

From: Mills, Penelope <Penelope.Mills@westsuffolk.gov.uk>
Sent: 23 Jun 2022 01:41:42
To: DMS.Planning@westsuffolk.gov.uk
Cc:
Subject: FW: NW Haverhill DC/20/0614/RM - highways
Attachments:

From: Richard Cilvert <Richard.Cilvert@suffolk.gov.uk>
Sent: 20 June 2022 16:48
To: Mills, Penelope <Penelope.Mills@westsuffolk.gov.uk>
Cc: Peter Bradfield <Peter.Bradfield@suffolk.gov.uk>; Butcher, Scott <scott.butcher@persimmonhomes.com>; Almond, Rachel <rachel.almond@westsuffolk.gov.uk>; Nigel Fernig <Nigel.Fernig@suffolk.gov.uk>; Lee, Gary <gary.lee@persimmonhomes.com>; Jolly, Isaac <isaac.jolly@persimmonhomes.com>
Subject: RE: NW Haverhill DC/20/0614/RM

[THIS IS AN EXTERNAL EMAIL]

Dear Penny,

Following submission of the amended drawings we are satisfied that the issues raised below have been addressed subject to resolving the couple of plans noted below (4 & 5 of 7).

We would recommend that the kerbing plans are not listed as approved plans but are secured within the standard s38 process.

We would request conditions to secure the final design and details of the connection of the development to Ann Suckling Road to ensure a safe connection into the existing highway network.
In addition, a condition for an access strategy to secure an appropriate network of dropped crossings is required, to facilitate access for all.
Also, full details of the bus gate provision should be conditioned to ensure agreement of details before commencement.

I hope this helps.

Kind regards

Richard Cilvert IEng MICE
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From: Richard Cilvert
Sent: 23 May 2022 22:33
To: Mills, Penelope <Penelope.Mills@westsuffolk.gov.uk>
Cc: Peter Bradfield <Peter.Bradfield@suffolk.gov.uk>; Butcher, Scott <scott.butcher@persimmonhomes.com>; rachel.almond@westsuffolk.gov.uk; Nigel Fernig <Nigel.Fernig@suffolk.gov.uk>; Lee, Gary <gary.lee@persimmonhomes.com>; Jolly, Isaac <isaac.jolly@persimmonhomes.com>
Subject: RE: NW Haverhill DC/20/0614/RM

Hi Penny,

Thank you for joining Peter and I this afternoon and clearing up some of our concerns. Please find below confirmation of our remaining comments for the infrastructure although I believe you may have already covered some of the items with Persimmon.

- There are major discrepancies between the Persimmon strategic network plan and the remaining Wormald Burrows plans submitted for the application. In the main, we are happy with the principles set out in the strategic network plan but the rest of the drawings need to be updated and brought in line with the strategy. **Content this has been largely addressed, 4 of 7 and 5 of 7 still require amendment.**
- I believe that you have provided annotated plans that identify some of the issues we have previously raised. Our concerns are as follows:
- Dimensions and clarification of the road type and width is required. The Highway Construction Details plan 780/A shows a local distributor road and a major access road both with different carriageway and cycleway widths. How do they relate to the network plan? **Amended details received and we are content with what has been produced.**
- The layout needs to recognise LTN1/20. At grade crossings are needed for junctions into parcels with the path moved back into the plot. **Amendments accepted.**
- The junction and raised tables along the spine road are shown on the network plan but not on the agreement and other plans. These should be reinstated as they provide valuable crossing points as well as traffic calming. **All revised with the exception of 4 of 7.**
- The footway along Ann Suckling Way is not shown on Agreement plan 371/B, This is a critical link for the allotments and pedestrians linking into the existing estate. Consideration should be given to this being a 3.5m shared cycle/pedestrian path. **Link is now shown.**
- The raised table where the site meets Ann Suckling Way is critical in reducing vehicle speeds in and out of the site. Further consideration should be given to the connection of the new estate road and existing including a possible review of priorities at the junctions. **A raised table is shown but recommend that the final details for the connection are subject to condition.**
- A detail is required for the cycle connection with Hales Barn Road to ensure it links to the carriageway. Drawing 716/B includes this link but not the further link north towards the school. **The connection is noted and the final details can be secured through the S278 process.**
- Raised table where cycle path from hales barn connects in is in the wrong place. **Amendment accepted.**
- Bus gate details are needed including method of enforcement. **Persimmon have indicated a potential method to secure the bus gate which is noted. We are happy a suitable design can be agreed and recommend this is achieved through condition.**
- Route south of parcel 6 should be tarmac and so should route running through eastern linear park next to parcel 6. **Amendment accepted.**
- Details of the proposed zebra/tiger crossing are required and confirmation of its location. It appears in different locations on the plans (370/B). **Resolved. Now within the relief road area.**
- Raised table missing north of the bus gate. **Amendment accepted.**
- Path in northern linear park linking west is missing and paths heading north/south from the Leap towards the school and local centre are missing (703/B). **Resolved**
- Path missing running north of eastern linear park between 2b and local centre. **Resolved.**
- Path running along the north western boundary of the school should be 3.5m. **Resolved**

While it is recognised that some further details including signage, drainage and street lighting will be picked up through the detailed submission for the adoptable S38 it is important that the principles are correct. Additional changes may be required to accommodate the entrances and connections into the future parcels.

I hope this helps and I look forward to receiving a matching set of drawings.

Kind regards

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