

Haverhill North East Development

DC/15/2151/OUT

14th January 2016

Councillor Tony Brown

Haverhill East and Kedington Division

Suffolk County Council

Comments

1. A high percentage of the people that will live in the proposed development and that work will be trying to access and use the A1307 heading towards Cambridge
2. The A1307 is already heavily congested at peak times heading to and from the Cambridge direction between Haverhill and the Four wentways junction
3. There are no concrete plans in place for any road or sustainable transport solutions to mitigate the increased traffic flows on the A1307
4. There is much resistance from many of the local residents , parish councillors and Councillors in the Cambridgeshire A1307 corridor area to any new dual carriageway and the impact that it would have on their environment , if a new dual carriageway was ever planned it would face a very tough fight from South Eastern Cambridgeshire residents
5. There has been no detailed (ANPR) type traffic survey to find out exact traffic movements around Haverhill so the likely effect and impact of increased traffic from Haverhill NE and NW developments cannot be properly assessed
6. There is no up to date in-depth or comprehensive SCC transport plan for the Haverhill area
7. The impact of traffic from the proposed NE development trying to avoid the heavily congested A1307 using small unsuitable roads through (mostly ungritted in the winter) villages such as Withersfield , Thurlows , Bradleys , Wrattings , Balsham etc as alternative routes adding to the many vehicles that already make that choice
8. The North west Haverhill relief road is absolutely essential to the NE development , the impact of vehicles from the NE trying to access the A1307 at peak times along Withersfield road could be severe , Withersfield road is the main east west route on the west side of Haverhill it is narrow in places especially the section between Crowland Rd and Eastern avenue with many parked cars , for certain parts of the day during peak periods it can

become a virtual one way road as vehicles have to wait their turn to negotiate parked vehicles and standing traffic

9. Due to congestion through Haverhill and on the A1307 during busy periods there is a strong possibility that traffic from the NE will decide to avoid Haverhill and the A1307 altogether and head North along the A143 to the dangerous Blunts hall staggered crossing with the B1061 at Little Wratting then head westwards through the Thurlows etc.
10. The impact of vehicles and HGVs trying to avoid the congested road network in Haverhill using the unsuitable B1061 through Kedington as a Haverhill north eastern by pass
11. The A143 heading in from Bury to Haverhill is an important gateway to the Town any development on the NE should reflect and enhance the nature of the existing Development
12. The developments access route on to Chalkstone way should be at the Millfields way junction(which is not adjacent to houses) and not constructed very close to the residential area of the Birds estate (Gannet close) as proposed (for all the obvious reasons)
13. The underpass at Kirting place opposite westfield school should be enhanced to allow safe access to the school and the new development , this would lessen the amount of pedestrian traffic using the nearby zebra crossing which would make for safer pedestrian journeys and improve traffic flows on Chalkstone Way in the area of the school , traffic gets held up at school times by an almost constant stream of people using the crossing (enhancements to the underpass may be part funded by S106 contributions)
14. The Country park area of the development should be delivered as early as possible so that it can mature as the development grows and give benefit to the people of the area
15. The existing mature tree belt that is between the Roman Way , Wilsey estate developments and the proposed NE development should be protected at all costs , any services to the new development should be through existing gaps in the tree belt, if this cannot be facilitated(ie the proposed new 10" pumped sewer main)they should be directionally drilled under the tree belt , which is a relatively straightforward process which would lessen the impact on wildlife and the nearby environment
16. Any new tree planting should be planted in the early stages of the development (particularly on the Kedington side) , so that screening is provided as soon as possible
17. There is from the reports a very wide and varied species of bats and other protected species that use or live in the vicinity of the NE development , any development should bear this in mind and all that can be done to make the development as friendly as possible to all forms of wildlife and flora

18. There should be a comprehensive network of footpaths and cycle ways to enhance well-being , fitness and sustainability throughout the development also linked to Haverhill and Kedington
19. The proposed 300m square clearing for the footpath in the existing mature tree belt to the south of the development , that will lead to Emperors green makes a large and unnecessary breach in an important wildlife corridor for no better reason than to add a visual link between the old and new developments , the older development is orientated so that the rear of the houses and fences face this area , I cannot see any real benefit to making such a wide clearing , the cost to the wildlife corridor far outweighs any supposed aesthetic gain