

Objections to DC/20/0614/RM

We most strongly **OBJECT** to the new proposals put forward by Persimmon in relation to DC/20/0614/RM on multiple grounds.

The new proposal is contrary to the Master Plan, which states that access to the proposal site is via two main roundabouts from the Relief Road and three minor entrances from the existing road network. For clarity, the minor roads involved are Ann Suckling Road, Howe Road and Hales Barn Road. It has always been understood that these roads would not be directly connected as a through road to the Persimmon development, but would facilitate entry for buses and emergency vehicles via a bus gate or similar. Pedestrian and cycle access would also be allowed.

The proposal does not conform to the National Planning Policy Framework (NPPF), which states that transport issues should be considered from the earliest stages of the development. These include environmental impacts of traffic and transport infrastructure and mitigating any adverse effects reducing congestion and emissions. Current traffic flow at the junction of Wrattling Road and Ann Suckling is such that at peak times, there is a line of traffic waiting to join the Wrattling Road. With the new development at Boyton Meadows and other houses being built on Ann Suckling Road, this will only get worse. Houses at the junction of Ann Suckling Road will be subject to increased pollution from vehicle emissions with a decrease in air quality and an affect on their general health. This surely is not acceptable in this day and age and is contrary to both paragraph 103 and paragraph 174 of the NPPF.

The proposal in the Design, Access and Compliance Statement Revision - July 2021 states that the application largely follows the approved Design Code (with the exception of the road layout), The site will have three main gateways, (when built), with the Central Gateway being envisaged to be heavily used by residents of phases 2-6. The Western Gateway is designed to provide access from Haverhill Road into Phase 1 and beyond, as well as access to the allotments on Phase 2b on Ann Suckling Road. I cannot see any reason why that route would even be considered to be reasonable.

The Primary Movement Corridors are stated to be in accordance with the Master plan and after consultation with the key stakeholders. This obviously precludes both Haverhill Town Council and local residents. Comments made on the previous submission by Haverhill Town Council and local residents have not been taken into account. These have been completely ignored and not addressed in any way by this latest proposal. We strongly object to Ann Suckling Road being joined directly to the infrastructure, thus creating a further main access to the site, which was never intended in the Master plan nor outline permission.

The July 2021 revision of the Design, Access and Compliance Statement has major errors, particularly in section 5.7, Phasing of Infrastructure and Development Parcels. Construction of the connection of the Relief Road to the A1307 is stated to be 2020 and completion and to be open for use by 2021. We have a long way to go. The phasing as detailed is contrary to the timetable made by Persimmon during presentations to Haverhill Town Council and their own website. This must be corrected prior to any decision on this proposal.

This proposal will create problems in the terms of road safety, increased pollution and a detrimental impact on the houses bordering and in the vicinity of Ann Suckling Road and the Boyton Hall Estate in general. New houses benefit from design features which seek to mitigate both noise and air pollution. Yet again, proposals from Persimmon are to the detrimental effect on both the surrounding area and it's current residents.

Planning is not about creating a problem and then solving it, it is about preventing the problem happening in the first place.