

Comments for Planning Application DC/20/0615/RM

Application Summary

Application Number: DC/20/0615/RM

Address: Land North Of Anne Sucklings Lane Little Wratting Suffolk

Proposal: Reserved Matters Application - Submission of details under SE/09/1283 - the means of access, appearance, landscaping, layout and scale for the construction of 168no. dwellings with associated private amenity space, means of enclosure, car parking, vehicle and access arrangements together with proposed areas of landscaping and areas of open space for a phase of residential development known as Phase 2

Case Officer: Penny Mills

Customer Details

Name: Mr Brad Strachan

Address: 10 Rowell Close, Haverhill, Suffolk CB9 0EE

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Parking issues
- Plan queries
- Traffic or Highways

Comment:Comments for Planning Application DC/20/0615/RM

Customer Details

Name: Ms Anne Strachan

Mr Brad Strachan

Address: 10 Rowell Close, Haverhill, Suffolk CB9 0EE

Comment Details

Commenter type: member of the Public and neighbour.

Stance: Customer objections comments and questions to the planning application.

The following is put forward with a view to enhancing the feel of Haverhill as atown to live in and thrive.

General comment about this building application process:

I would like it recorded that the way this planning application has been presented for residents to study and make comment makes the process very difficult. In addition, there is no guidance to help make this easily accessible for a lay person and steer them through the process.

I have outlined my concerns below:

- a) There are vast amounts of data/ material and papers to be accessed which are not designed for lay people to follow easily (over 130 documents not including comments).
- b) Internet access is not available for all interested parties as the Town Hall is in lockdown and devices residents may have, if they are able to access the internet, are not always the best for study of detailed plans and notes which are presented in such a small scale. Being able to participate is reliant on all residents being able to access these documents on line mainly in domestic situations.
- c) Maps in this form on a standard size computer are illegible as the font size on tables and descriptions on maps are too small to be able to study. With the device I have access to I have found a lot of detail, the orientation of the map and the way it links to Anne Suckling Road and present developments very difficult to follow.
- d) During lockdown having meetings between residents to talk through the application is also not possible. As a result, the discussion and support of each other to understand the plans is difficult and, in some cases impossible.

This makes the whole process of being constructive and involved as a local resident very difficult. It would seem more than reasonable that the building company, Persimmon should be prepared to produce a brochure that is accessible on line or in print form that presents the planning application in a way that can be more easily understood by current residents. The planning application should be delayed whilst this happens.

Planning application Comments

1) The four storey buildings:

I completely agree with online comments made by Mr Jeroen Coppieters (a neighbour) and also other neighbours in relation to this and strongly object that these should be seen as acceptable as part of this phase of development. It is also worth emphasising that in November, in the outline planning meeting, the Housing Association noted that this was not its preferred option. Since this development is claimed to be sustainable and well designed, I believe that the inclusion of such buildings would be seriously detrimental to the scheme.

2) Road Infrastructure

- a) As the Northern Relief Road is not completed at this point, it is very clear from the drawings that Anne Suckling Road will become a major traffic thoroughfare. On completion this road will become a 'Rat Run' connecting traffic avoiding the Cangle Junction from both the Bury St. Edmunds side of Haverhill and the Cambridge side.
- b) Along with this will be the issues of air and noise pollution from traffic right through the middle of this housing development. The question of why Anne Suckling road needs to be a link road when the primary school and community centre are not built until phase 3 needs to be justified. A road, already part of the plan, from the boundary / Northern Relief road can be connected eliminating this need and a number of other issues.
- c) In the concept statement for the area in 2007, it appeared that it was not intended that Anne

Suckling Road would become a link road for general traffic; in fact I talked to a planning officer in Bury where he stated that Anne Suckling Road would not become a main road for vehicles and this was not desirable for many reasons including the recognised, 'Rat Run ' scenario. That is one of the major reasons for the building of the Northern Relief Road.

d) Anne Suckling Road already struggles at its connection with the A143 Wrattling Road, both for entry onto the A143 at busy times and entrance to the Anne Suckling Road. This entrance can be dangerous because of vehicles parked on the bend in the road at all times of day and the camber and curvature of the road, results in traffic entering Anne Suckling Road, being pushed onto the other carriageway. This whole situation is exacerbated with the building of houses, in Phase 1 of the project, right up to the junction with minimal distance of the houses and parking from the kerb line.

e) Despite the conclusion of the traffic surveys that traffic is not impeded at the Cangle Junction, our experience of travelling this route for some 30 years is that at times the Cangle Junction has tail backs in every direction. The Withersfield road access onto this junction is blocked morning and evening with parked vehicles narrowing the road, leading to slow movement and blockages on the Withersfield Road. Eringhausan Way, with necessary pedestrian crossings and roundabouts, becomes completely congested, particularly at peak times of the day. This then affects the traffic coming through the Cangle Junction. The A143 is a busy road bringing village traffic through Haverhill heading for industrial estates and Cambridge and also taking lots of traffic out towards Bury. At peak times the brow of the hill leading in to Anne Suckling Road has a continuously backlog of traffic queuing up. Traffic travelling from Haverhill stop access, to Anne Suckling Road, by traffic from Bury direction trying to turn right in to Anne Suckling Road . This also means it is difficult to negotiate out of Anne Suckling Road in either direction. This situation can only get much worse if more traffic can access the road as a 'short cut' to travel from one side of the town to the other or to gain access into an estate of 1,500 houses. The massive estate to be built at the back of the now closed Fox Public House which will also connect onto the A143 about 1km out of town from Anne Suckling Road, will further increase the difficulties in traffic movement throughout town. Unless that is, everyone in these estates will work in Haverhill and walk to work each day as seems to be assumed in the idea of the highway survey which suggests the most residents of Haverhill work in the town. I say all this to emphasise the need to build the Northern Relief Road sooner rather than later.

If the northern Relief Road is built there is no need for Anne Suckling Road to be a link into this estate. The current end of the road which will join the local centre could be a bus, cycle and pedestrian access as is envisaged at Howe Road.

An article in the Cambridge News dated May 2017 highlights this issue with Anne Suckling Road. What has changed? The following link will take you to the article. <https://www.cambridge-news.co.uk/news/local-news/haverhill-north-west-little-wrattling-13085800> A link to the article can also be found by a google search for 'Persimmon Haverhill Anne Suckling Road'.

3) Street Scene Plans

a) There is no street view plan showing how the development will look from Anne Suckling Road. It is difficult to comment on the look of the estate without this. Persimmon should provide an artist's impression of the project from Anne Suckling Road.

b) The street views also omit the 4 story buildings and how they look in the housing scheme. As this is a contentious issue because of both the height and scale of these buildings, I wonder at this omission. It is also worth saying that these are at least the bulk of the 'affordable' housing and are not the preferred heights for the Housing Association. 3 and 4 storey buildings will dominate not only housing and local centre on the new build, but also completely 'outscale' and dominate neighbouring existing buildings in the Boyton Hall estate.

c) I believe we need to see these buildings dramatically scaled down as mentioned in the outline planning document of October 2019.

4) Parking

Again, we fully endorse concerns made by Mr Jeroen Coppieters (neighbour) on this issue about the marketing of houses in Phase 1 are 'again' being presented with a bedroom allocated as an office area in order to minimise the parking areas required.

Parking calculations do not reflect the correct parking allocation that should be required.

There would also seem to be a parking issue particularly with the 3 and 4 storey buildings. Though it is not possible to see clearly from the plans as mentioned earlier. Do all of the flats have at least one parking place?

5) Landscaping

From the plans that can be seen, landscaping does seem to be very imaginative. I see little evidence of the green corridor down the New Build side of Anne Suckling Road or evidence of tree planting to create shade, enhance areas, help with filtering air pollution and provide rich natural habitats. And it appears that a green area is also the same area that is allocated to allotments. Perhaps an error on behalf of the developers?

On Phase one of the Persimmon development, where the estate faces out onto the A143, planting of shrubs, trees and soft landscaping is completely lacking with only a sparse formal line of trees dotted along a straight strip of grass. This is a missed opportunity to really enhance the area, give it character but most importantly of all create a living barrier that would have helped counteract noise pollution and provide air filtration from traffic.

a) Hedgerows

I would like to support the comment made by AC & MM Turner (neighbour) about hedgerows. I also have concerns of the 'back record' of the builders, Persimmon. Removal of a very important hedge in Phase 1 is of grave cause for concern. As stated in an environmental report, the hedgerows support a significant range of plants and wildlife. These are precious hedgerows with stunning marginal plants such as violets, cowslips wood anemones and much more (at the moment, there is glorious red May blossom on very established hawthorn trees, sloe berries forming and wild rose blossoming and much more). It is expected that these important hedgerows will be protected and areas around them enhanced as much as possible. It is unclear from the drawings how much

space is given for the thickness of the hedges themselves will be. Notes say 1 metre from the hedge and then a 2 metre footpath? And the enhancement?

b) General

I know that our council, like residents feel that it is important to keep Haverhill evolving too become a town which is attractive, seen as a good place to live with an environment that supports the well-being of residents and commerce. With this in mind I hope every opportunity will be taken to emphasise the importance of green good quality landscapes and spaces, with as many native trees and shrubs planted as is possible. It is unfortunate that in Phase 1 Persimmon were allowed to work against the outline of the Wrattling road explored in their own brochure showing wide mouth spacious entrances to residential properties and build a number of properties so close to the road at the entrance of Anne Suckling Road. Building in this way has created a cramped, congested area which detracts from what should have been an attractive, welcoming entrance to the Boyton Hall Estate. The position of these houses also exacerbates the existing difficulties in access and egress to the A143 as well as removing any ability to do any soft landscaping to improve the area. A roundabout at this junction would have been helpful instead of the building of houses up to the junction.