



Dear Ms Wallis,

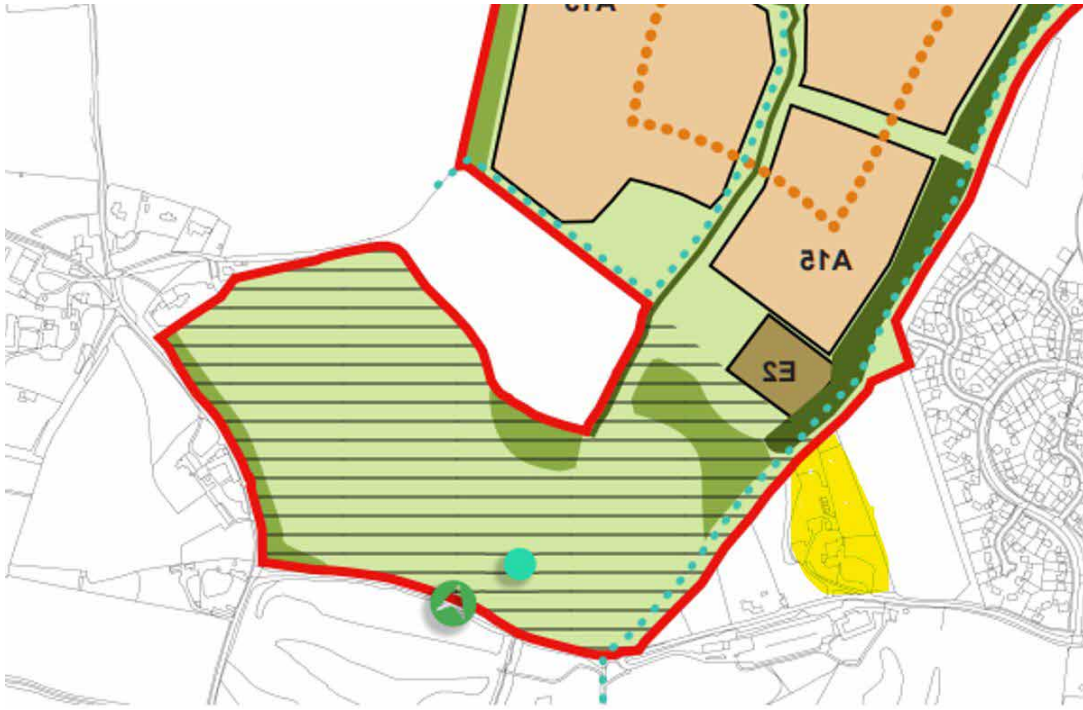
[23/01994/FUL | Demolition of the existing buildings on site, and the erection of a 64no. bed care home \(Use Class C2\), together with access, car parking, landscaping and associated works. | The Woodlands Hotel Coupals Road Sturmer Essex CB9 7UW \(braintree.gov.uk\).](#)

I am writing in response to the consultation on the above-referenced application, which is adjacent to the administrative boundary of West Suffolk Council.

Adjacent NE Haverhill site country park

This site backs onto the Northeast Haverhill allocation for up to 2500 dwellings, which is one of two strategic greenfield allocations in Haverhill. This allocated site has an outline permission under DC/15/2151/OUT.

The extract from the approved land use parameter plan copied below shows the application site highlighted in yellow in relation to the NE Haverhill site and the proposed country park, which is shown by the hatched green area. There is also a proposed extension to an existing public right of way, indicated by the blue dots.



It is important that the visual impact of the development from the future country park and the existing and extended public right of way to the north are fully considered and the need for additional landscaping to filter views considered.

The interaction with the future country park should also be considered in terms of future connectivity and I note that the Town Council has highlighted this, along with the presence of permissive paths.

Ecology

This area is noted as being particularly sensitive to bats including Barbastelle bats and the adjacent outline permission and associated environmental statement set out measures to ensure that important dark corridors are not adversely affected by lighting. Similar measures should be secured with this application.

Access and sustainable transport

The Transport Statement advises that the existing pedestrian access to the development is via the footways along Coupals Road and Roman Way (to the west of the development), and a short section of permissive path to the west of the site access and on this basis advises that the site is connected to the pedestrian network with opportunities to make trips by foot.

In reality, the access to the site on foot is inadequate, and the application should include appropriate measures to secure and improve the connectivity towards the town for pedestrians.

The existing pedestrian route from the site towards the town is shown below:



Reference is also made to a local cycle way southwest of the site on the A143 providing direct access to the town centre, but no information is provided as to the adequacy of this route or how you would connect to it from this site.

Local bus stops are also cited, and conclusions drawn that the site is accessible by bus. However, this fails to account of the fact that there is no safe pedestrian route from these bus stops to the site.

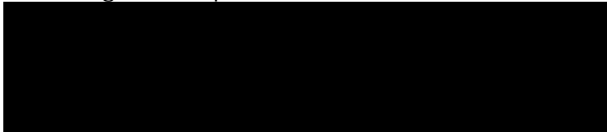
Given the above it is difficult to see how the conclusion can be reached at section 2.6.1 that the site has a good level of accessibility including sustainable modes of transport.

I note the concerns that have been also raised in relation to this by SCC Highways and Haverhill Town Council.

Kind regards,

Penny

Penelope Mills
Principal Planning Officer
Planning Development



West Suffolk Council
#TeamWestSuffolk

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