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16th May 2020

Comments on Planning Application DC/20/0615/RM

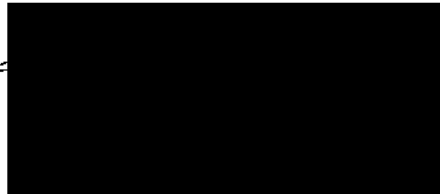
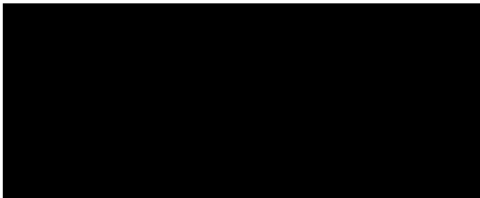
We write to object to the Reserved matters application numbered DC/20/0615/RM. This is due to ecological and appearance concerns as well as future traffic problems.

Our first point is that the applicant having, some time ago, commissioned an ecological constraints plan, then completely ignores the contents of it. Under "Hedgerow survey (JBA August 2019)" it states that four hedgerows; H2, H4, H5 and H7 were categorised as 'important'. . . . "Hedgerow 2 contained several large stands of Nationally Scarce Sulphur Clover in the ground flora margins where it was locally dominant in places." On the "Infrastructure Engineering Layout plan 1710655.pdf when enlarged to enable reading, it can be seen that, in fact, Hedgerow 2 in it's entirety will be so reduced that only around 50% of it will exist. The part to allow for the "major access road", in the centre of the hedgerow, cross-hatched in red, we estimate to be at least 11.5 metres wide including footpaths. This assumes the vegetation will be conveniently rooted to enable this narrow a gap. The next disturbance is due to the double curve in the road from phase 1 of the development to join the road from the eventual centre to the northern road around the site. On the plan it states "Existing vegetation to be removed to a maximum of 2.0m behind back of proposed footway and/or cycleway." This means an estimated 30-40 metres of hedgerow H2 will be removed here as well. If this hedgerow is important, surely the road could be straightened somewhat to avoid having to demolish half of it. Given the track record of this particular developer we do not believe there would be much of the existing hedgerow or any ground flora margins left following the construction of this road from phase 1.

Our second point concerns the need for four storey flats (Piel and Corby). The design and access statement even says that Haverhill mainly comprises 2-3 storey family housing. This type of building seems completely out of place for the edge of the town, which we understand this is to be. It is also rather strange that single storey buildings are to be situated at a lower level but 2.5 and three storey buildings are to be constructed towards the top of the hill, as shown as street scene 1 on the street scenes plan. Mention is made of the need to keep a green component on the skyline but there is little point in insisting that "a green component is kept on the skyline" unless people in the area are able to see the skyline. It is also noticed that the four storey buildings do not feature at all on the street scenes plan.

Our third point concerns the road around the north of the site. We are concerned that if this is not constructed before the road to the centre mentioned above, occupiers will become used to using Ann Suckling Road as a means of access to phase 2 and possibly the rear of phase 1, such that when the northern road is constructed, they would continue using it. It is surely necessary to have the infrastructure put in place before all the occupiers need to use it, not the other way around.

Thank you



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