

**From:**Planning.Help  
**Sent:**Fri, 18 Mar 2016 09:03:28 +0000  
**To:**Rand, Chris;planning.technical  
**Subject:**FW: DC/15/2151/OUT

**From:** Nathan Loader  
**Sent:** 17 March 2016 19:03  
**To:** Planning.Help  
**Subject:** Fwd: DC/15/2151/OUT

Dear Planning

Further to my previous request for information, I would like to know what evidence has been provided to support the 10% assumed reduction in travel used for transport modelling when there is not a sustainable balance of jobs to accompany the development. I understand that such reductions are only relevant to sustainable developments which are built in locations with good public transport exchanges or where less car movements will result due to people being able to walk or cycle to their employment. What sustainable criteria does the proposed development meet in relation to jobs/house balance ?

What background input did the local transport authority have in the integrated neighbourhood planning process supported by the Princes Trust using their "Enquiry by Design" method of stakeholder engagement and how has this followed through the Haverhill Vision into the NE Masterplan ?

Given that the housing is not located close to any supermarket and that the location of Haverhill is relatively isolated from other Urban employment destinations, and taking into account the dispersed location of employment within the Borough, the **TRICS database is not a reliable method of assessment** since the existing nature of dependence of the car for employment has already been acknowledged in the background documentation of the Vision 2031 process. It would surely therefore be more appropriate to take survey data from other recent large area housing developments in Haverhill (such as Hales Barn Road) as a closer representation of likely transport impacts of trip generation. Anyone who visits such new developments will see from the extent of on-street parking and lack of off-street parking for that particular recent similar housing development, that there are more houses with 2+ cars, than not. Is this transport assessment ignoring the likely outcomes and is the Borough Council deliberately planning to fail when it comes to providing and co-ordinating the infrastructure requirements to support development ?

At the final stage of the transport assessment, what measures have been suggested to increase the capacity of roads, in particular the high casualty route of the A1307 ?

What junction improvements are being offered following this process, such as the A143 staggered crossroad intersection with B1061 (Blunts Hall Crossroad), to mitigate the residual traffic impact of the development, and to prevent accidents ?

Furthermore, I would like it to be published, what exactly were the "number of issues" stipulated by Highways England, to be solved and how have they now been overcome ?

Nathan Loader

Bell House, Silver Street, Kedington, Haverhill, Suffolk, CB9 7QG

----- Forwarded message -----

From: **Nathan Loader**

Date: 15 March 2016 at 00:03

Subject: DC/15/2151/OUT

To: [planning.help@westsuffolk.gov.uk](mailto:planning.help@westsuffolk.gov.uk)

Dear Planning

In relation to "the latest information supplied by the applicant" regarding the further traffic assessments required by Highways England to prevent severe impacts on the Strategic Road Network,

please can this revised information on traffic flow and road impact be published on the planning portal, so that it can be clear how these number of issues were solved ?

Regards

Nathan Loader

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