

DC/20/0614/RM

Land Nw Of Haverhill Anne Sucklings Lane Little Wratting Suffolk

Application for Reserved Matters pursuant to hybrid planning permission SE/09/1283 for Infrastructure comprising of: the internal estate roads, drainage, POS, landscaping, and allotments for Land at North West Haverhill

Comments 5.10.21



Based on the redline plan I have concluded that the following plans do not form part of this RM (however their submission is helpful in looking at the complete picture):

15 - 17 and 23 - 28

General points

- Ensure there are barriers to stop vehicular access onto all open space, SUDS and verges
- Why is planting to be retained shown with a dashed line and why is this not included on the key?
- It is not clear what the orange square hatching or the red dot dash line is – neither are marked on the key - All services and their easements need to be clear of existing vegetation that is to be retained
- Roadside tree planting must include more diverse range of species (currently only 3 used) – single species rows of trees are unlikely to provide resilient green corridors. Suggest also interplanting with additional tree species- this is relevant across the scheme. In POS consider providing a double line of trees.
- For all SUDS, move marginal planting away from the head walls to avoid ongoing maintenance liability
- Bat hop planting is required in all locations where the existing hedgerows are dissected to provide roads and accesses (see below)




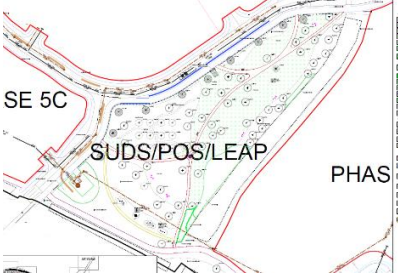
- It would be useful to also see an ecology mitigation and enhancement proposals for the site to review alongside the infrastructure landscaping proposals to ensure that the mitigation required and highlighted in the biodiversity report submitted has been planned and that the enhancements will be delivered. I suggest this takes the form of a table listing all the required mitigation and showing which phase of the development it will be delivered, along with a plan showing the location of mitigation and enhancement to be provided with the infrastructure.
- Safe road crossings are required to ensure that young people are able to use the green corridors as links to access the POS and play space.


The general themes from the previous comments remain valid

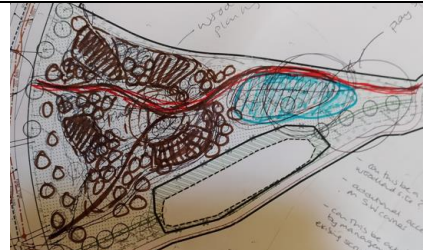

- Detail of play area location, access and fencing
- All hedges to be retained and losses to be minimised – show hedges on plans
- New hedges in POS to be mixed native

- No thorny species adjacent to access
- Trees to be sufficient distance from the highway – 2.5m with root barrier
- Large trees to be used in POS – need a good diversity of species
- Materials for footpaths to be considered
- Bulbs to be ornamental to stop x-contamination
- SUDs basins to be softer, more slope variation and less engineered – mark gradients
- SUDs to have a 3m easement
- Streets to be tree lined with a wide variety of tree species

Plan JBA -1825	Comments	
01	<ul style="list-style-type: none"> • Can the car park facility be reconfigured to be more efficient with space? • 8 spaces required – trailer space not necessary • Carpark to be within allotment security fence • The allotment fence to be 1.8 -2.0m high weldmesh fence to secure the site, with matching gates (vehicular at eastern end and pedestrian to western end) • Concern about the interface with phase 2B – this boundary must be equally low maintenance; however, weld mesh may not be suitable against domestic properties? • Check all trees are 2.5m back from the highway/new footway and include a root barrier • Soften the eastern fence-line and carparking to the allotment (when viewed from the footpath) by a hedge adjacent to fence and trees outside the fence • Bat hop planting required where road dissects H44 	
02	<ul style="list-style-type: none"> • It is not clear what the orange square hatching represents, neither is it clear what the red dot dash line is – neither are marked on the key • All services and their easements need to be clear of existing vegetation that is to be retained • The footpath on the north /south corridor should be included in this RM application as it will be important in ensuring that the residents of Phase 2 	

	<p>can access Haverhill sustainably. This corridor is shown to be 20m wide on the red-line plan but that width is not reflected on this drawing.</p> <ul style="list-style-type: none"> • SUDS basin – please include marginal planting close to the deeper central area • There are no street trees shown on the southern side of the (east/west) road north of phase 6 – please show street lighting • Where new headwall (south of road) is to be provided it is unlikely that the existing vegetation can be retained – use a wildflower mix • What is the purpose of the gabion wall across the SUD basin • Trees should be at least 2.5m back from the highway or footway – please also show a tree barrier • How is the 3m maintenance strip around the SUD accessed • Provide a barrier to ensure that vehicles cannot enter onto verges and open space 	
03	<ul style="list-style-type: none"> • Existing alignment of the PRoW is not shown. This will need to be retained and selective clearance of vegetation to facilitate use of this route is required • Alternative surfaced path is to be provided on the edge of the development parcel as shown. Please show how this connects to the existing highway • Red line for this RM application does not include the extent of the SUD to the north • All services and their easements need to be located outside RPA of existing vegetation that is to be retained • Suggest shrub planting at the base of the SUD slope to the south to break up the slope and provide a focal point from the path • The SUD needs a 3m maintenance access strip 	 <p>DEEP EMBANKMENT ENDS WATER OUTF Maxim for all</p>
04 and 05	<ul style="list-style-type: none"> • Suggest you revert to the previous layout of footpaths and access points for this open space. Provide a bridge over the SUD channel • The route of the BOAT along the existing alignment is to be retained as an unsurfaced path • Planting to be re-instated around the pumping station/Elec substation? • Access for maintenance to be as shown in southwest corner • LEAP to be relocated centrally but where it can take advantage of informal surveillance from phases 5A and 5C 	 <p>SE 5C SUDS/POS/LEAP PHAS</p>

	<ul style="list-style-type: none"> • LEAP to be designed to at least the WSC minimum specification standard • Use amenity grass in the LEAP • Indicative gym trail to be outdoor gym equipment relocated adjacent to a surfaced path to southeast and a distance of at least 25m from the play area • Orchard to be relocated to the northern part of the space – traditional Suffolk varieties to be included • Bat hop planting to be provided where hedgerow is removed for services connection to the south. Bat hop planting also required in the north to reconnect hedgerow where road dissection occurs • Include some structure planting to the space using native species or cultivars • Relate seating to footpaths, bins at exits with easy access to empty 	
06	<ul style="list-style-type: none"> • Bat hop planting required where the road intersects the hedgerow • BOAT to the west of the hedgerow to remain unsurfaced as required by SCC PROW Team • Pedestrian and cycle connection is required on the eastern side of the hedgerow through the local centre and the red line should be moved to allow this to come forward with the RM application and a cycle footway connection should be included 	
07	<ul style="list-style-type: none"> • For existing vegetation including ground flora to be retained it must be included in protection fencing. There is a significant area of ground vegetation that is not protected around G37 • The layout and arrangement of the NEAP is not acceptable. The equipment should be within an area that can be fenced as required by the minimum specification. The equipment proposed does not meet the minimum standard for a NEAP. • There is no vehicular maintenance access shown • Levels and slope gradient information is required for the MUGA – does this location minimise cut and fill requirements? • Bat hop planting is required where the road dissects hedgerows (east of G37 and adjacent north/south corridor). • Width of footpaths at the crossing needs more consideration to ensure continuity of cycle/footway. 	
08	<ul style="list-style-type: none"> • The cycle link should be within a green corridor – to maintain its amenity 	

	<ul style="list-style-type: none"> • Bat hop planting required where G25 is dissected by road (north) and path (south) • Planting obstructed by the key plan • There is no maintenance access for this SUD – can this be used as informal footpath access – mown path • Keep marginal vegetation away from the headwalls • Move tree planting up the SUD banks and include more variety including some shrubs 	
09	<ul style="list-style-type: none"> • Can this space include an area of woodland to the south/west – include a glade and maintain some level of visibility through use of clear stem tree planting. Woodland tree and shrub block planting to be fenced • Include the play-space here (that should have been located to the north where the SUD has been located) – suggest to LEAP standard located in a location where it will not be shaded and will be visible from phase 4A • Include an additional path which links from the northeast to the cycle-path in the southwest. A mown path could link from this path to the south • Bat hop planting required where road intersects hedge line 	
10	<ul style="list-style-type: none"> • Hedge mix 02 is not appropriate in this location. The hedgerow should include at least a small proportion of hawthorn and should be much more diverse in its composition with less rose • Bat hop planting is required where the road dissects the hedge-line 	
11A	<ul style="list-style-type: none"> • Suggest that hedge planting is not provided along the boundary with the existing woodland – suggest wildflower mix is used on the western edge with some woodland edge shrub planting • Properties in phase 5B will need to front on to this woodland strip to discourage antisocial behaviour 	
11B	<ul style="list-style-type: none"> • It is not clear what the proposals are for this green corridor – the potential is severely restricted by the service easement (if that is what the checked lines denote) • The corridor should be wide enough to accommodate a footpath link • Bat hop planting is required adjacent to the road to ensure that important and ancient hedgerows remain connected • Suggest top area reverts to open space as shown on the GI framework plan 	

12	<ul style="list-style-type: none"> • Bat hop planting is required across the road link on the southern boundary • Bat hop planting is also required north and south of G25 where the hedge is dissected by road and path • Suggest that Carpinus Frans Fontaine is used as a street tree on these small verges – please also interplant with another species of street tree. 	
13	<ul style="list-style-type: none"> • There is no indication that a linear play space can be provided along the green corridor on the opposite side of the hedge from the SUD – it is suggested that this play space is relocated into the POS shown on plan 9 • Marginal planting to be kept back from the headwalls to reduce maintenance liability • It is not clear how the maintenance easement around the SUD will be accessed • Can the uniform slopes of the SUD be varied or softened to give the feature a more natural appearance? • Suggest some shrub planting on outside bank of the SUD (southwest corner) to soften the contouring • Planting on the east of the SUD is obscured by the key plan • Suggest that Carpinus Frans Fontaine is used as a street tree on these small verges – please also interplant with another species of street tree. Where the tree is fronting open space a larger tree specimen can be used • Please include street light locations so that the viability of the street tree planting can be demonstrated • Please show root barriers and it would be useful to see how the trees will be provided with sufficient good quality rooting environment • Bat-hop planting is required where the road dissects the hedge line. 	
14	<ul style="list-style-type: none"> • Please vary the species of tree used and interplant with another species of street tree to provide resilience • Please include street light locations so that the viability of the street tree planting can be demonstrated • Please show root barriers and demonstrate how the trees will be provided with sufficient good quality rooting environment 	

	<ul style="list-style-type: none"> • What is the access point immediately adjacent to the cycle connection – will there be a safe crossing point to the cycle path on the opposite side of the road? • How will the amenity of the cycle route be protected? Please include sufficient space to provide an appropriate green corridor. 	
15	Not part of this RM	
16	Not part of this RM	
17	Not part of this RM	
18	<ul style="list-style-type: none"> • The northern cycle path should continue to the boundary – with the intention that this would link to the adjacent development approved in outline DC/16/0473/OUT and DC/21/1716/RM • The type of hedge planting is not marked • Not all the planting mixes are marked • Suggest that floral lawn is included in the key • Trees in open space in front of the hedge should be at least 'standard' size 	
19	<ul style="list-style-type: none"> • The type of hedge planting is not labelled • Not all the planting mixes are labelled • Suggest that floral lawn is included in the key • Trees in open space in front of the hedge should be at least 'standard' size 	
20	<ul style="list-style-type: none"> • Suggest that floral lawn is included in the key • Trees in open space in front of the hedge and those between the path and the SUDS should be at least 'standard' size • Could the hedge to the west and southwest of the highway SUDS be replaced by shrub planting? This would soften the banks of the SUD and would be easier to maintain. The trees can be retained but trees outside the fence line should be at least standard size. • The interface between the SUDS and the development parcel 3B is important. There is a danger that this SUD basin will not benefit from informal surveillance, and the feature is leaving some awkward spaces – it may be that this basin should be more open to the east depending on the gradients and water depths? It is not possible to decipher the hedge type. 	
21	<ul style="list-style-type: none"> • Some planting areas are not labelled 	

	<ul style="list-style-type: none"> • Trees in grass areas should be at least standard size 	
22	<ul style="list-style-type: none"> • Bat hop planting is required to re-connect the hedgerow where it is dissected by the relief road • It is not clear how the design of the planting to the southwest of the round-about contributes to providing a gateway into the site from the relief road • The tree protection fencing does not continue for the full length of the hedge to be protected and without fenced protection the associated hedgerow ground flora will not be retained/protected. Please extend the fence. 	
23	Not part of this RM	
24	Not part of this RM	
25	Not part of this RM	
26	Not part of this RM	
27	Not part of this RM	
28	Not part of this RM	
29	<p>Hedge mix 01 doesn't add up to 100%</p> <p>Hedge mix 02 contains too much rose and would benefit from a greater variety of shrubs given that it does not include hawthorn or blackthorn</p> <p>Hedge mix 04 does not include native shrubs and is not acceptable</p> <p>Native buffer planting – reduce the elderberry to 5% and increase the holly and yew accordingly</p> <p>Marginal planting – I'm not sure that snakes-head fritillary is a suitable choice - suggest that the number of species used is increased.</p>	

Infrastructure Phasing plan

It is not clear what the progression of development through the site will be – does it follow A, B, C... or does it follow Phase 1, Phase 2A, 2B... Concern would be that active travel links into Haverhill are not established at an early stage in the development progression and as a consequence reliance on the car will become the norm as apposed to other more sustainable methods of travel.