

Your Ref:DC/20/0614/RM  
Our Ref: SCC/CON/1690/20  
Date: 2 June 2020  
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



**All planning enquiries should be sent to the Local Planning Authority.**

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

The Planning Department  
West Suffolk (BSE)  
Development Management  
West Suffolk House  
Western Way  
Bury St Edmunds  
Suffolk  
IP33 3YU

For the attention of: Penny Mills

Dear Penny Mills

**TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/20/0614/RM**

**PROPOSAL:** Reserved Matters Application - Submission of details under SE/09/1283 for the infrastructure for Phases 2-6, Comprising of the Internal Estate Roads, Drainage, POS, Landscaping, Sports Pitches and Allotments

**LOCATION:** Land Nw Of Haverhill Anne Sucklings Lane Little Wratting Suffolk

**ROAD CLASS:**

Notice is hereby given that the County Council as Highway Authority make the following comments which form a HOLDING OBJECTION at this stage due to insufficient information allowing us to properly assess the impacts of the application:

Drawing 039/E/213 Rev C:

- The red line is so close to the proposed constructed roads and footway there is no room for verges, trees, swales, visibility splays or other infrastructure such as bus stops & shelters. We accept some swales and visibility splays are shown, but there is no buffer should additional land be needed following redesign. This design also restricts the space allowed for services/utilities and maintenance of the (proposed) adopted highway.
- We understand a key part of the design code is to deliver 'boulevards' or tree lined streets. We advise that should these be offered for adoption by the highway authority a sufficient area of verge will be required to support the trees - even with specialist planting and root control systems - to allow the tree space to spread without causing any obstruction of the highway. This should be delivered with the infrastructure roads and footways and not part of the greenspace of the individual parcels.
- There is a confusing alignment to the north west, by phase 4a, where the loop road is not included in the red line and a spur road appears to connect to the relief road.
- The proposed bus route should be shown and these roads designed to accommodate busses.

Drawing 039/E/200 Rev C

- There does not appear to be any means to access the parking for the allotments.
- The layby parking by the sports pitches is not acceptable. This would cause significant reversing manoeuvres on the spine road which would impact on highway safety. The need for parking for the sports pitches should be discussed and carefully considered. Some parking should be provided to stop on-road parking which would be departmental to highway safety, however, users of the sports pitches should be encouraged to visit by non-vehicular means where possible. We suggest a

car-park area is provided for such times that the sports pitches are used for teams sports. This car park should be sufficient in size to accommodate the likely number of cars when a visiting team may be present, but this parking area could have other uses when not needed for parking. This needs careful consideration and we recommend a discussion with the LPA, highways authority and West Suffolk Parks.

- The loop road by phase 4a is shown in full which conflicts with drawing 039/E/2103 Rev C.
- There does not appear to be sufficient space around the local centre/school access to protect the watercourse, hedge and right of way.

#### Drawings 039/E/201 to 209 - general comments

- There is no key for these drawings, although text detail is shown. It is difficult to properly assess supplied information presented in this way. It would be helpful to include a key on all drawings with text included for specific details only.
- There does not appear to be any rights of way, either existing or proposed, shown on the layout drawings.
- There are no pedestrian/cycle crossing points shown on the spine road. Crossing points should be proposed for footway and cycleway crossing. The actual design of crossing points will be subject to a safety audit.
- Please can the layout drawings also show existing developments and infrastructure so the connections and interactions can be assessed.
- Lagoons should be 5.0m from the constructed adoptable highway (including footway and cycleways).
- Access points for ditch/hedge maintenance must be considered and shown. If a cycleway is to be used for maintenance access the construction will be deeper and access points should be shown, .
- Where trees are proposed within 5m of any highway specialist engineering solutions, including species, root protection and maintenance must be considered. Where trees are closer than 2.5m, such as 'boulevards' specialist urban arboricultural designed systems must be used. The applicant should include the proposed solution and show relevant locations as part of this application.

#### Drawings JBA 18/351-01 to 12- general comments

- There does not appear to be any proposed landscaping for the road, footway and cycleway corridors. This appears to conflict with the 'boulevards' and 'streets with trees' noted in the design code.
- We note that where trees are shown adjacent to proposed adopted highway infrastructure there are inappropriate species shown too close to the highway, for instance Tilia Cordata 1.0m from the back of the footway on drawing 18/351-02.
- The applicant should provide drawings showing where trees are within 5.0m of the proposed and existing adopted highway, showing the species, mature spread and water demand area.

#### 039/E/100 Rev -

- The constraints and easements should be shown on all the engineering layout drawings.

#### Other Comments

- We advise the applicant discuss the street-lighting requirements with the highway authority as soon as possible as this will inform the layout and lighting interaction with highways and greenspace. Ecological constraints must be taken into account.
- A drawing showing the proposed infrastructure to be adopted & maintained by various parties should be provided. This would include adoption by the highways authority, the district parks authority, rights of way, Anglia Water and a private management company. This will help inform future responses.
- All drawings should show the same layout.

Yours sincerely,

**Hen Abbott**

**Development Management Engineer**

Growth, Highways and Infrastructure