

Design, Access and Compliance Statement



Addendum – March 2022

Application for approval of Reserved Matters pursuant to application: SE/09/1283, for the Infrastructure for Phases 2-6, Comprising of the Internal Estate Roads, Drainage, POS, Landscaping, and Allotments.

Land at North West Haverhill, Anne Sucklings Lane, Little Wratting, Suffolk.

March 2022

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1. Introduction

1.1 Purpose of the Document

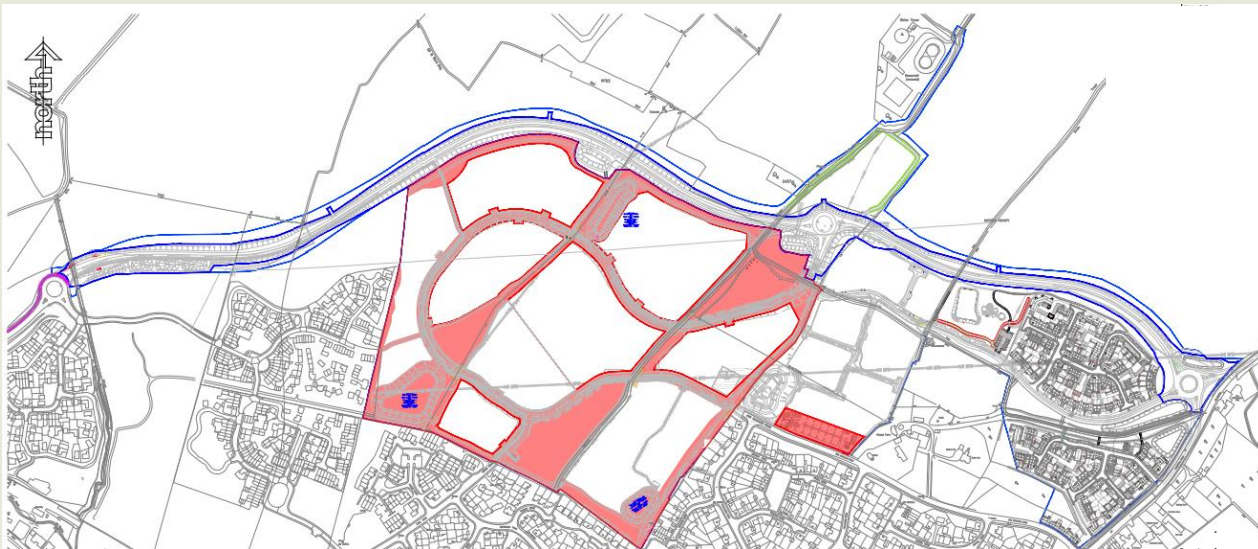
This Design Access and Compliance Statement addendum has been prepared to support the Haverhill Infrastructure Reserved Matters application, which forms a crucial part of the approved hybrid planning permission (ref: SE/09/1283) at North West Haverhill granted on 27th March 2015, for the construction of 1,150 residential dwellings, relief road, alongside associated works including a landscape buffer, primary school, local centre including retail and community uses, public open space and landscaping.

This Design Access and Compliance Statement addendum, specifically looks at the significant changes that have occurred following consultee comments on the amended plans submitted in July 2021. This addendum outlines current proposals for the key features of this application in reference to the approved Design Code and Masterplan; internal estate roads, drainage and POS provision.

The red line site for the application measures 9.81 hectares (24.24 acres) and is indicated in figure 2.

As changes have been made to the application in response to consultee comments from the Landscape and Ecology Officer and West Suffolk Council Planning officer, the red line has changed slightly. This is mainly attributed to the adjustment of POS around the scheme.

Figure 1: Amended Red Line Plan



The recent red line plan has changed slightly, through the addition of an area of POS by phase 4a, which is a key area of the green corridor running along the north of the scheme.

Condition B7 and B8 from the outline permission requires the submission of a Design and Access Statement for every reserved matters application submitted. This Design Access and Compliance Statement Addendum looks to satisfy this condition in addition to the original Design and Access Statement and the revised document submitted in July 2021.

Please see below for the formal description of the scheme:

“Application for Reserved Matters pursuant to hybrid planning permission SE/09/1283 for Infrastructure comprising of: the internal estate roads, drainage, POS, landscaping, and allotments for Land at North West Haverhill”

The conditions for attached to this Reserved Matters Application will be submitted separately.

This document has been prepared in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015 and guidance set out within Planning Practice Guidance, prepared by the Department for Communities and Local Government.

This Design Access and Compliance Statement Addendum document helps to explain the proposals for which planning permission has been sought. It also demonstrates the decision making process used to develop the proposals and the rationale behind key decisions that have shaped the proposed development.

2. The Site & Surrounding Area

2.1 Site Description

The application site application measures 9.81 hectares (24.24 acres) lies within the approved 43-hectare (106.25 acres) site for 1,150 residential dwellings. The Haverhill site is situated on the north western side of Haverhill. This Reserved Matters application relates to the infrastructure element of the development, which extends from the edge of the development at Phase 1 of the site on the eastern edge, through to Phases 5 and 6, to the south and west of the site.

Figure 2: Arial View of the Haverhill Site



2.3 Planning History

Hybrid Permission

In 2015 Planning permission (ref: SE/09/1283) was granted for "1 Planning Application – (i) construction of relief road and associated works (ii) landscape buffer

2. Outline Planning Application –
(i) residential development

- (ii) primary school
- (iii) local centre including retail and community uses
- (iv) public open space
- (v) landscaping
- (vi) infrastructure, servicing and other associated works as supported by additional information and plans received 27th September 2010 relating to landscape and open space flood risk, environmental statement, drainage, layout, ecology, waste, renewable energy and transport issues including treatment of public footpaths and bridle paths".

This "hybrid" planning permission was granted on 27 March 2015, subject to various conditions and a s106 agreement. The s106 agreement requires contributions to local infrastructure, including community centres, education, healthcare, libraries, cycle stands and bus passenger information screens amongst others. The Masterplan submitted with the approved outline planning application provides a high level vision for the site. Of specific note are the street typologies that the Masterplan develops including boulevards and streets which are particularly relevant to this application. The street typologies are broadly set out in the Masterplan and will help establish the scale, form and massing of particular streets and 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"

Design and Access Statement (2009)

The Outline application was accompanied by a Design and Access Statement. It explained how the Masterplan "design 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". The Design and Access Statement included an opportunities and constraints plan which is replicated below. The key objectives are set out in a Concept Statement in respect of the reserved for the site and are summarised below:

- The topography should inform the overall design and layout of development
- Existing hydrological features should be retained in situ and integrated into the water management strategy
- Care should be taken to retain mature trees and hedgerows wherever possible
- 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
- Hedgerows follow ridgelines. The aim should be to retain and enhance these to maintain a "green" component on the skyline
- A buffer should be included south of Norney Plantation
- High ground at the eastern part of the site, north of Boyton Hall, is more visually sensitive and should be considered during the development of the masterplan.
- Site topography should be a key determinant of the urban form to help create a "sense of place" and unique identity within the area
- Development should be focused on the ridges and higher ground, which would leave the valley bottoms open for green space

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

Land at North – West Haverhill Design Code (2017)

The Design Code required by condition B7 of the outline planning permission was approved along with the reserved matters for Phase 1 in September 2017 and builds upon the extensive work undertaken to date. It was designed to help designers working up Reserved Matters to address the opportunities and constraints of the site, create a sustainable development with a sense of place informed by good design practice and the local vernacular. The Design Code responds to the character of the site and its context. Whilst the Design Code provides detailed guidelines to inform Reserved Matters applications and ensure that the vision for the site is interpreted in a specific way, it is not intended to be so prescriptive to preclude creativity.

The Design Code has been designed to:

- Help deliver a distinctive development at North West Haverhill that has a quality and character appropriate to the site and its context. It will encourage an approach to the design and layout which will engender a strong sense of place and a legibility, essential to a project of this scale
- Ensure adherence to the terms of the Outline Planning Permission
- Reinforce the quality standards established at the outline application stage
- Establish mandatory rules and guidance as appropriate
- Provide a tool for the LPA to actively manage design quality at the Reserved Matters Stages
- Act as a technical manual for designers and developers

3. Planning Policy

The documents and plans submitted with this Reserved Matters application have been designed to be in accordance with national planning policy (NPPF), Development Plan Policies for the local area and the Design Code for Land at North-West Haverhill. This is covered in the original document. Further information regarding planning policy can be found in the previous DAS submitted.

4. Evolution of the Infrastructure Application

This Design Access, Planning and Compliance Addendum Statement has been prepared in accordance with the approved Design Code for this site in Haverhill. This reserved matters application looks to build upon comments received by consultees on the plans submitted in July 2021. This statement also looks to respond to the Supplementary Environmental Statement and aims to assist with understanding the rational and evolution of the infrastructure application.

The Landscape and Ecology Officer comments were central to numerous meetings held with West Suffolk Council, with discussions focussed around landscaping plans. A connectivity plan showing routes, surfacing and adoption status was provided to the LPA, PROW and SCC Highways. This was also vital in informing the details of the pedestrian routes within the scheme.

Discussions were also had with SCC, in regard to how the school site will fit into the infrastructure of the scheme. This led to amendments made to the road and foot/way cycleway going into the school site.

As this Design Access and Compliance Addendum Statement supports the Reserved Matters Application, it seeks to satisfy Condition B8 which requires a Design and Access statement to be submitted. As part of condition it requires the development layout, building blocks and heights, architectural approaches, the function and treatment of key open spaces, street types and street materials, parking, boundary treatments, movement patterns, lighting of outdoor spaces and security principles.

The in-depth discussions held with West Suffolk Council and associated consultees were key in highlighting the outstanding concerns to address, which will be the key points of this addendum;

- Green corridors and associated planting
- Connectivity within the scheme
- Amount of Public Open Space
- Play Equipment Provision
- Ecological implications and Biodiversity Net Gain
- Footway/ cycle ways; Surfacing, adoption status, lighting
- Traffic calming measures including pedestrian crossing points

All of the above listed areas of concern will look to be expanded upon in the proposal section which will demonstrate the rationale behind the decisions and fundamental changes made to the application following the recent amendments.

5. Proposal

This proposal for infrastructure has been designed so that it adheres to the following principles listed below which were set out in the approved Design Code;

- Follows the spatial distribution of open space detailed on the Green Infrastructure Framework having regard to adherence to the Land
- Use Parameter Plan and Landscape Parameter Plan approved at outline stage
- Incorporate and enhance the existing features e.g. trees with a number of ecological enhancement measures such as the creation of hibernacula's, grassland habitats, and use of native species with proposed planting of shrubs and trees;
- Maintain and enhance the biodiversity on the site in line with approved strategies and mitigation, with the retention and enhancement of important habitats with additional planting and connectivity of wildlife habitats;
 - Key open spaces to maximise social interaction and provision and opportunities for formal and informal play;
 - Multi-functional key open space incorporating accessible footpaths, water attenuation, opportunities for play as well as a range of wildlife habitats.

5.1 Key Open Spaces

The public open space has been designed to ensure that both new and existing residents of Haverhill will be able to use and enjoy the space and facilities, which will be delivered alongside the infrastructure roads and relief road. Within the site, there are three main areas of strategic public open space within the site, which are the Ann Suckling Way Park (North and South), Wooded POS and the Allotments (Chapel Farm Park).

The proposal has looked to build upon the Design Code in terms of the Open Spaces and Landscaping between and around the infrastructure roads. In the Design Code Open Spaces are grouped into three levels:

- Primary – Including buffer zones (to create a landscaped buffer between the relief road and the new development) and Ann Suckling Way Park.
- Secondary – Including the Linear Parks and green corridors, Chapel Farm Park, allotments, community orchards and parkland style open space.

- Tertiary – Including ponds, verges, LAPS, tree planting and other incidental open spaces within the development. These points through the development will create pocket parks that have distinct and creative design ideas depending on the character areas they are sited in.

Figure 3: Approved Open Space Strategy Plan



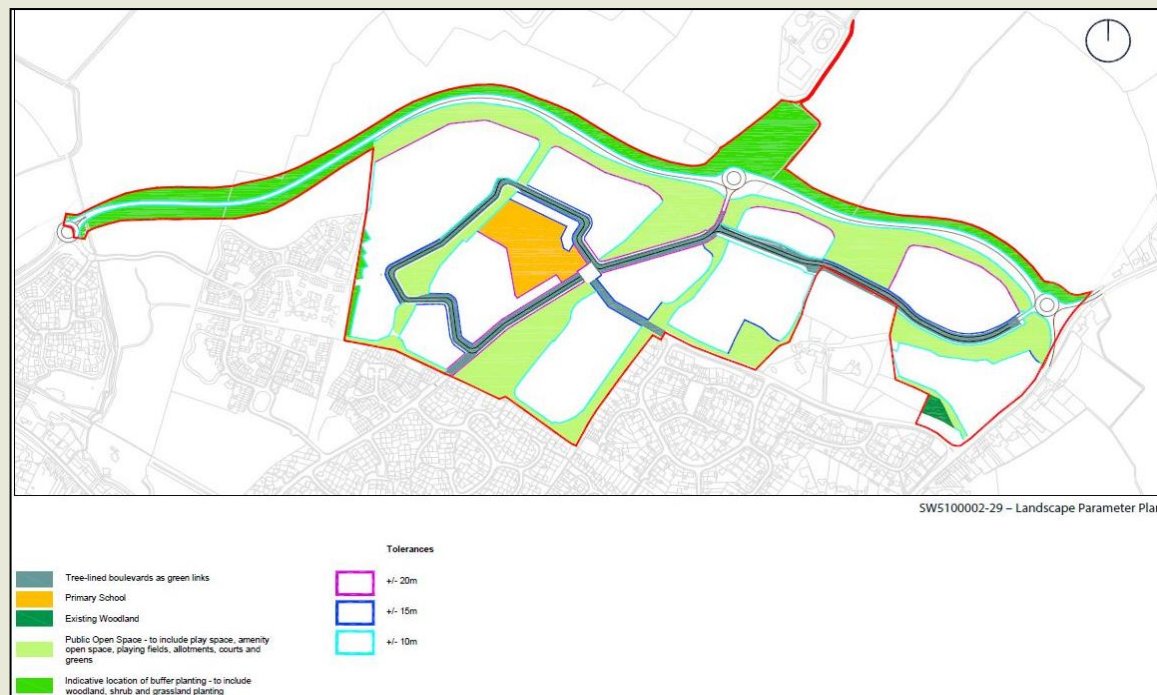
The approved Open Space Plan submitted with the outline planning permission, was key in discussions with the LPA and consultees in securing the required quantum and locations of POS required within this application, which aligns with previous plans from the Design Code.

The Public Open Space areas have been designed to accord with the criteria set out in the Design Code and approved landscape Parameter Plan. This is shown by the Public open Space plan (figure 4) which shows the overall quantum of POS across the site. The scheme provides 11.56 hectares of open space across the scheme, as shown by the POS plan, in relation to the required 11.38 hectares.

Figure 4: POS plan.



Figure 5: Approved Landscape Parameter Plan from the Environmental Statement (2016)



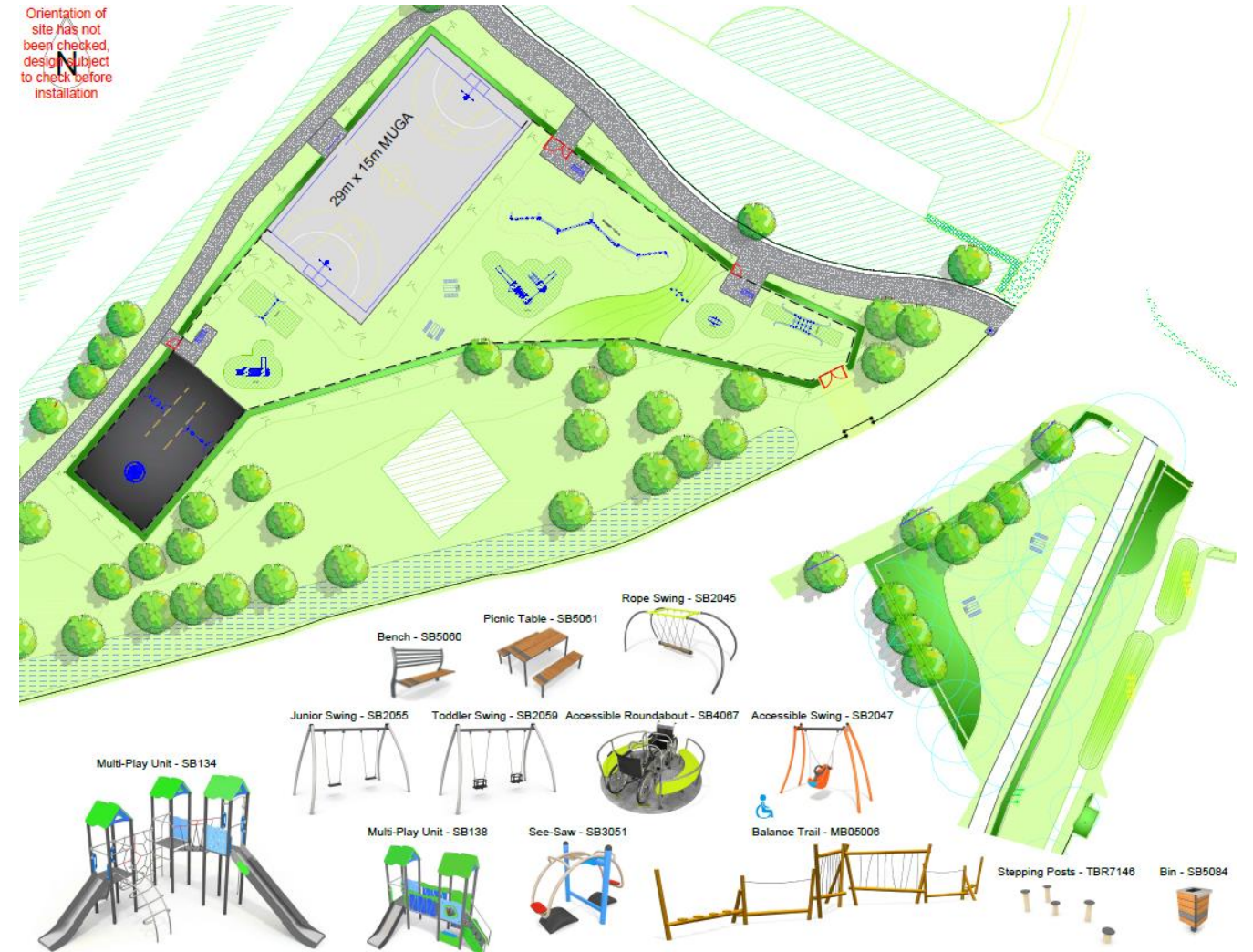
Open space strategy- requirement of S106

An Open Space Strategy will be submitted as requirement of s106 agreement that accompanies the outline planning permission. This will detail the variety of POS available within the scheme as well as proposed use, age groups and variety of major routes to provide access. This will also encompass a play space strategy, which will detail the variety of play spaces within the scheme.

Anne Suckling Way Park- North

The proposed Ann Suckling Way Park to the north will consist of a MUGA and a large NEAP – Neighbourhood equipped area of play. Further details on the landscaping for these areas can be found in the JBA Landscaping plans submitted with this application. Following conversations with Haverhill Town Council, benches and picnic benches have also been included within this park and across the scheme.

Figure 6: NEAP Play Provision.



Anne Suckling Way Park- South

The proposed Ann Suckling Way Park to the south comprises of a community orchard, a LEAP and a trail of gym equipment. Further details on the landscaping for these areas can be found in the JBA Landscaping plans submitted with this application. The layout of this parcel and the quality of the play space has been amended through numerous revisions of plans provided to the LPA, Landscape Officer and the West Suffolk Parks Infrastructure Manager to comment. Footpaths running through this park have been carefully designed to ensure connectivity to the surrounding area, specifically the BOAT, in order to create well connected play space for a range of groups.

Figure 7: Plan of Anne Suckling Way Park-South.



Figure 8: Gym Trail Equipment.

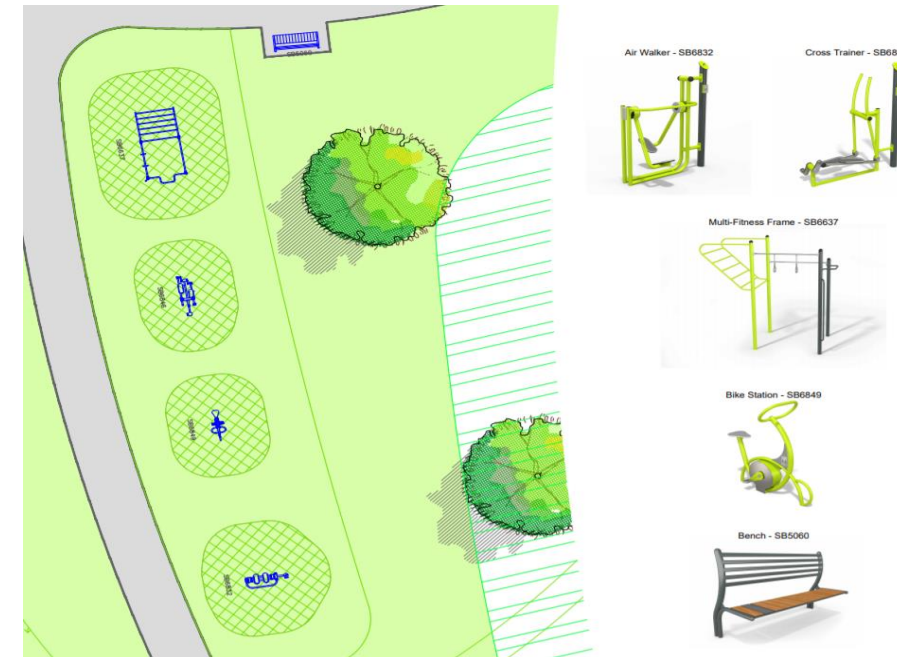
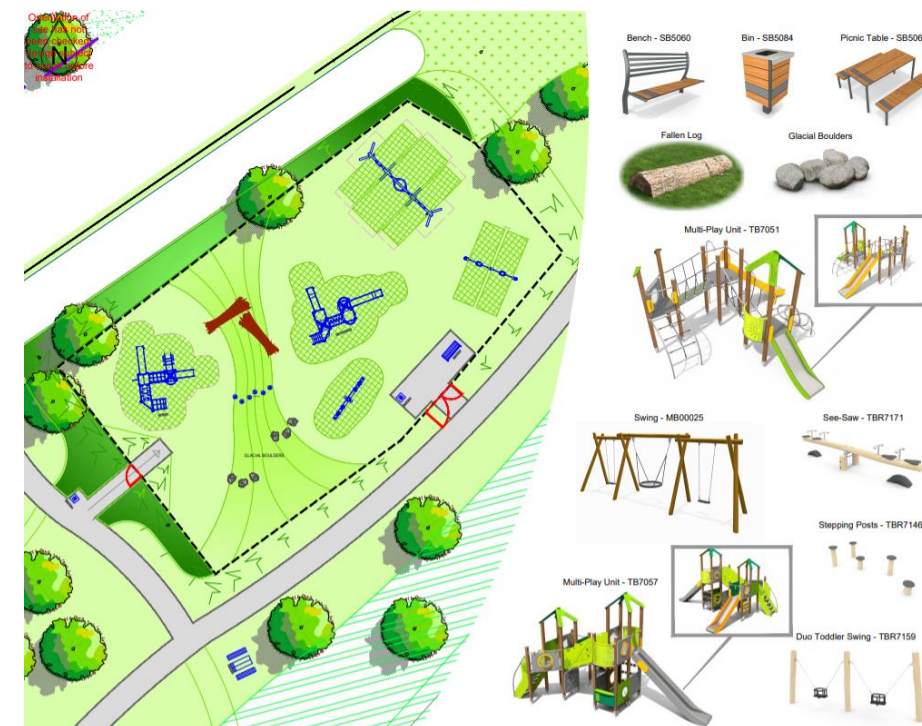


Figure 9: LEAP Play provision.



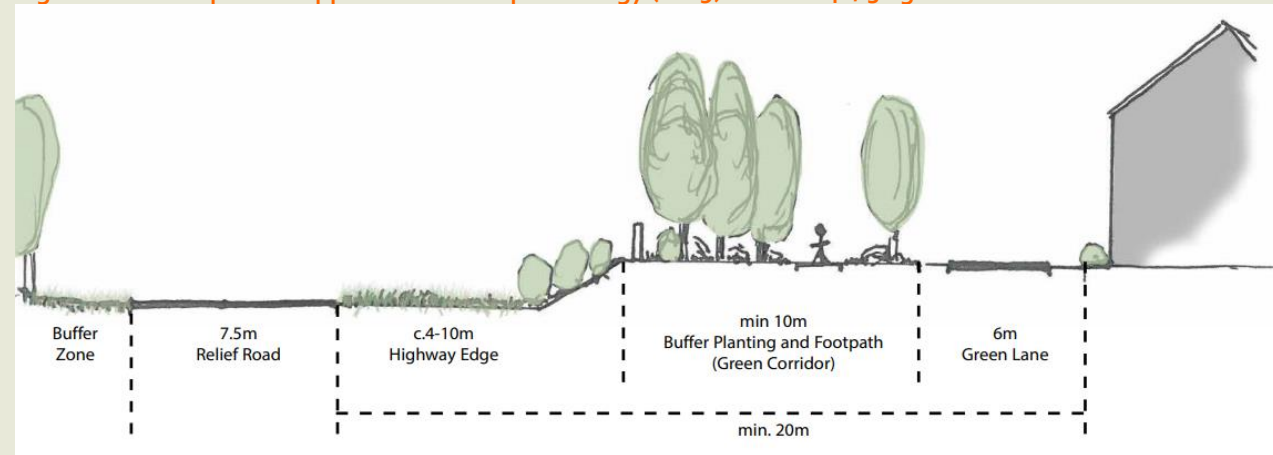
The equipment provision was agreed with West the Suffolk Parks Infrastructure Manager and LPA, in order to provide a range of equipment suitable for residents as required by their local play area guidance and the Design Code.

Green corridors

Green corridors (also known as linear parks), have been key in creating valuable green links aligned between the existing town and the countryside and forming part of the Green Infrastructure Network. They also create visual breaks in the development and provide recreational opportunities close to the residential neighbourhoods

The green corridor east of 3a has been designed specifically as a key route lined with trees and planting for pedestrians, acting as a key connection between the North and South of the site. The green corridor running north of phase 4a and 3b has been designed in line with the Design Code, in order to create a vital green corridor and pedestrian route across the site (see figure 8). As shown in landscaping plans, this route will have ample tree planting to further add to the green buffer provided by the relief planting to the north. An additional pocket park has been provided along this green corridor, with an area for natural play consisting of stepping and fallen logs. We have ensured that the space provided for the green corridor meets the minimum of 10m as required within the Design Code.

Figure 10 : Concept from approved Landscape Strategy (2009) used for 4a/ 3b green corridor.



POS wooded area

The landscaping for this area has been drastically improved to create a visually aesthetic wooded area for multiple uses. This was initially suggested by the West Suffolk Landscape Officer, where a concept plan was sketched up (figure 11). The landscaping includes areas for natural play such as fallen logs, mounding and stepping logs which were previously included within the approved Landscape Strategy (figure 12). Picnic benches have also been included to encourage use of the area. This area has been designed strategically to encourage its use as a through route, connection the north of the site down to the pedestrian access on Hales Barn road to the south.

Figure 11 : Wooded POS concept and landscaping plan.



Figure 12 : Concept from approved Landscape Strategy (2009) of natural areas of play.



Accessible SUDs basins

Following discussions with the LLFA and West Suffolk Council, phase 6 and 5b SUDs basins have been amended to ensure that they are accessible and usable open space for informal play. This fulfils the key demand in the Design Code for multifunctional green spaces.

Figure 12: Example of an accessible SUDs basin



Allotments

To the south of Phase 2, an area of land has been allocated for allotments. This area of land will be transferred over to the District Council on completion, and run by an allotment association. The allotments will consist of allotment plots, which will be allocated to people within Haverhill wanting an allotment and will incorporate a parking area. Further details of the layout for the allotments will be found with the landscaping plans submitted with the application.

Figure 13: Example of Allotments

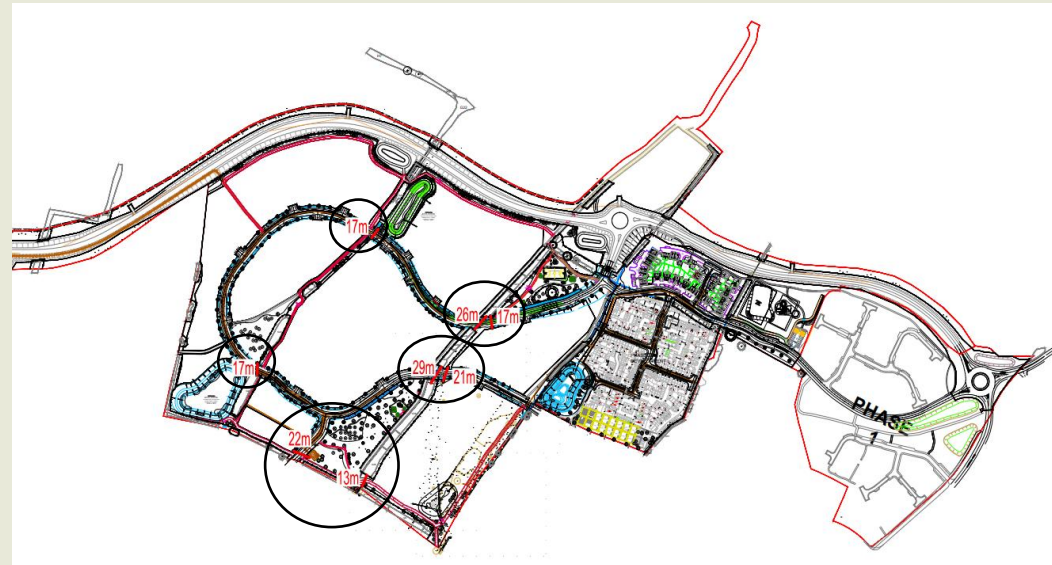


The landscaping for the RM application has been amended following consultee comments and in line with the principles and aims, set out in the outline application and approved Design Code. This details the landscaping across all of the open space.

Bat hops

Bat hops are specialist planting close to roads, which provide a route for bats to travel. The locations of bat hops have been confirmed and agreed following discussions with an Ecologist at James Blake Associates. Nine bat hops placed in strategic locations in order to aid movements of bats throughout the site.

Figure 14: Locations of bat hops.

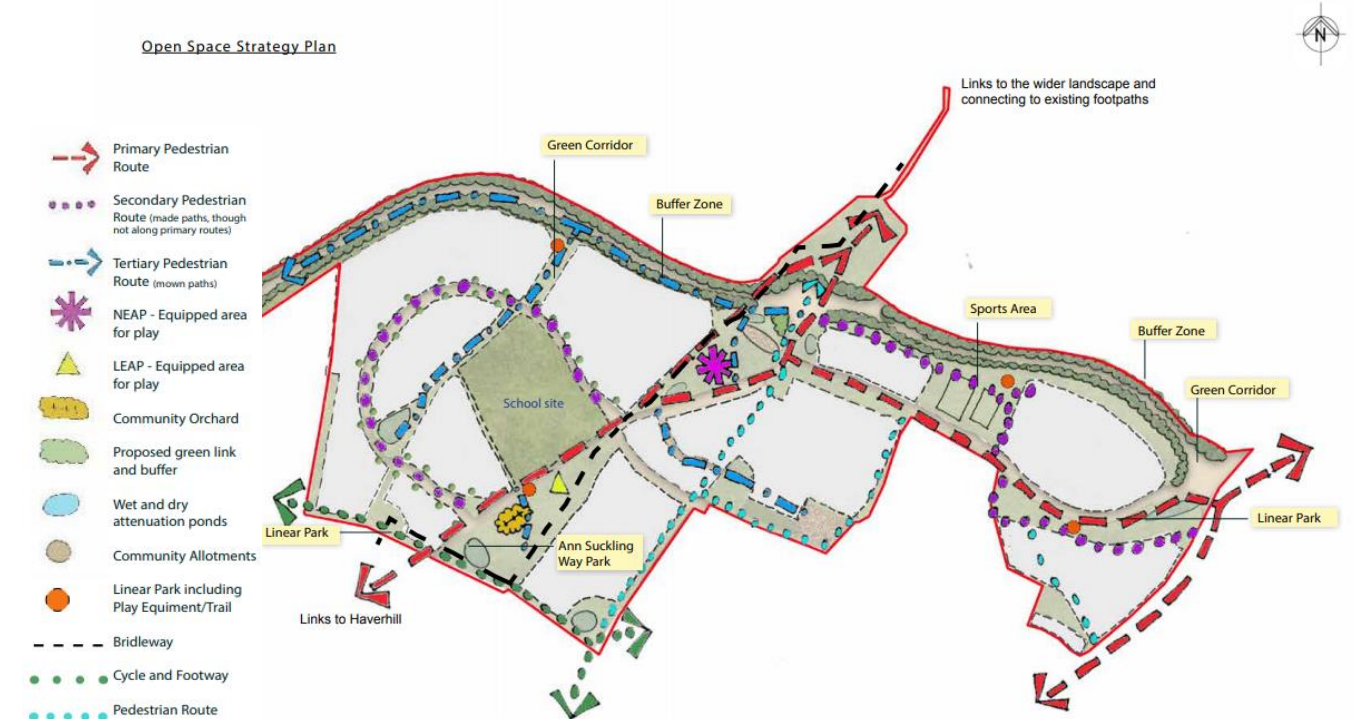


5.2 Biodiversity Net Gain and Ecology

Biodiversity Net Gain (BNG) calculations were carried out, in order to inform how the landscaping provided can provide the 10% minimum improvement in BNG, as required by the emerging Government Environment Bill. Based on the current soft landscape plans for the whole scheme, of which the infrastructure contributes a significant amount to, the development can potentially deliver an overall gain of 21.45% for habitat units, a 121.80% gain for hedgerows/linear features. Through discussion with WSC landscape and ecology officer and the LPA, the landscaping has been carefully designed in order to attribute towards BNG. An ecological mitigation table has been submitted alongside the amendments, detailing how this relates to the landscaping of the scheme.

5.3 Connectivity across the scheme

Figure 15: Open Space Strategy Plan



The design of the footpaths and cycle ways in providing connectivity across the scheme has been coordinated with provision for open space set out in the Environmental Statement, submitted and approved in the outline application. The Open Space Strategy Plan has been vital in dictating the access to the POS across the scheme. Following discussions with Haverhill Town Council, benches have been added strategically throughout the scheme, which can be seen on landscaping plans submitted.

Connectivity across the scheme was ensured in accordance with the Street Hierarchy Framework plan from the Design Code. This ensure that the boulevards and streets with trees within the application would act as key green links to strategic green spaces and green corridors across the site. This reiterates the importance of the road hierarchy in producing Circular routes throughout site for health and exercise as advocated in NPPF (2017).

Figure 16: Street Hierarchy Framework plan from Design Code (2017)

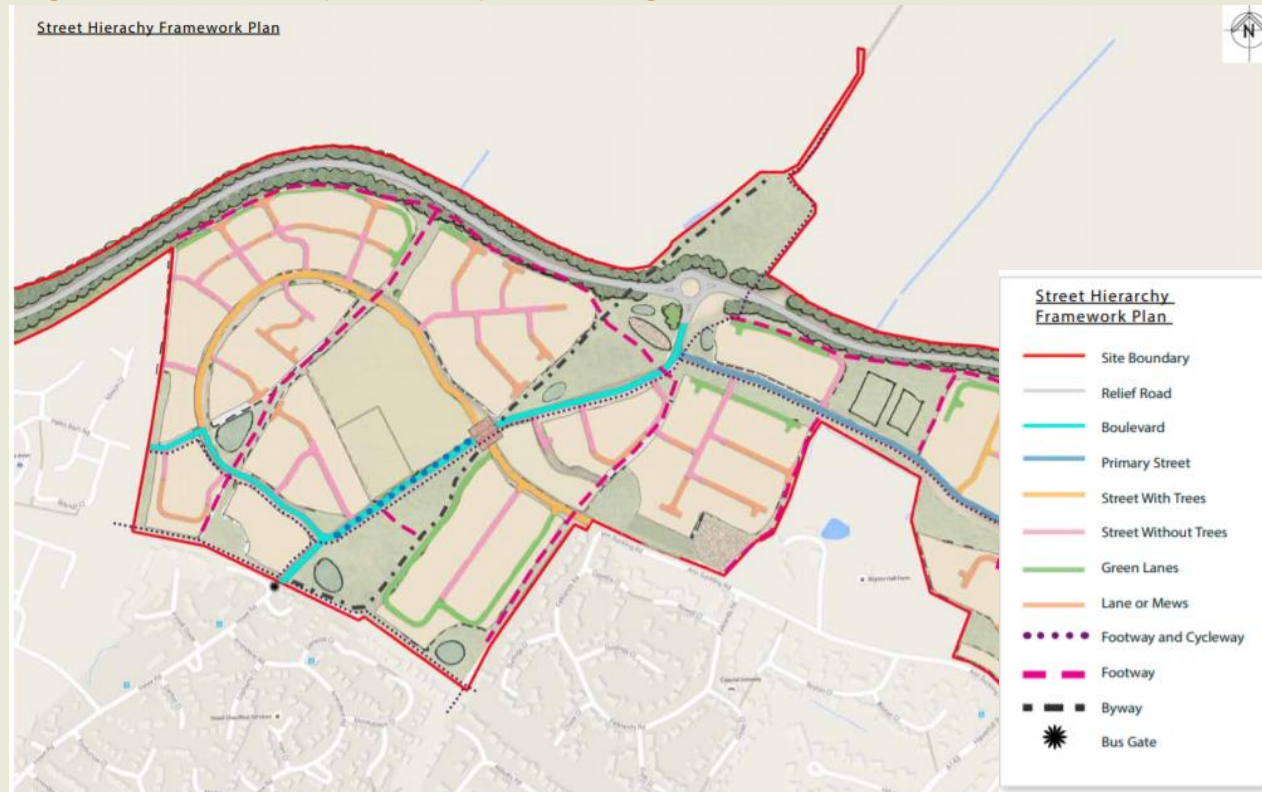
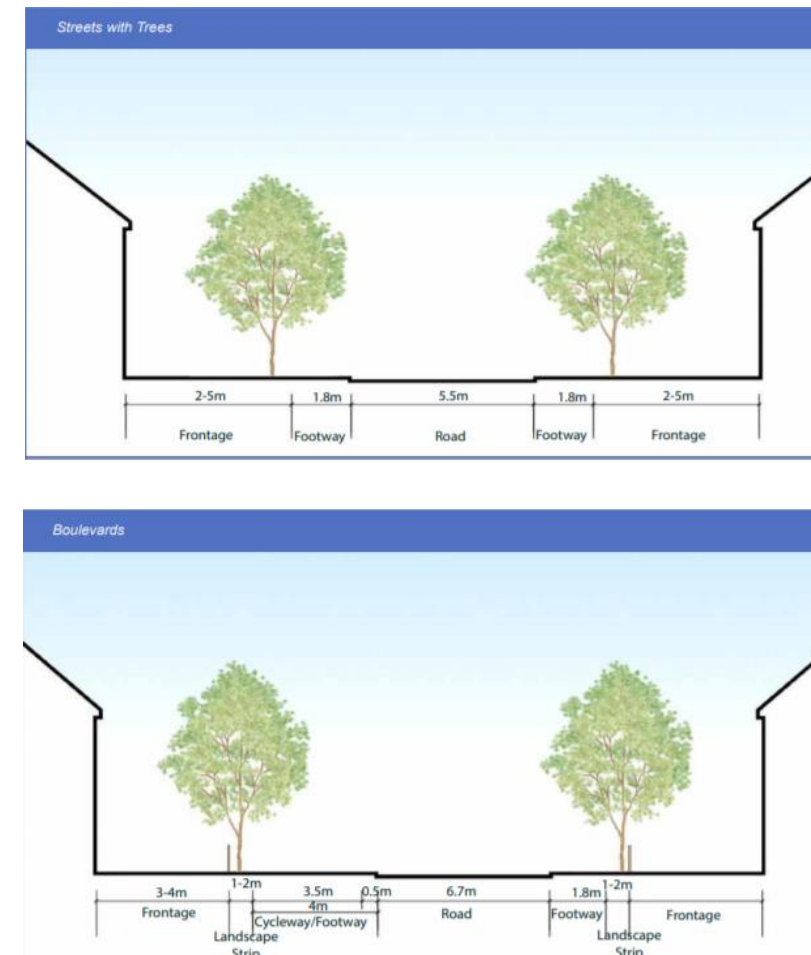


Figure 17: Road types with trees within the application, taken from Design Code (2017)



5.3.1 Pedestrian access

As shown in the Pedestrian and Cycle Access Framework Plan from the Design Code, there is a requirement for a variety new pedestrian routes, linking to previous footpaths running through the site. A connectivity plan was submitted to Public Rights of Way, Highways and the LPA for comment. This plan included the surfacing, routes and adoption status which allows for the scheme to be amended to suit consultee comments. The pedestrian routes have been carefully designed in line with the Design Code, to ensure that there are a variety of routes and surfaces connecting to strategic locations around the site (figure 19). The variety of routes available to key locations can be seen in figure 19. The ways in which all differing pedestrian routes interact has been managed carefully in order to encourage green transport, with these pedestrian routes described within the approved Transport Statement (2013).

Figure 18: Pedestrian Access Framework Plan, taken from Design Code (2017).

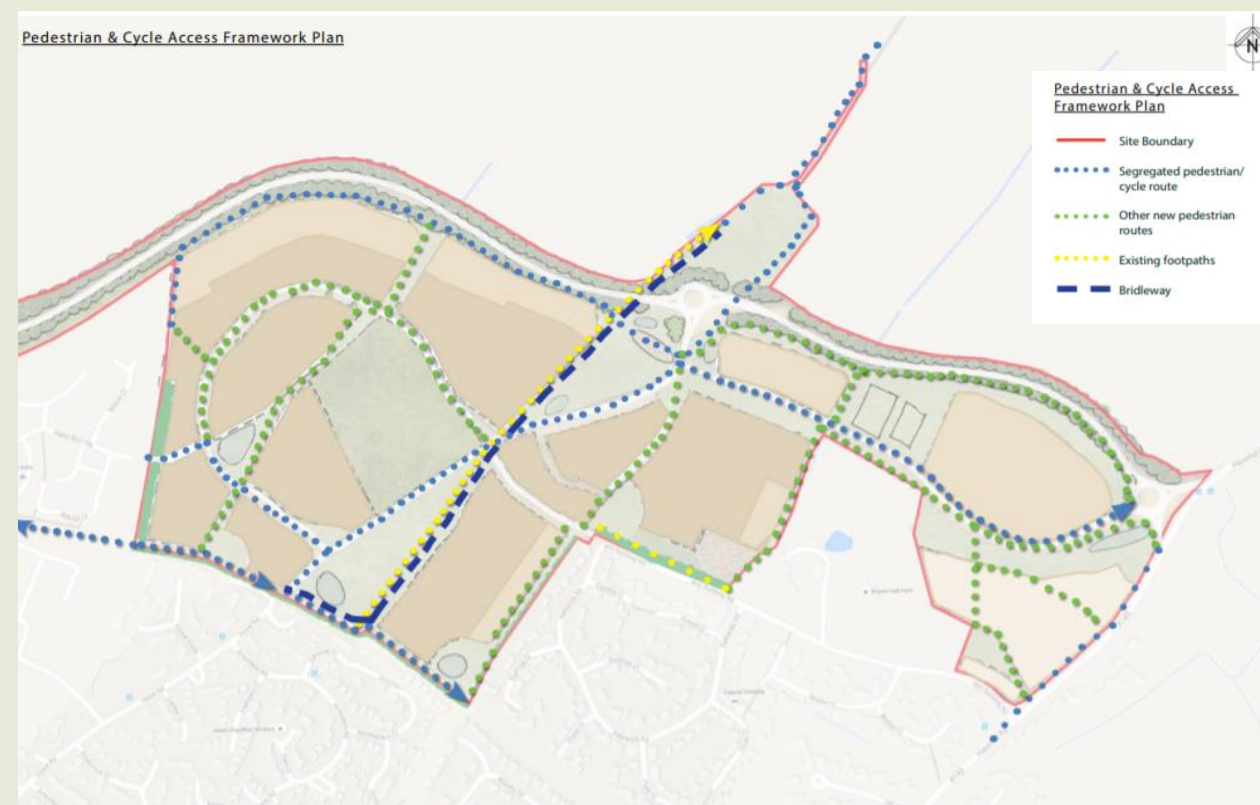
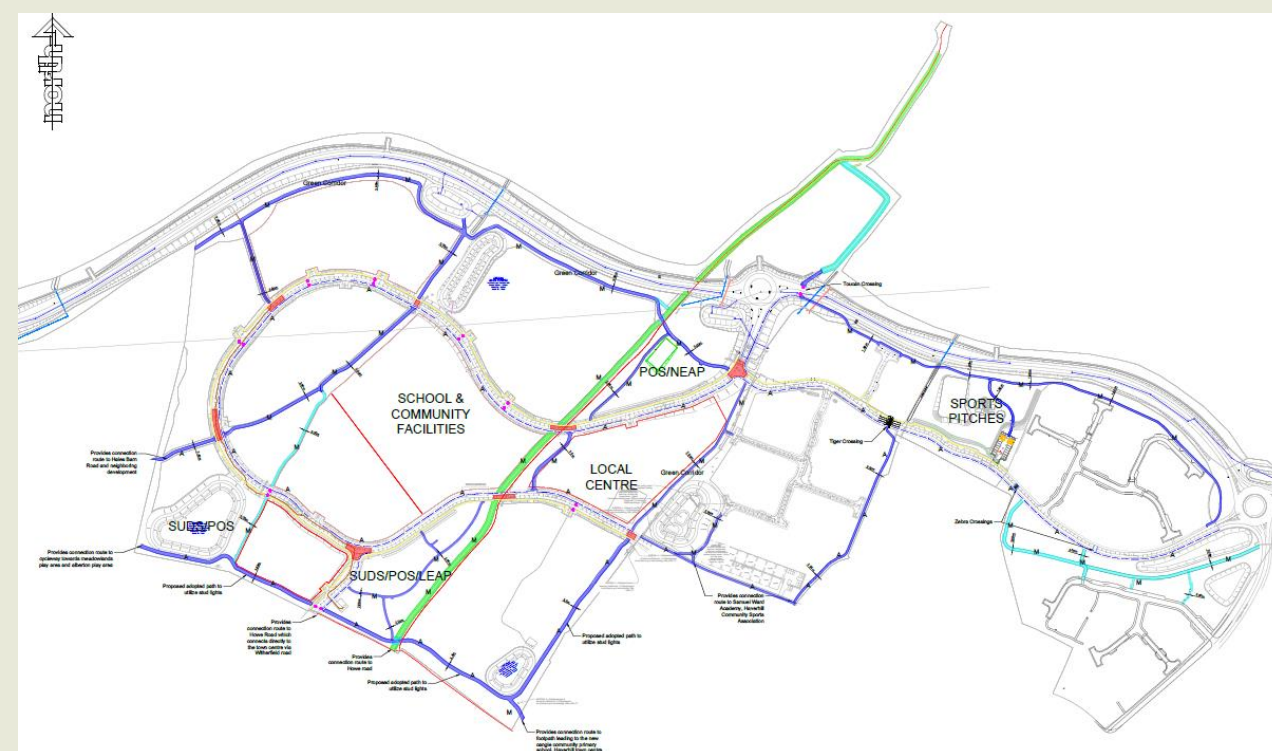


Figure 19: Connectivity Plan.



Connection from Howe Road (Bus Gate)

Pedestrians and buses will be able to access the site from Howe Road, fulfilling the requirement of a pedestrian and bus access (by use of bus gate) from Howe Road up to the central plaza, as required within the Transport Assessment (2013). The cycleway, 3 metres in width, running both to the east and west of Howe Road will be lit with stud lights, due to the proximity of ecology (bats) within these areas as they are within a sensitive green corridor.

Green corridor connection to future development

As requested by the LPA and consultees, a footpath surfaced with tarmac, has been added to provide a connection to a future housing scheme to the West of the site. This further aligns with principles of the design code and notions of providing sustainable connections within settlements, as referenced in the NPPF (2019).

Connection to Hales Barn Road

As required by the Design Code, a connection has been provided to Hales Barn Road, strictly for cycles and pedestrians. Bollards have been used as a traffic calming measure as requested by the LPA and SCC Highways. This aligns with the requirement within the Design Code (2017), as supported within the Transport Assessment (2013).

BOAT

The BOAT provides an unsurfaced connection from the south of the site, to the north of the scheme, providing a link to the County Wildlife Site. As referenced within the Transport Statement (2013).

Anne Suckling

A tarmac surfaced footway/ cycleway provides a connection from Anne Suckling Road into the central Plaza. A pedestrian route, via the BOAT, allows users to travel north to the rest of the site. This route was always intended as a pedestrian and vehicular route, as shown within the approved Design Code (2017) and supported by the Transport Assessment (2013) which clearly categorised Anne Suckling Road as an access for the scheme. Concerns have been raised by consultees regarding Anne Suckling Road as an access for the scheme. However, the connectivity of the scheme, both pedestrian and vehicular, has been designed in order to provide a variety of connections to the scheme from a variety of locations within the Haverhill settlement. This has been done in line with the Transport Statement (2013), to provide a variety of accesses from the scheme.

5.3.2 Pedestrian Crossing Points and Traffic Calming Measures

As shown within the connectivity plan there are numerous pedestrian crossing points across the scheme in strategic locations. These were carefully selected and orchestrated within context of the pedestrian routes running through the site. This was carefully discussed between the LPA, PROW, and SCC Highways through the connectivity plan submitted for their comment.

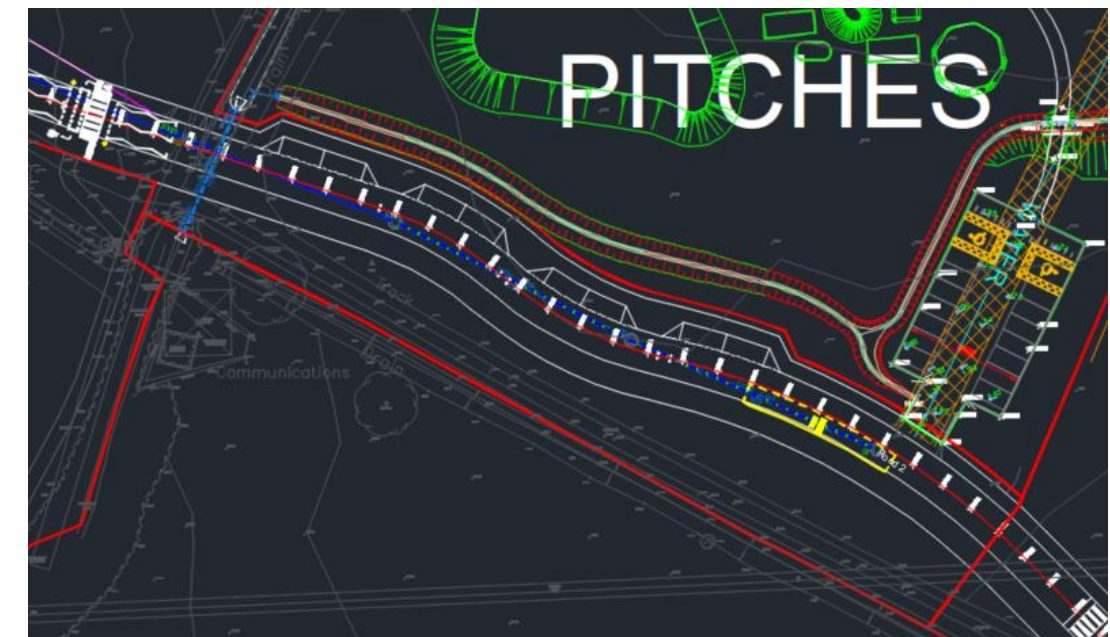
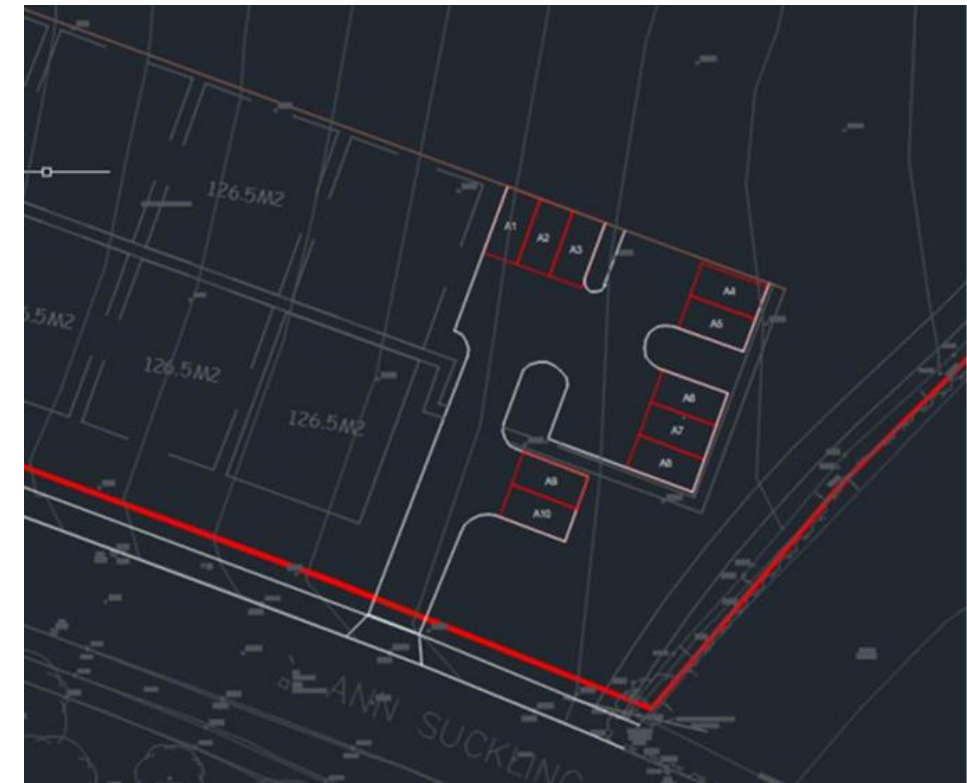
Numerous solutions have been implemented across the scheme;

- Raised tables have been used at strategic locations across the scheme, as a traffic calming measure.
- Potential 'rat runs' have been designed out as both Hales Barn Road and Howe Road. The connection is solely a pedestrian access to Hales Barn Road connecting to the adjacent development.
- A bus gate is proposed on Howe Road in order to limit access of the road to buses or emergency vehicles.
- Following comments from SCC Highways and West Suffolk Council, dropped kerbs have been added opposite entrances to parcels within the internal road. This will provide connectivity of cycles from parcels to the cycle route of the rest of the scheme.

5.3.3 Parking

In terms of parking across the scheme, the relevant parking will come forward within applications as phases come forward. The parking included within the scheme is located at the allotments and opposite POS and Play Area (figure 20).

Figure 20: Parking in allotments and opposite POS.



5.4 Drainage and SUDs

The drainage for the infrastructure roads will be delivered simultaneously. The locations where the drainage is proposed alongside the road infrastructure, is currently predominately arable land and has a number of watercourse running north to south towards Stour Brook, which ultimately discharges into the River Stour to the south east of Haverhill. Survey Solutions undertook a topographical survey in November 2017 for the site which indicated that the site has a number of steep valleys within the development, each with watercourses running within them.

The engineering plans which have been submitted with this reserved matters application demonstrate the location of existing ditches and existing landscape features, showing a cohesive network of spaces. The layout has been designed so that it protects as much existing landscape features as possible.

The proposed blue Infrastructure has largely stuck to what was proposed in the approved Blue Infrastructure Framework Plan, the only element that has altered from the framework plan has been the exact location and size of the SUDS ponds. The plan within the Design Code is indicative and has been developed with the scheme.

Figure 21: Blue Infrastructure Framework Plan from the Design Code



The maintenance of the SUD's features has also been taken into consideration in their design and they each have a maintenance strip around their perimeter for easy maintenance. Further details of POS within development phases will be submitted with each application for each phase of development.

The SUDs features provided have been designed so that they can easily be maintained, whilst also taking into consideration the existing landscape features which are to be retained. The SUDS features have been placed in these locations to firstly to be in accordance with the approved blue infrastructure framework, and secondly taking into consideration the contours of the land with the SUDS features being at the lowest point of land that they are serving.

The detailed maintenance of the landscape and SUDs features can be found in the General Landscape Specification for POS by JBA, submitted with this application as well as in the Drainage Strategy that has been submitted.

5.5 Phasing of Infrastructure and Development Parcels

The details of the Phasing Condition (B2) will be submitted in due course. For clarity, the delivery of the infrastructure and residential development has been split up into its various elements as described below:

Relief Road (Not part of this infrastructure application)

Phase 1 of the relief road (the roundabout at the eastern end adjoining the A413) and the connection to the A1307 has been completed. The remainder of the relief road (including the strategic landscaping on either side) is expected to be delivered as one continuous piece of major infrastructure and it is envisaged that construction will commence in mid-2020 from the completed roundabout (Phase 1), and will continue in a westerly direction towards the proposed roundabout to the north of the POS and Phase 2 land. The relief road will then continue west to the north of the land allocated for Phases 3B and 4A, finishing with the creation of a new arm onto the existing roundabout (A1307). The relief road is expected to be completed and open for use in 2022.

Phases 2-6 Infrastructure

An application for the delivery of key pieces of infrastructure was submitted in April 2020, with revised plans being submitted in August 2020 and now final amendments being made in March 2022. The infrastructure application comprises of the main road network, drainage and public open space (including the football pitches which are expected to be delivered in 2022) serving the residential parcels. Thereafter a series of reserved matters will be submitted for the individual parcels of residential development. Public open space serving the residential parcels will form part of those submissions.

Phase 2a and 2b

Both of these phases are estimated to complete in 2023, delivering a total of 170 units. This phase also involves construction of a link road from phase 1.

Phase 6

An application for phase 6 will be submitted in March 2022, which includes the delivery of approximately 198 units.

Phase 3b

An application for phase 3b will be submitted in May 2022, which includes the delivery of 113 units. This phase also includes a pocket park of green space, providing additional elements to the POS scheme across the site.

Phases 3A the Local Centre

A planning application for a local centre, Phase 3A is being worked up at present following discussions with the Local Planning Authority and County Council. This Phase is likely to commence construction in 2023 and will deliver the adjacent land allocated as POS / NEAP as well as provide the required infrastructure.

The School Site

Persimmon Homes has held constructive discussions with West Suffolk Council and Suffolk County Council about the siting of the school site and will provide the access for the land allocated as the school and community facilities prior to transferring the land over to the relevant authority. Discussions are ongoing to ensure that the agreements are made on the road infrastructure leading up to the school site.

Phases 4 and 5

Phase 4A and 4B, together with the associated infrastructure and landscaping will then commence. Phases 5A, 5B and 5C will then deliver the remainder of the infrastructure road and remaining designated land allocated for SUDS and POS.

Public Open Space, Footpaths and Cycle ways

All of the public open space including the football pitches and allotments will be delivered as the phases of residential development are progressed. As stated above, the POS and play area between phase 2 and 1 are envisaged to be delivered prior to the completion of Phase 2 (before 80% occupation of Phases 1 and 2 – as per the S106 agreement). The landscaping adjacent to the relief road and infrastructure roads will be delivered as and when the relief road / infrastructure roads are constructed. The landscaping, footpaths and cycle ways associated with each phase of development will be delivered as the reserved matters are approved with details to be agreed through the reserved matters process.

6. Conclusions

This Design, Access and Compliance Statement addendum provides supporting information for Persimmon's application seeking agreement of Reserved Matters for the development of Infrastructure comprising of internal estate roads, drainage, POS and landscaping for land at north-west of Haverhill on Ann Suckling Road, Little Wrattling, Haverhill. It also details how the proposed development seeks to deliver a sustainable scheme that will integrate with its wider context and contribute to the goals established in local plan, masterplan and embodied in the outline permission. It also details how the infrastructure application achieves conformity with the Design Code and the Pre-application advice given.

The development of land north-west of Haverhill is part of the long-term vision of the area as expressed in the Core Strategy (2010) (Policy CS1: St Edmundsbury Spatial Strategy) and the Haverhill Vision (2014) Area Action Plan DPD (Policies HV2: Housing Development Within Haverhill and HV3: Strategic Site – North West Haverhill).

The recent changes to the design and layout have been implemented in response to approved documents and plans, which will create a well-connected neighbourhood where residents have easy access to public transport, community facilities, open space and other amenities. This recent addendum has fulfilled its objective by summarising the recent changes in regard to POS, connectivity, pedestrian routes and SUDs. The recent changes in this addendum have vastly improved the quality of pedestrian connectivity in and around the POS of the scheme, as well as the quality of landscaping and play spaces available to residents of Haverhill. The proposed POS in this addendum exceeds what was originally envisaged, providing two additional pocket parks. A variety of routes and surfaces have been proposed, providing strategic links to key areas of open space. The vehicular connectivity has also been improved, through provision of numerous pedestrian crossings and traffic calming measures.

Following lengthy discussions with the LPA and key consultees, we have arrived in a position where all matters raised have been addressed and are in accordance with relevant policies, plans and the outline planning permission.

7. Appendices

Appendix 1; Agreed Play Provision across the scheme

NEAP (Within infrastructure application) (steel built)			
Item Number	Items required in guidance	Items proposed	Requirement met
1	Junior - two/three tower multiplay unit	Three tower junior multi play unit As similar; SB134 - Aclor Multi-Play Unit — Miracle Design and Play	✓ Minimum requirement met
2	Toddler - two tower multiplay unit	Two tower toddler multi play unit (step entry required) As similar; SB138 - Ravnar Multi-Play Unit — Miracle Design and Play	✓ Minimum requirement met
3	1 bay 2 seat flat swing	1 bay 2 seat flat swing As similar; https://www.miracledesignandplay.co.uk/steelbuilt-swings/sb2055-krakatoa-junior-double-swing	✓ Minimum requirement met
4	1 bay 2 seat Cradle swing	1 bay 2 seat Cradle swing As similar; https://www.miracledesignandplay.co.uk/steelbuilt-swings/sb2059-bromo-toddler-double-swing	✓ Minimum requirement met
5	Additional item	1 seat disabled access swing As similar; SB2047 - Millward Inclusive Nest Swing — Miracle Design and Play	✓ Minimum requirement met
6	Additional item	Rope swing (group play item) As similar; https://www.miracledesignandplay.co.uk/steelbuilt-swings/sb2045-rayden-rope-swing	✓ Additional item agreed
7	Additional item	See-saw As similar; SB3051 - Regulus Standing See-saw — Miracle Design and Play	✓ Additional item agreed

8	Additional item	Roundabout (Also suitable for disabled access) As similar; https://www.miracledesignandplay.co.uk/steel-built-accessible-equipment/sb4067-weir-accessible-roundabout	✓ Additional item agreed
9	Additional item	Trail of wooden equipment As similar; MB05006 - Robinia Balance Trail — Miracle Design and Play	✓ Additional item agreed
10	Additional Item	MUGA	
LEAP 1 (Within infrastructure application) (Timber built)			
Item Number	Items required in guidance	Items proposed	
1	Junior - two/three tower multiplay unit	Junior multi play unit As similar; TB7051 - Wyre Timber Multi-Play Unit — Miracle Design and Play	✓ Additional item agreed
2	Toddler - two tower multiplay unit	Two tower toddler multi play unit As similar; TB7057 - Bedgebury Timber Multi-Play Unit — Miracle Design and Play	✓ Additional item agreed
3	1 bay 2 seat flat swing	1 bay 2 seat flat swing (provides basket swing as extra) As similar; https://www.miracledesignandplay.co.uk/timberbuilt-swings/mb00025-robinia-trio-swing	✓ Minimum requirement met
4	1 bay 2 seat Cradle swing	1 bay 2 seat cradle swing As similar; https://www.miracledesignandplay.co.uk/timberbuilt-swings/tbr7159-aerodactyl-robinia-duo-toddler-swing	✓ Minimum requirement met
5	Additional Item	4 person see saw As similar;	✓

		TBR7171 - Jolteon Robinia 4 Person See-saw — Miracle Design and Play	Additional item agreed
5		Basket swing (See item 3)	✓ item agreed
Gym Trail (Within infrastructure application)			
Item Number	Items proposed		Requirement met
1	Kingsbury Cross Trainer As similar; SB6846 - Kingsbury Cross Trainer — Miracle Design and Play		✓ item agreed
2	Multi- Fitness frame As similar; SB6637 - Pinsent Multi-Fitness Frame — Miracle Design and Play		✓ item agreed
3	Air walker As similar; SB6832 - Radmilovic Air Walker — Miracle Design and Play		✓ item agreed
4	Ayton Spinning Bike Station As similar; SB6849 - Ayton Spinning Station — Miracle Design and Play		✓ item agreed