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Active
Travel
England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Land north of Anne Suckling Road, Haverhill, Suffolk
Summary of proposal	Application for reserved matters application pursuant to hybrid permission SE/09/1283 for the construction of 264 dwellings, together with associated private amenity space, means of enclosure, car parking, vehicle and access arrangements together with proposed areas of
ATE reference	
Local authority reference	
Local planning authority	West Suffolk
Local highway authority	Suffolk
Completed by	Persimmon Homes
Date (DD/MM/YY)	04 February 2025
Application type	Reserved matters
Model version	2.0

Assessment Report

Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Pass	The Transport Assessment and accompanying Travel Plan accounts for all trips for all phases as they come forward. This is approved as part of the infrastructure application (DC/20/0614/RM).	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ; TBC
2. Active travel route audit	Pass	Transport assessment included reviews of Ann Suckling Road, Howe Road, Hales Barn Road and Haverhill Road. The TA also assessed the impact of current traffic on these roads and the impact of the wider Haverhill development.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ; All routes have previous approval from SCC Highways and comply with Suffolk Design Guide for Streets (2022). All routes comply with policies DM2, DM3, DM4 and DM22 as listed in the West Suffolk Joint Development Management
3. Pedestrian access to local amenities	Exemplar	<p>All units within the phase are within 800m from the following amenities;</p> <ul style="list-style-type: none"> - Primary School (to east of phase 4b) - Approved Local Centre consisting of a small supermarket and two cafes (eastern side of scheme) - One LEAP, one NEAP and one Muga (eastern side of scheme) <p>An infrastructure loop road connects all of the parcels together and has the following key elements;</p> <ul style="list-style-type: none"> - 3.5m cycle way route has been provided along the whole of the infrastructure loop road - 2m wide footpath is also provided along the loop road - Multiple dropped kerbs and raised tables - Units strategically positioned to provide surveillance of all key transport routes, with clear line of sight - Apartments positioned on key corners to mark important 	<p>National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ; All routes have previous approval from SCC Highways and comply with Suffolk Design Guide for Streets (2022). All routes comply with policies DM2, DM3, DM4 and DM22 as listed in the West Suffolk Joint Development Management Policies Document (2015).</p>

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4. Cycling accessibility	Pass	The cycle route connecting all the parcels to key amenities has the following elements; - 3.5m in width for cycles only, segregating cyclists from vehicles - Cycle connection on Halesbarn Road	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ; All routes have previous approval from SCC Highways and comply with Suffolk Design Guide for Streets (2022)
5. Access to public transport	Pass	All units are well within 400m of a proposed bus stop, with 4 bus stops proposed along the loop road within the scheme. All bus stops have been designed with bus kerbs to aid wheelchair users.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ; All routes have previous approval from SCC Highways and comply with Suffolk Design Guide for Streets (2022). All routes comply with policies DM2, DM3, DM4 and DM22 as listed in the West Suffolk Joint Development Management Policies Document (2015).
6. Off-site transport infrastructure	Pass	Overall scheme provides the following enhancements; - Cycle connection to Halesbarn Road - Cycle connection to Ann Suckling Road - Cycle connection to Haverhill Road.	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ; All routes have previous approval from SCC Highways and comply with Suffolk Design Guide for Streets (2022)

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7. Site permeability	Pass	An infrastructure loop road connects all of the parcels together and has the following key elements; - 3.5m cycle way route has been provided providing direct routes (in accordance with LTN 1/20) - 2m wide footpath is also provided along the loop road (in accordance with LTN 1/20) - Multiple dropped kerbs and raised tables in regular locations - Road narrowing to prioritise cyclists and slow vehicle movements - Zebra and tiger crossings to slow down traffic flows - Regular street lighting	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ; All routes have previous approval from SCC Highways and comply with Suffolk Design Guide for Streets (2022). All routes comply with policies DM2, DM3, DM4 and DM22 as listed in the West Suffolk Joint Development Management Policies Document (2015).
8. Placemaking	Pass	Parcels incorporate the following key elements from a design perspective; - Regular dropped kerbs to provide disabled access - Units positioned strategically, providing natural surveillance - Clear wayfinding throughout parcels - Buildouts provided within key routes to slow down traffic (seen in parcel 5b)	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ; All routes have previous approval from SCC Highways and comply with Suffolk Design Guide for Streets (2022). All routes comply with policies DM2, DM3, DM4 and DM22 as listed in the West Suffolk Joint Development Management
9. Cycle parking and trip-end facilities	Pass	The cycle parking for the scheme has the following elements; - Internal cycle storage is all step free and gradients are below 1 in 20 - Apartments have specialised cycle storage - Sheds provided for cycle storage in all gardens.	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ; All parking complies with Suffolk Guidance for Parking (2023), produced by SCC Highways

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10. Travel planning	Pass	A Transport Assessment was completed by Capita Symonds in 2013, submitted as part of the Outline. Within this report the traffic monitoring throughout the day was undertaken with focus on the AM and the PM commute. This report was then supplemented by a Travel Plan completed by smarter travel, which focuses on promoting the use of sustainable travel and utilisation of existing infrastructure. This report highlights the proximity of bus stops, local supermarkets, employment area, dentists doctors etc while proving the travel time for walking, cycling and bus travel.	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ; Within Suffolk there is specific "Suffolk Travel Plan Guidance" supplied by Suffolk County Council with guidance on how to write, structure and present travel plans. Also complies and references the Suffolk design guide.