



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

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To: St Edmundsbury District Council

CC: transportplanning@dft.gsi.gov.uk
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Council's Reference: DC/15/2151/OUT

Referring to the planning application referenced above, dated 2 December 2015, application for residential development of up to 2,500 units; two primary schools; two local centres including retail, community and employment uses, Great Wilsey Farm, Wilsey Road, Suffolk, notice is hereby given that Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B ~~is~~ is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gsi.gov.uk.

Signature: 	Date: 29 February 2016
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Annex A Highways England recommended further assessment required

HIGHWAYS ENGLAND has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regard to St Edmundsbury District Council's planning application reference DC/15/2151/OUT and has been prepared by David Abbott.

The proposed development for a strategic urban extension to the north-east of Haverhill, comprising 2,500-dwellings, two primary schools and two local centres with ancillary land-uses is clearly substantial and, although relatively remote from the strategic road network (SRN), there is nevertheless potential for the development to have severe adverse impacts upon the SRN.

The site is located to the north east of Haverhill. First Point of Access to the SRN is likely to be one of the following:

- A11/A1307 junction to the south-east of Cambridge (16km to the NW);
- A14/A143 junction at Bury St Edmunds (25km to the NE);
- A120/A131 junction at Braintree (25km to the SE).

Given the dominance of Cambridge as a regional centre, the first of these is likely to be the most significantly affected. This is borne out in the trip distribution (see below).

The Transport Assessment (TA) calculates a total trip generation of 1,560 trips in the AM peak and 1,654 in the PM peak. The trip distribution is said to be based on 2011 census journey to work data, which would estimate to 32.4% of residential trips and 8.2% of employment trips being assigned to the A1307 to the west of the town, i.e. towards Cambridge and the A11.

The traffic flow diagrams reveal that this translates into 342 outbound trips leaving the town (and 157 arriving) along the A1307 in the AM peak. An increase of this scale at the Trunk Road would have the potential to be severe and would require a capacity assessment of the A11/A1307 junction to quantify its impact. The TA contains no information to allow us to estimate what proportion of this traffic would actually reach the SRN and what would be lost at intermediate destinations along the route. Apart from the village of Linton, there do not seem to be many. The study area adopted in the TA currently only extends as far as the A1017/A1307 junction immediately to the west of Haverhill.

A Travel Plan is referred to in the TA and a target reduction of 10% in single occupancy motor vehicle trips is set out. It is unclear from the TA whether the impact of the travel plan on net external motor vehicle trips has already been taken into account in the traffic forecasting.

On the basis of our initial brief review, there appeared to be the possibility of a severe impact at the A11/A1307 junction to the south east of Cambridge. We therefore recommended that further information be sought from the applicant in respect of the distribution of additional trips via this junction in order to satisfy Highways England whether or not this is likely to be the case.

This information was supplied but there this contained a number of issues still to resolve.

We therefore recommend the application be not determined before **29 April 2016** to allow the applicant to address, and for us to review, these issues. If we are able sooner than this to conclude discussion and agree suitable mitigation measures then we will of course withdraw this recommendation earlier than that date.