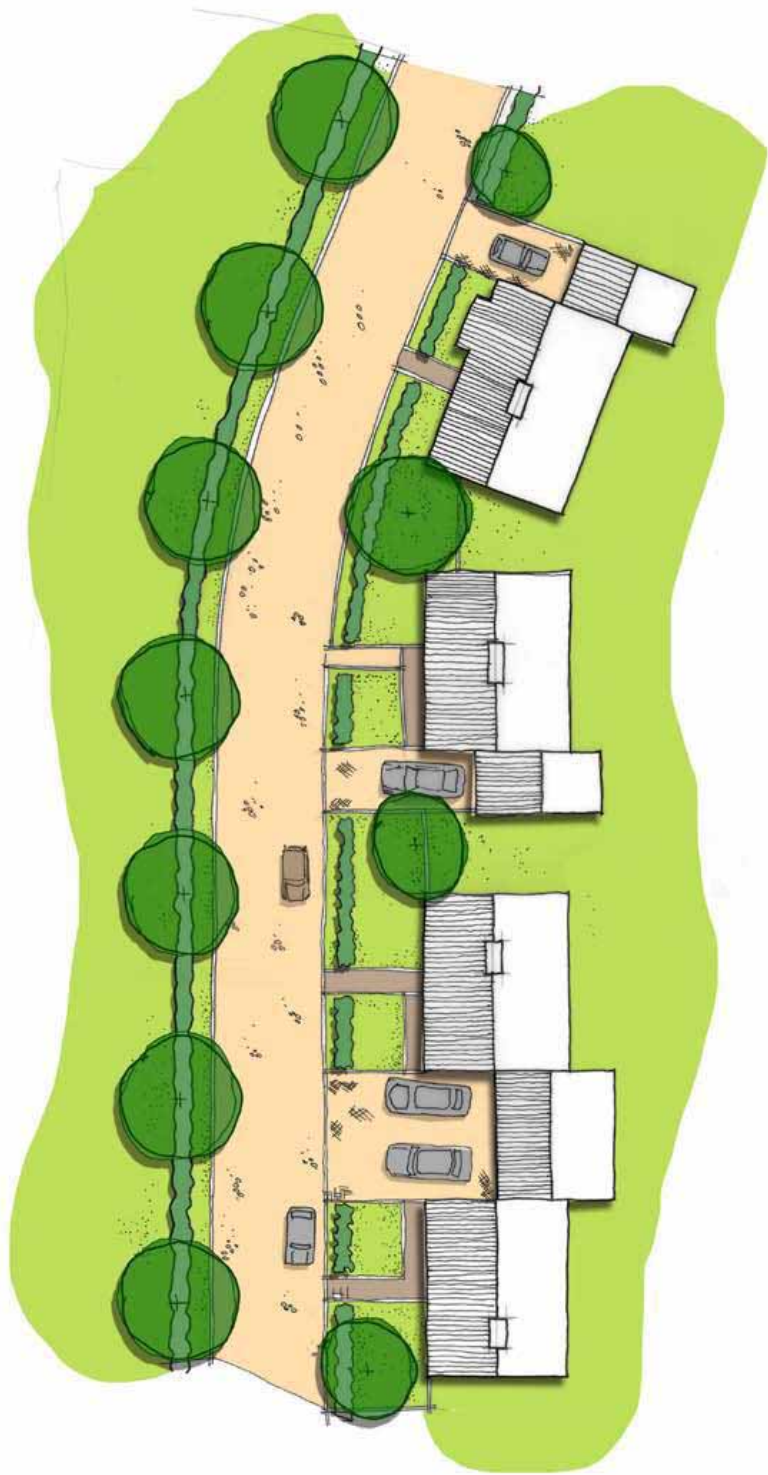
Proposed Location of Lanes within Masterplan

5.4 Streets and Spaces



Illustrative Lane Cross-section

5.4 Streets and Spaces



Concept sketch showing a typical layout of Lane. Lower density dwellings front onto a shared surface street and overlooking the open space.

5.4 Streets and Spaces

Mews

Mews are located in areas of the development closer to the existing built form and proposed Local Centre. The locations are shown on the Masterplan drawing.

Mews will comprise shared surfaces. The building line will be continuous but stepped back to create different spaces within the mews. Parking will comprise a mix of on-street and garages / stable block style car shelters.

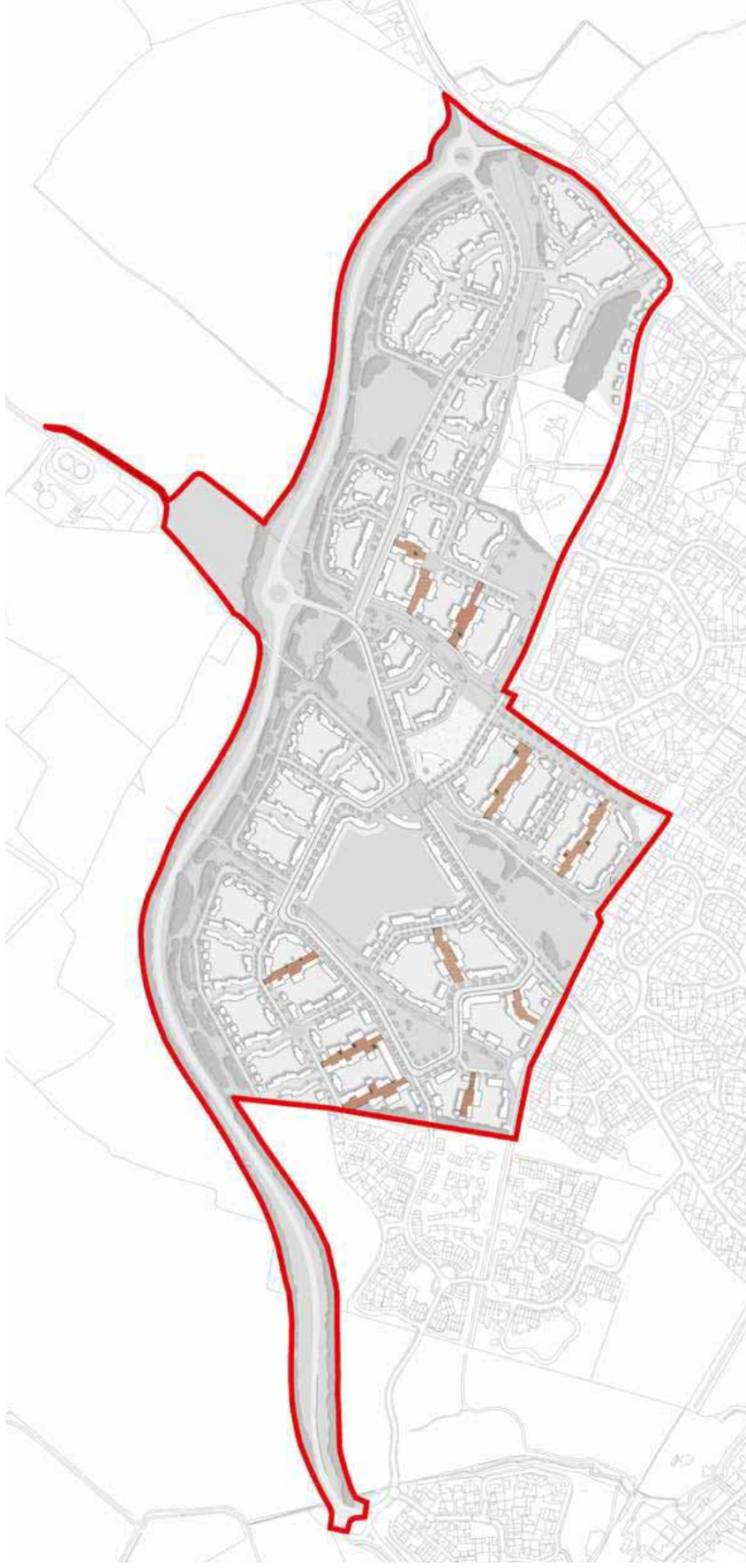
Buildings will be lower, generally up to 2.5 storeys with some 3.5 storeys for emphasis and demarcating spaces.

Native or semi-native small street trees, such as Rowan (*Sorbus aucuparia*) or Pyrus chanticleer, will be located in tree pits within the hard surface.



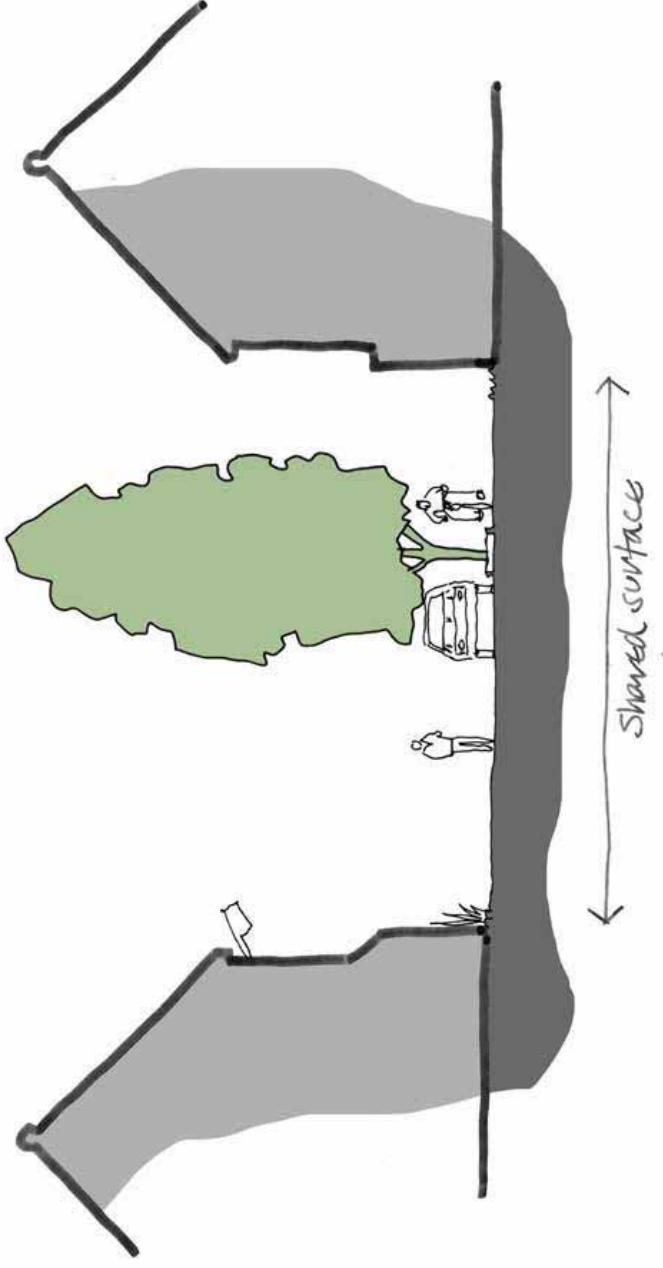
Example of typical mews development.

5.4 Streets and Spaces



Proposed Location of Mews within Masterplan

5.4 Streets and Spaces



Illustrative Mews Cross-Section

5.4 Streets and Spaces



Concept sketch showing the arrangement of a typical mews.

5.4 Streets and Spaces

Rural Mews

Rural Mews are located towards the edges of the development and in the eastern end of the development, close to Boyton Hall.

These are similar to Mews in terms of scale and housing typology. However, the building line is less formal, although still continuous and there will be more instances of planting within the streetscape.

Parking will be a combination of on-street and garage / stable-block style parking. More information regarding parking will be included in the following chapter Built Form.

Specifications for Rural Mews will be included in the Design Code.



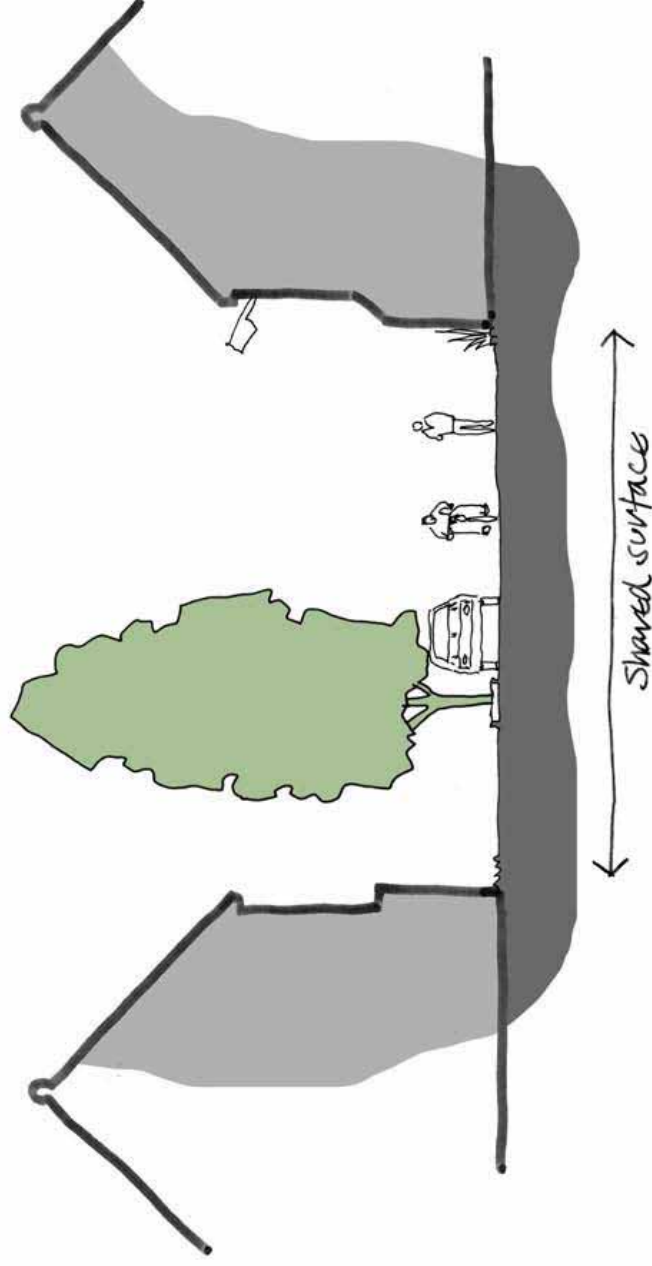
Example of a typical rural mews development, successfully integrated into an area of steep gradient.

5.4 Streets and Spaces



Proposed Location of Rural Mews within Masterplan

5.4 Streets and Spaces



Illustrative Rural Mews Cross-Section

5.4 Streets and Spaces



Concept sketch showing the arrangement of a typical Rural Mews. The scale is similar to a mews but the spaces include more areas of planting.

5.4 Streets and Spaces

The Central Plaza

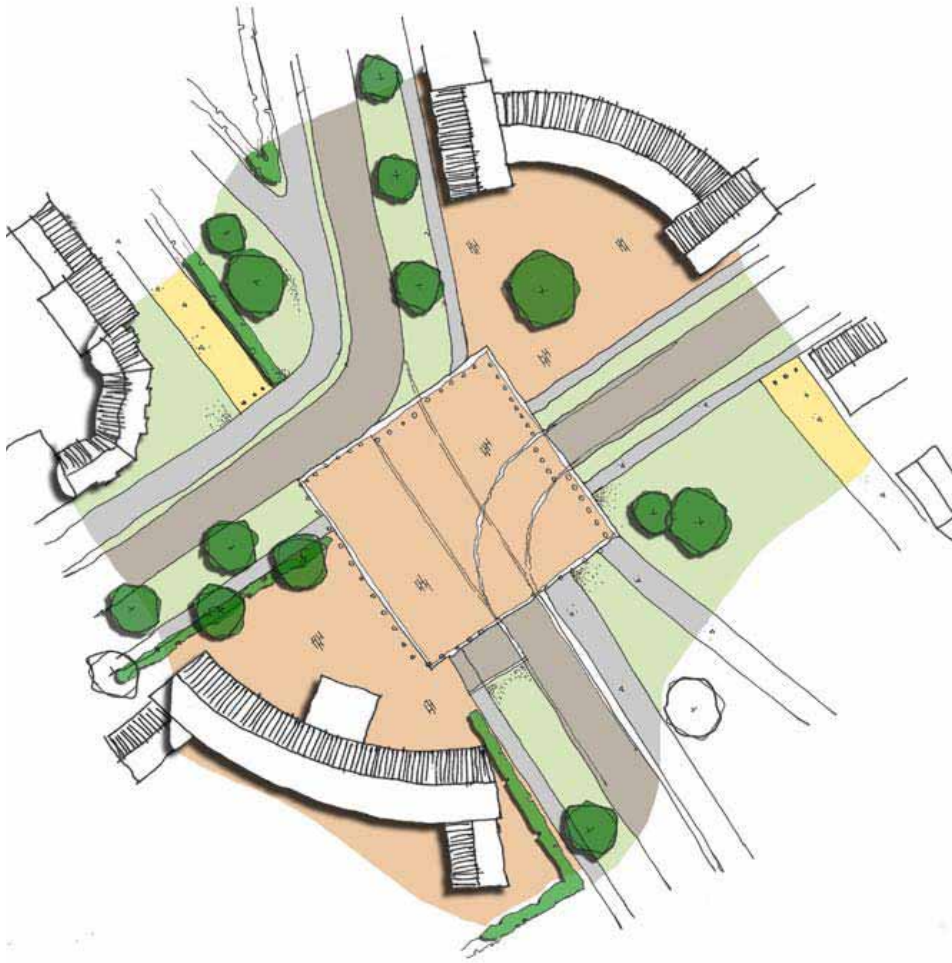
The Central Plaza is located approximately halfway down the Central Spine, between the Local Centre and the Primary School. It is a shared surface which prevents a direct route from the Relief Road to Howe Road for private vehicles. Pedestrians, bicycles and buses will be able to access the square to gain a direct route of access between the Relief Road and Howe Road.

Specifications will be included within the Design Code.



The central plaza forms the focus of the local facilities. This image shows how the local school can form a focal point in the central area.

5.4 Streets and Spaces



Concept sketch showing how the Central Plaza might work.

5.4 Streets and Spaces

Local Squares

Shared surface squares are incorporated at the junction of minor streets within the built form. These will incorporate some on-street parking and trees within pits, as per the Mews.

Specifications for squares will be included in the Design Code and details will be submitted as part of the Reserve Matters Applications.



An nearby example of a local square accommodating informal parking and tree planting.

5.4 Streets and Spaces



5.5 Built Form

Introduction

This chapter outlines the height and density frameworks for the site and includes plans and sketches to illustrate how the Masterplan might work 'on the ground'. These illustrations include more detailed plans of different residential blocks, demonstrating how parking standards and densities are met, as well as how the built form responds to the specific topography of the proposal site.

Height

Building heights vary across the Masterplan in response to the following factors:

- The height of the landform and its visual sensitivity;
- The need to respond to local context and character, such as integrating the proposed development to the northern rural edge and the existing built form of Haverhill;
- The position of the building in relation to the road hierarchy;
- The position of the building in relation to the school and Local Centre;
- The relation to any open space within the development.

With the possible exception of the Local Centre and the Sports Hall of the Primary School, building height will not exceed four storeys.

The tallest buildings will be located along the Central Spine, although these will reduce in height towards the northern end at the Relief Road where the land is higher. The next tallest buildings will be located around the remaining Boulevards, also reducing towards the eastern end of the site where the ground is highest. The lowest building heights are located along the northern edges of the development and in the eastern part where ground levels are highest and where there is no or low-density neighbouring development.

Within each height band, taller buildings will be located at key points, such as junctions, in order to reinforce the space and aid legibility. Height information will be included as part of the Design Code.

Key



School, generally 10m, sports hall maximum 15m.

Local Centre (maximum 3.5 storeys)

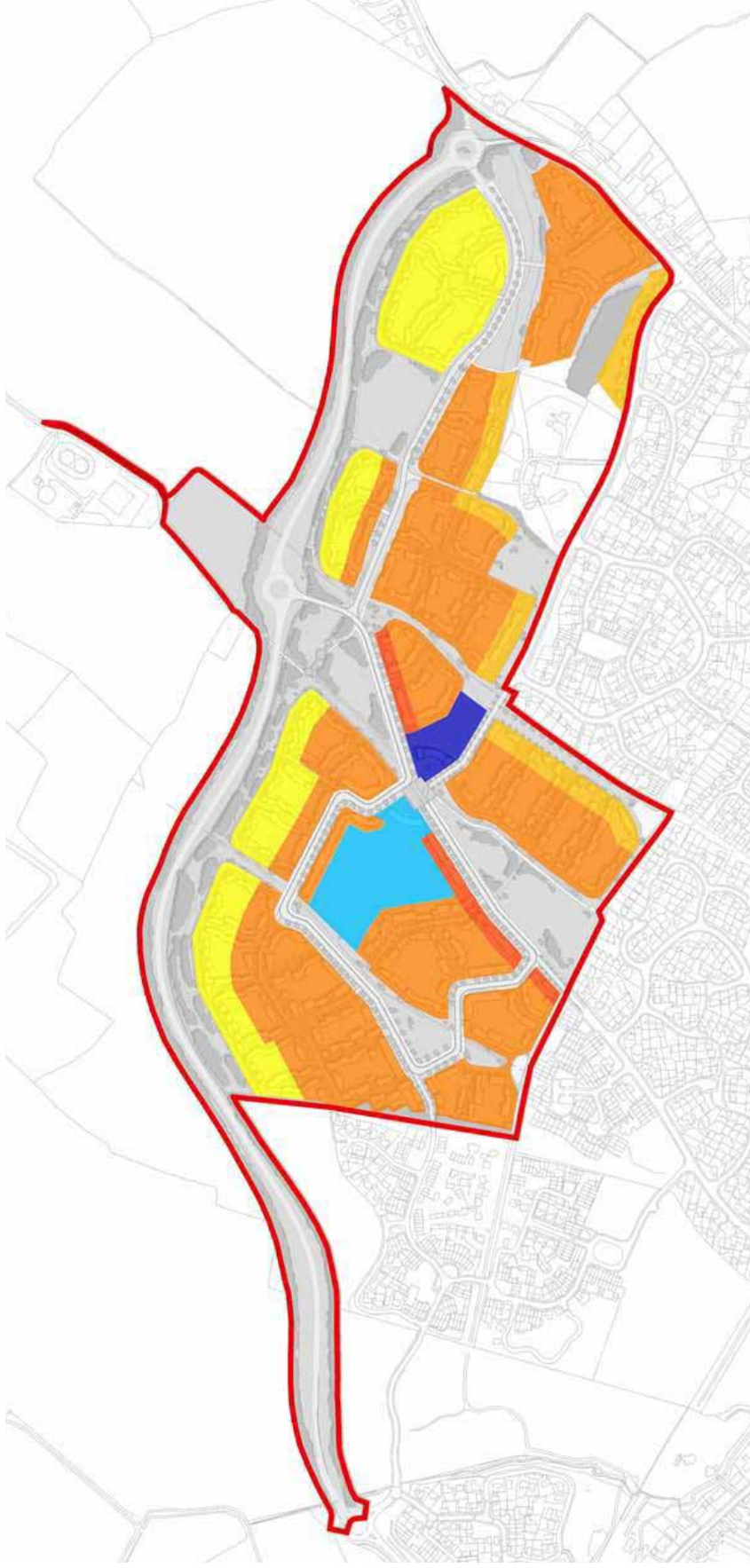
Central Spine up to 3.5 storeys

General Neighbourhood - 2 to 3.5 storeys

Neighbourhood Edge - 2 to 3 storeys

Development edge - 1.5 to 2.5 storeys

5.5 Built Form



Proposed Heights Parameter Plan

5.5 Built Form

Density

The Density Framework has been informed by these factors above as well as the following:

- A provision of 755 units as set out in the Local Plan up to 2016;
- A total of up to 1150 units for the full Masterplan area;
- Densities which reflect PPS3 aspirations to maximise the use of available land, whilst allowing for appropriate response to context;
- The provision of a range of densities to create a variety of urban forms with different characteristics within the proposed development;
- The desire to offer a wide choice of homes;
- The desire to increase densities in the area of the Local Centre and spine road to take advantage of the facilities and proximity of public transport routes.

The overall net density of the proposal site will be approximately 46 dwellings per hectare. In order to create variation in character across the site and to respond to local characteristics, three different density bands have been proposed.

The lowest density is located along Ann Suckling Road, east of Boyton Hall. The next lowest density is located across the east of the site and along the northern edges, on the higher ground and closest to the open countryside. The highest density areas are located close to the Local Centre and Primary School to provide greatest access to local amenities and the bus routes.

Key

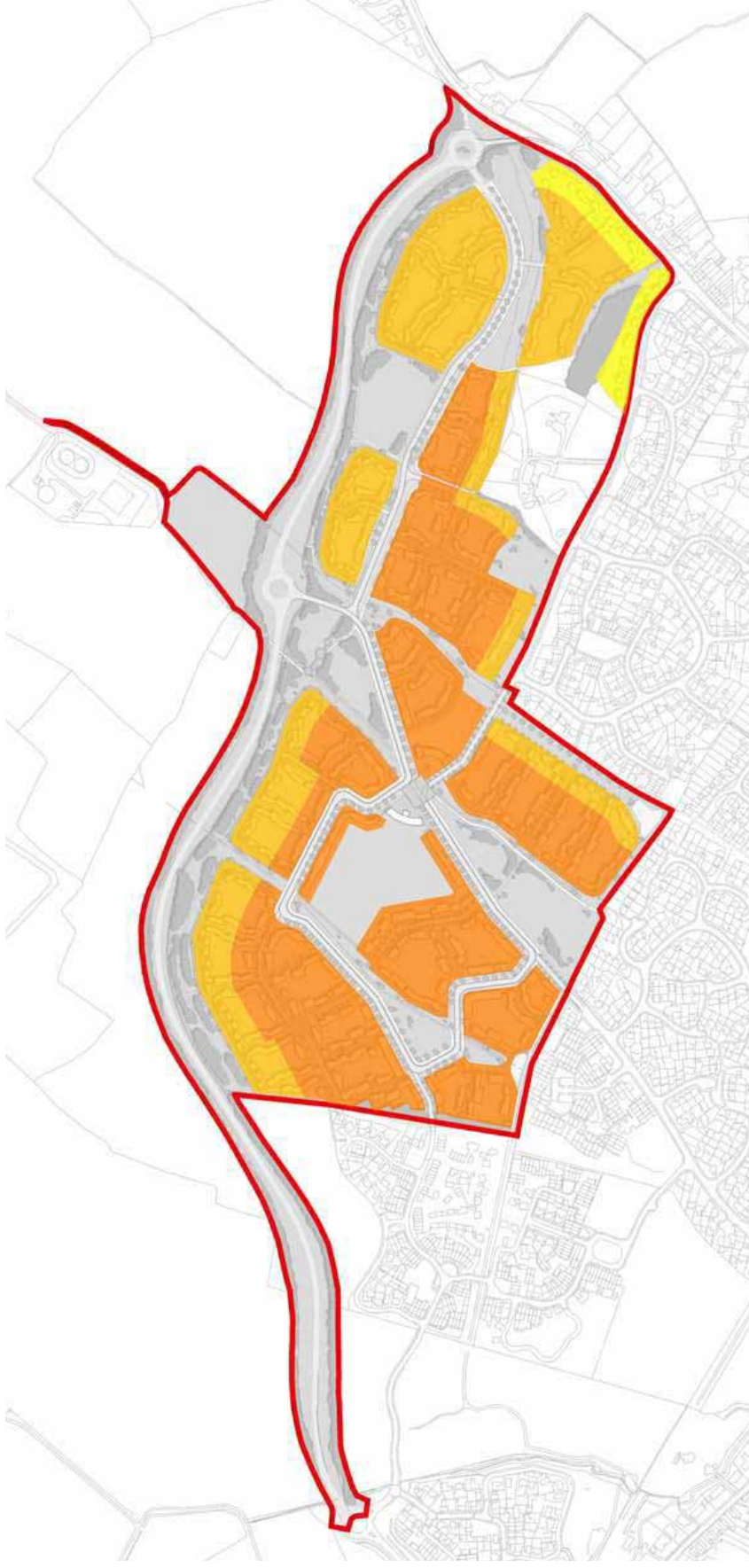


45 to 55 dwellings per hectare

35 to 45 dwellings per hectare

Below 35 dwellings per hectare

5.5 Built Form



Proposed Density Parameter Plan

5.5 Built Form

Parking

Parking will be provided through a variety of solutions throughout the site, depending on their position within the street hierarchy and character areas. The following pages include layouts of example residential blocks, demonstrating how these following methods are to be used to meet parking provision.

On-Street Parking

On-street parking will be provided on all street types where it can benefit from passive surveillance but not in so many numbers that it is detrimental to the street scene.

In-curtilage Parking

This comprises parking facilities within the building. It may take the form of an integral garage or as a garage beneath a flat.

Use may be made of the undulating topography of the site to create semi-underground parking within dwellings, reducing the physical impact of parking on the street. Appropriate locations for such parking will be included in the Design Code.

Garages and Car Ports

Garages may be incorporated as part of the street scene, ensuring that a continuous frontage is maintained, or set back so that they do not visually dominate. They may also provide an access route to rear gardens for the movement of bins as an alternative to less secure rear passageways.

Dedicated Parking Areas

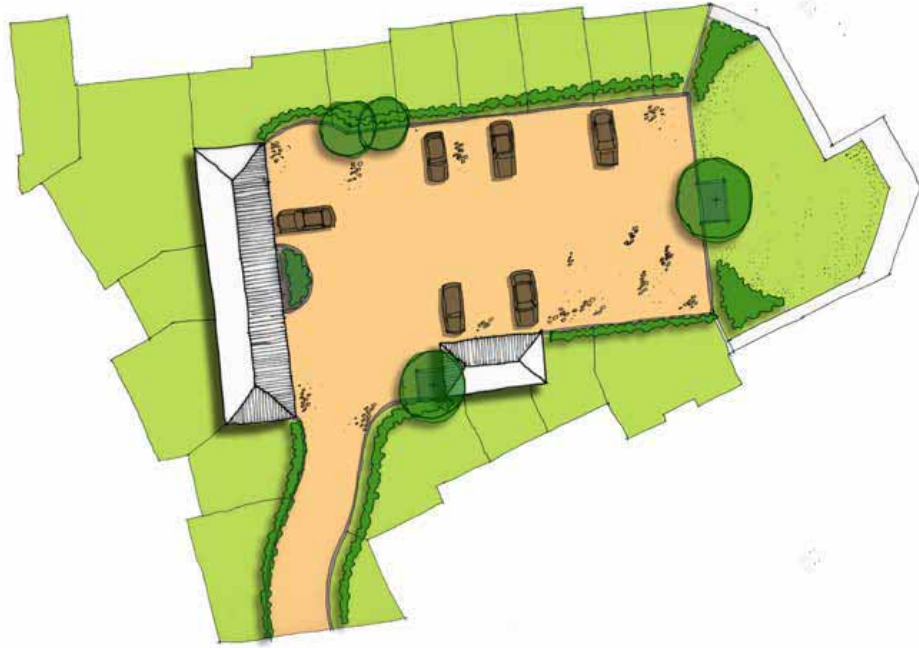
Parking areas are to be used as the last option after those above, and any others not listed, have been explored. When they do occur, parking courts will fulfil the following criteria:

- All parking areas will benefit from passive surveillance;
- Dwellings will overlook parking areas directly where possible;
- Parking areas will be in a convenient location for those using them;
- Parking courts will not exceed 20 spaces, except where they are associated with flats;
- Parking courts will only have one point of access.

Design Code

Details of parking will be incorporated into the Design Code.

5.5 Built Form



Detailed layout of two example parking areas indicating informal layout and landscaping, creating a welcoming space.

5.5 Built Form

Example Block Layouts

The following pages contain an example block layout, demonstrating how the design might work in detail, how the different character areas interact with each other, and how parking provision and housing numbers can be met.



Concept layout showing how the built form might work.

5.5 Built Form



Plan showing location of example block

5.5 Built Form



Example block demonstrating how numbers and parking provision can be accommodated within a variety of street typologies and densities.



5.5 Built Form



Terraces of houses in Haverhill are 'stepped' to follow the contours

Topography and Built Form

The landform of the proposal site is undulating and height can vary by up to seven or more metres across blocks.

The Masterplan has been prepared to respect the landform, with the road hierarchy designed to follow the contours where practicable, but this also means that some streets must run perpendicular to the slope. The historic built form of Haverhill has developed on steep valley-side land with a similar topography to this site, and streets on slopes are a feature of the town, contributing considerably to the local character. In many cases throughout the town there are roads with gradients of 1:20 and even 1:12 which have successfully accommodated development of a range of densities, illustrated here, and it is proposed that a similar approach will be taken with the new development.

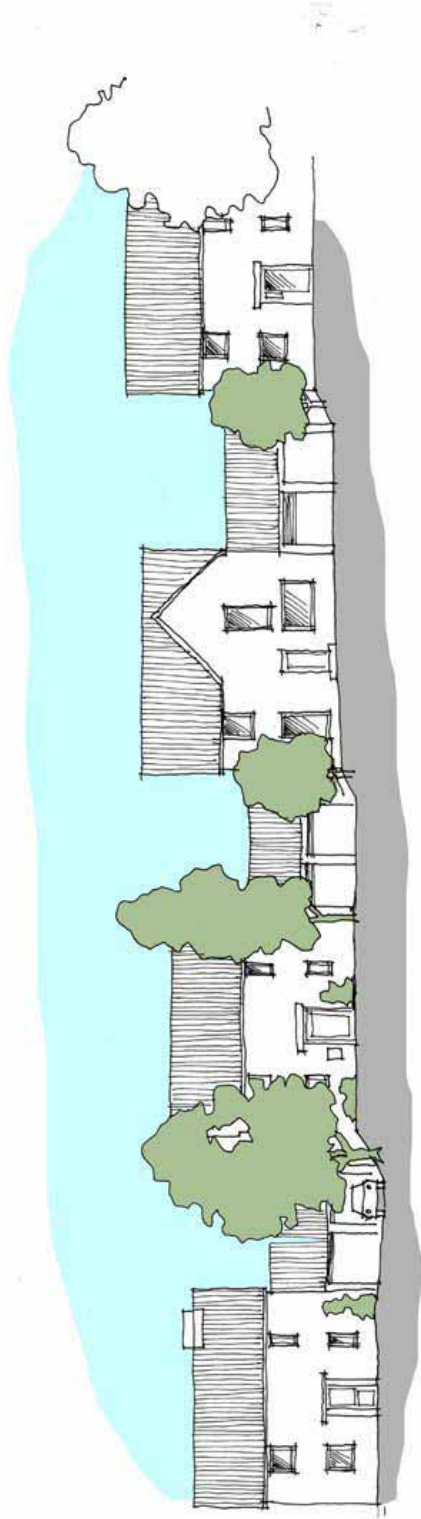
The following pages contain illustrative material demonstrating how residential development is accommodated on the slopes.

5.5 Built Form



Illustrative plan showing how level changes can be accommodated within a typical development block.

5.5 Built Form



Elevation showing how built frontage can accommodate level change in lower density areas, in areas of highest gradient (approximately 1:15 slope)



Elevation showing how the built form can respond to level change in higher density areas, where the gradient is approximately 1:15.

5.5 Built Form



Images of contemporary, CABE award-winning, development which has successfully accommodated slopes even steeper than those present on the proposal site. A similar approach will be employed at North West Haverhill. © CABE



5.5 Built Form







Appendices



1 Glossary

1 Glossary

This glossary is intended to provide general guidance, not authoritative definitions of terms which are sometimes controversial or used with different meanings in different contexts.

Accessibility

The ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.

Street or streets along which activity is concentrated.

Concentration of activity at a particular point.

An area of land specifically dedicated for children to use for play. It may or may not include play equipment.

Adaptability

The capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions.

Area appraisal

An assessment of an area's land uses, built and natural environment, and social and physical characteristics.

Brief

This guide refers to site-specific briefs as development briefs. Site-specific briefs are also called a variety of other names, including design briefs, planning briefs and development frameworks.

Buffer zone

A space that provides separation between two elements. These may be the entire development and the local countryside or a play area and the local housing.

Building elements

Doors, windows, cornices and other features which contribute to the overall design of a building.



Building line

The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section.



1 Glossary

Bulk	The combined effect of the arrangement, volume and shape of a building or group of buildings. Also called massing.
Character assessment	An area appraisal identifying distinguishing physical features and emphasising historical and cultural associations.
Context	The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.
Defensible space	Public and semi-public space that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody. Derived from Oscar Newman's 1973 study of the same name, and an important concept in securing public safety in urban areas, defensible space is also dependent upon the existence of escape routes and the level of anonymity which can be anticipated by the users of the space.
Density	The floorspace of a building or buildings or some other unit measure in relation to a given area of land. Built density can be expressed in terms of plot ratio (for commercial development); number of units or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; or a combination of these.
Design guide	A document providing guidance on how development can be carried out in accordance with the design policies of a local authority or other organisation often with a view to retaining local distinctiveness.
Design principle	An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or a development.
Design statement	(a) A pre-application design statement is made by a developer to indicate the design principles on which a development proposal in progress is based. It enables the local authority to give an initial response to the main issues raised by the proposal.



1 Glossary

(b) A planning application design statement sets out the design principles that the planning applicant has adopted in relation to the site and its wider context, as required by PPG1.

An event (ranging from a couple of hours to several days) which brings together a range of people to discuss design issues. A charrette may or may not use techniques of collaborative design. Also known as a design workshop.

An imaginary line linking facilities or places which people would find it convenient to travel between easily.

A document, prepared by a local planning authority, a developer, or jointly, providing guidance on how a site of significant size or sensitivity should be developed. Site-specific briefs are sometimes known as planning briefs, design briefs and development frameworks.

See 'form'.

The facade of a building, or the drawing of a facade.

The use of buildings to create a sense of defined space.

The extent to which the use of energy is reduced through the way in which buildings are constructed and arranged on site.

The viability of development in relation to economic and market conditions.

The arrangement of windows on a facade.

The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

A sense of place, i.e. how much an area has a distinct character or contributes to the overall character of an area.

See 'urban grain'.

Design workshop

Desire line

Development brief

Development form

Elevation

Enclosure

Energy efficiency

Feasibility

Fenestration

Form

Genus Loci

Grain

1 Glossary

Height

The height of a building can be expressed in terms of a maximum number of floors; a maximum height of parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.

Human scale

The use within development of elements which relate well in size to an individual human being and their assembly in a way which makes people feel comfortable rather than overwhelmed.

In-curtilage parking

Parking within a building's site boundary, rather than on a public street or space.

Landmark

A building or structure that stands out from its background by virtue of height, size or some other aspect of design.

Landscape

The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans. In towns 'townscape' describes the same concept.

LAP

Local Area of Play.

Layout

The way buildings, routes and open spaces are placed in relation to each other.

Layout structure

The framework or hierarchy of routes that connect in the local area and at wider scales.

LEAP

Local Equipped Area of Play.

Legibility

The degree to which a place can be easily understood and traversed.

Live edge

Provided by a building or other feature whose use is directly accessible from the street or space which it faces; the opposite effect to a blank wall.

1 Glossary

Local distinctiveness

The positive features of a place and its communities which contribute to its special character and sense of place.

Massing

The combined effect of the height, bulk and silhouette of a building or group of buildings.

Mixed uses

A mix of uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building.

Movement

People and vehicles going to and passing through buildings, places and spaces. The movement network can be shown on plans, by space syntax analysis, by highway designations, by figure and ground diagrams, through data on origins and destinations or pedestrian flows, by desire lines, by details of public transport services, by walk bands or by details of cycle routes.

Natural surveillance (or supervision)

The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen out of surrounding windows. Also known as passive surveillance (or supervision).

NEAP

Neighbourhood Equipped Area of Play.

Node

A place where activity and routes are concentrated often used as a synonym for junction.

Passive surveillance

See 'natural surveillance'.

Permeability

The degree to which an area has a variety of pleasant, convenient and safe routes through it.

Planning brief

This guide refers to site-specific briefs as development briefs. Other names, including planning briefs, design briefs and development frameworks are also used.

1 Glossary

Planning Policy Statements (PPSs)

Documents embodying Government guidance on general and specific aspects of planning policy to be taken into account in formulating development plan policies and in making planning decisions.

Plot ratio

A measurement of density generally expressed as gross floor area divided by the net site area.

Public art

Permanent or temporary physical works of art visible to the general public, whether part of the building or free-standing: can include sculpture, lighting effects, street furniture, paving, railings and signs.

Public domain

The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks. Also called public realm.

Public/private interface

The point at which public areas and buildings meet private ones.

Public realm

See 'public domain'

Radburn Layout

A style of Masterplan layout that was pioneered in Radburn, New Jersey in 1929. The settlement was described as 'a town for the motor age'. The layout is distinguished by the separation of pedestrian and traffic routes, and the predominance of cul-de-sacs. The design has fallen out of favour due to the security issues posed by cul-de-sacs and the separation of pedestrians from overlooked streets.

Scale

The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is the total dimensions of a building which give it its sense of scale; at other times it is the size of the elements and the way they are combined. The concept is a difficult and ambiguous one; often the word is used simply as a synonym for 'size'. See 'Human scale'.

1 Glossary

Section

Drawing showing a slice through a building or site.

Settlement pattern

The distinctive way that the roads, paths and buildings are laid out in a particular place.

Sight line

The line of sight from a travelling vehicle or person. Sight lines will help to determine how fast vehicles are likely to move and how safe other road users are likely to be.

Spine

Street or streets along which activity is concentrated.

Strategic view

The line of sight from a particular point to an important landmark or skyline.

Street furniture

Structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings and signs.

Surveillance

The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen from surrounding windows.

Sustainable development

Defined by the Brundtland Commission (1987, and quoted in PPG1) as 'Development which meets present needs without compromising the ability of future generations to achieve their own needs and aspirations'. The UK's strategy for sustainable development "A better quality of life" was published in May 1999 and highlights the need for environmental improvement, social justice and economic success to go hand-in-hand.

Topography

A description or representation of artificial or natural features on or of the ground.

Urban design

The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.



1 Glossary

Urban design framework

A document which informs the preparation of development plan policies, or sets out in detail how they are to be implemented in a particular area where there is a need to control, guide and promote change. Area development frameworks are also called a variety of other names, including urban design strategies, area development frameworks, spatial masterplans, and planning and urban design frameworks.

Urban grain

The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

Vernacular

The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials and responding to local economic and social conditions.

View

What is visible from a particular point. Compare 'Vista'.

Vista

An enclosed view, usually a long and narrow one.

Visual clutter

The uncoordinated arrangement of street furniture, signs and other features.



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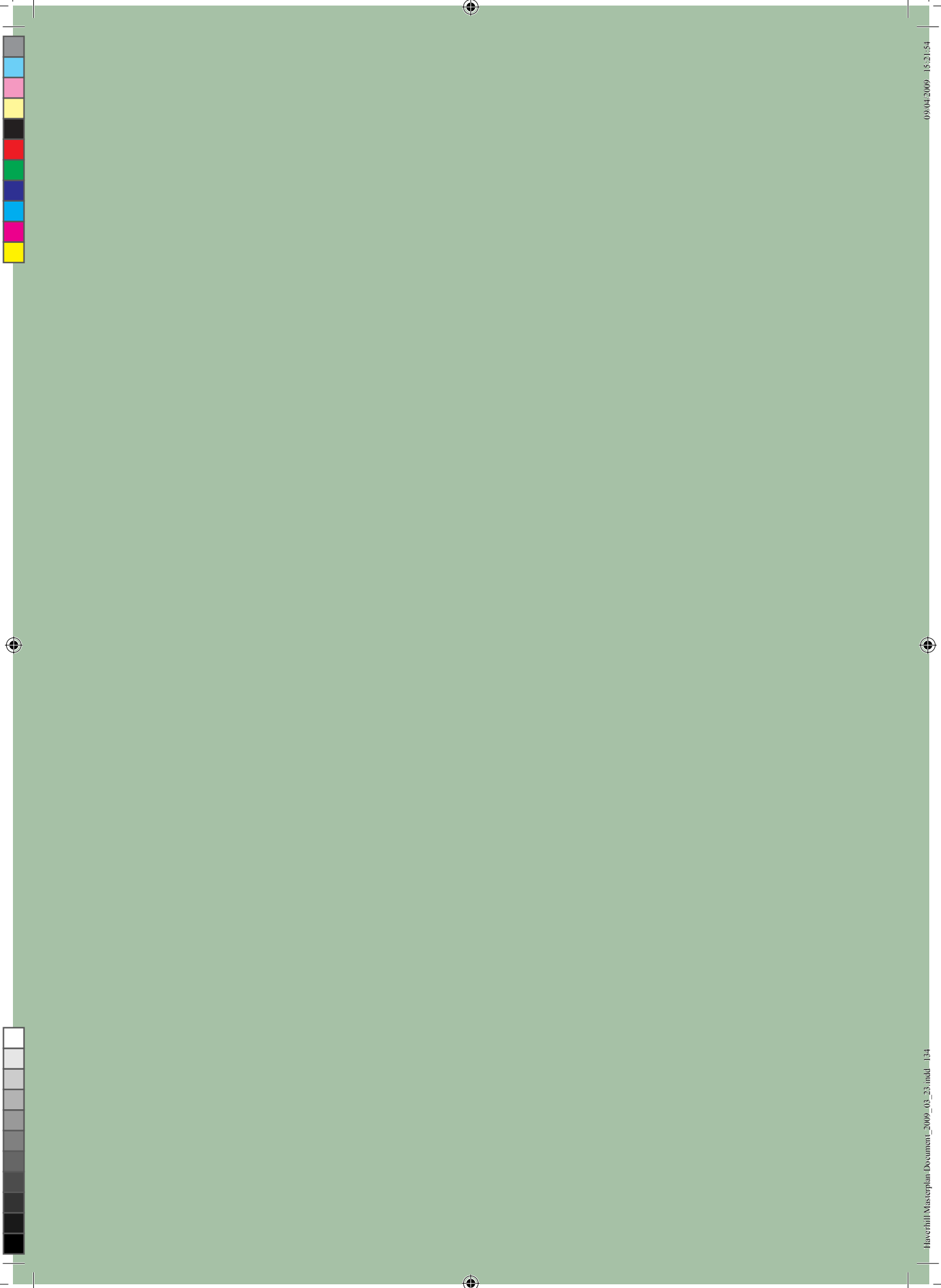
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3 LARGE FORMAT MASTERPLAN

See Masterplan Design

3 LARGE FORMAT MASTERPLAN







- Ownership boundary
- Green infrastructure
- Indicative native woodland planting
- Indicative hedgerow planting
- Indicative location of wet drainage pond
- School site
- Boulevard
- Streets
- Lanes
- Green Lanes
- Mews
- Rural Mews
- Indicative built form
- Residential Areas
- Drainage Ditches
- Footpath / cyclepath

- 1** Local Centre
- 2** Primary School
- 3** Ivyton Hall
- 4** The Fox Public House
- 5** Hives Road
- 6** Hives Barn Road
- 7** Arm Suckling Road
- 8** Arm Suckling Way
- 9** A143 Whitting Road
- 10** Nanny Plantation
- 11** Arm Suckling Way County Wildlife Site
- 12** Preferred option for diversion of B.O.A.T. (Byway Open to All Traffic)

North West Haverhill
Indicative Masterplan

Client NW Haverhill Landowners
Date January 2009

Drawing no. SW51000002-22
Revision N

Drawn by CWF
Checked by

Scale 1:5000 @ A3 1:2500 @ A1
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