

Development Control Committee
6 July 2022

WORKING PAPER 1 – APPENDIX 1

**Planning Application DC/20/0614/RM –
Land NW of Haverhill, Anne Sucklings Lane, Little
Wrattling**

Date registered: 7 April 2020 **Expiry date:** Extension of time to 13 July 2022.

Case officer: Penny Mills **Recommendation:** Approve application

Parish: Haverhill Town Council **Ward:** Haverhill North

Proposal: Application for Reserved Matters pursuant to hybrid planning permission SE/09/1283 for Infrastructure comprising of: the internal estate roads, drainage, POS, landscaping, and allotments for Land at North West Haverhill

Site: Land NW of Haverhill, Ann Suckling Road, Little Wrattling

Applicant: Mr Issac Jolly

Synopsis:

Application under the Town and Country Planning Act 1990 and the (Listed Building and Conservation Areas) Act 1990 and associated matters.

Recommendation:

It is recommended that the Committee resolve to approve the application subject to the conditions.

CONTACT CASE OFFICER:

Penny Mills

Email: penny.mills@westsuffolk.gov.uk

Telephone: 01284 757367

Background:

This application has been referred to the Development Control Committee following a call-in from the local Ward Member (Councillor Joe Mason – Haverhill North). Haverhill Town Council also object to the application.

The application is part of the wider northwest Haverhill site, which is one of the two strategic growth sites for Haverhill identified in the adopted Core Strategy. It seeks approval of the details for the infrastructure for phases two to six.

The site has previously been the subject of significant public engagement through the preparation and adoption of a concept statement and a masterplan. Outline planning permission was granted on 27 March 2015 for residential development, a primary school, local centre including retail and community uses, public open space, landscaping infrastructure, servicing and other associated works alongside full permission for the construction of a relief road.

A number of changes have been made during the course of this application including the following:

- **an increase in the application red line to accommodate street trees and provide additional public open space,**
- **the removal of the sports fields and associated play area to be dealt with in a separate application, which has been approved.**
- **an amendment to the geometry of the central road loop to minimise the amount of hedgerow removal and allow for a pedestrianised plaza space at the local centre**
- **additional ecological information**
- **amended soft landscaping**
- **additional information relating to play area, revised details of public open space areas and an improved network of footway and cycle links**
- **the introduction of an outdoor gym trail**

1.0 Proposal:

- 1.1 The application seeks approval for the reserved matters (access, appearance, landscaping, layout and scale) for the main internal infrastructure for the remaining phases of the northwest Haverhill development, as granted outline permission under SE/09/1283.
- 1.2 The revised reserved matters application provides the details for the infrastructure for phases two to six of the development comprising the following key elements:
 - Internal estate roads
 - Strategic Green Infrastructure including landscaping, public open space, play areas and allotments
 - Drainage

2.0 Application supporting material:

2.1 The application is supported by a number of plans and supporting documents, many of which have been amended during the course of the application. The current versions are listed below:

Drawing / document title	Drawing/document number	Received
General Plans		
Haverhill Infrastructure Open Space	039-E-SK36 Rev E	May 22
Infrastructure Application Red Line Site plan	039-E-1400 Rev C	May 22
Strategic Network Plan	039-E-SK76-E	June 22
Highway Road Types	039-E-SK91 A	June 22
Boat and Cycleway Transition Detail	039-E-SK89	May 22
Bus Gate details and Cycleway Intersection	039-E-SK87	May 22
Cycleway Bollards Location Plan	039-E-SK93	May 22
Drainage		
Drainage Strategy -	E3838- Rev6 Full	May 22
Drainage Strategy Overall.pdf	E3838-500L	June 22
Drainage Strategy Sh1.pdf	E3838-501G	June 22
Drainage Strategy Sh2.pdf	E3838-502H	June 22
Drainage Strategy Sh3.pdf	E3838-503G	June 22
Drainage Strategy Sh4.pdf	E3838-504I	June 22
Drainage Strategy Sh5.pdf	E3838-505H	June 22
Drainage Strategy Sh6.pdf	E3838-506G	June 22
Drainage Strategy Sh7.pdf	E3838-507F	June 22
Drainage Strategy Sh8.pdf	E3838-508E	June 22
Pond Details-Pond 1.pdf	E3838-530D	June 22
Pond Details-Pond 2.pdf	E3838-531D	June 22
Pond Details-Pond 3.pdf	E3838-532C-	May 22
Pond Details-Pond 4.pdf	E3838-533C-	June 22
Drainage Construction Details.pdf	E3838-560-	May 22
Drainage Construction Details Sh 3.pdf	E3838-562-	May 22
Pumping Station GA.pdf	E3838-570a-	May 22
Pumping Station Compound Details.pdf	E3838-571-	May 22
Ecology		
Sirte Wide Biodiversity Net Gain	JBA18-351_ECO22b	May 22
Ecology Mitigation requirements	JBA18-351_ECO23 rev B	June 22
BNG statement	JBA18-351_ECO22c	May 22
Great crested Newt eDNA Survey of Phases 2 -6		June 22
Bat Activity Survey Report of Phases 2 - 6 and Relief Road		June 22
Badger Survey of Phases 2-6 and Relief Road		June 22
Updated Ecological Walkover Survey of Phases 2 to 6 and the Relief Road at Haverhill (James Blake Associates)	JBA 18-351_ECO29 rev B	June 22
Haverhill Ecology Mitigation Requirements	JBA 18-351_ECO 23, Rev B 21_06_22	June 22
Skylark management Agreement		June 22
Play Area Plans		
Haverhill LEAP Plan	Q7693_B_	May 22

Haverhill Overall Plan	Q7693_B	May 22
Haverhill Trim Trail Plan	Q7693_B	May 22
Haverhill NEAP Plan	Q7693_B	May 22
Landscape plans		
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev G-21.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev G-22.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-01.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-02.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-03.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-04.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-05.pdf	May 22
351 Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18- rev O-06.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-07.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-08.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-09.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-10.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-11.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-12.pdf	May 22
351 Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18- rev L-I.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev I-14.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev J-29.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev I-18.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev I-19.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev I-20.pdf	May 22
POS cross sections	039-E-SK95	June 22
Engineering plans		
Longitudinal Sections Sh 1.pdf	E3838-535A-	May 22
Longitudinal Sections Sh 2.pdf	E3838-536A-	May 22
Longitudinal Sections Sh 3.pdf	E3838-537A-	May 22
Longitudinal Sections Sh 4.pdf	E3838-538B	June 22
Longitudinal Sections Sh 5.pdf	E3838-539A-	May 22
Longitudinal Sections Sh 6.pdf	E3838-540A-	May 22
Longitudinal Sections Sh 7.pdf	E3838-541A-	May 22
Longitudinal Sections Sh 8.pdf	E3838-542A-	May 22
Longitudinal Sections Sh 9.pdf	E3838-543A-	May 22
Longitudinal Sections Sh 10.pdf	E3838-544A-	May 22
Longitudinal Sections Sh 11.pdf	E3838-545-	May 22

Manhole Schedule.pdf	E3838-555B-	May 22
Offsite Rising Main Layout Sh1.pdf	E3838-590 -	May 22
Offsite Rising Main Layout Sh2.pdf	E3838-591 -	May 22
Offsite Rising Main Layout Sh3.pdf	E3838-592 -	May 22
Rising Main Longitudinal Section-Sh1.pdf	E3838-595-	May 22
Rising Main Longitudinal Section-Sh2.pdf	E3838-596-	May 22
Rising Main Longitudinal Section-Sh3.pdf	E3838-597-	May 22
Rising Main Longitudinal Section-Sh4.pdf	E3838-598-	May 22
Highways Plans		
Highway Surface Finishes-Sheet 1 of 7.pdf	E3838-700F	June 22
Highway Surface Finishes-Sheet 2 of 7.pdf	E3838-701D-	May 22
Highway Surface Finishes-Sheet 3 of 7.pdf	E3838-702E	June 22
Highway Surface Finishes-Sheet 4 of 7.pdf	E3838-703G	June 22
Highway Surface Finishes-Sheet 5 of 7.pdf	E3838-704G	June 22
Highway Surface Finishes-Sheet 6 of 7.pdf	E3838-705G	June 22
Highway Surface Finishes-Sheet 7 of 7.pdf	E3838-706F	June 22
Highway Kerb Layout Sheet 1 of 7.pdf	E3838-710D-	May 22
Highway Kerb Layout Sheet 2 of 7.pdf	E3838-711D-	May 22
Highway Kerb Layout Sheet 3 of 7.pdf	E3838-712D-	May 22
Highway Kerb Layout Sheet 4 of 7.pdf	E3838-713C-	May 22
Highway Kerb Layout Sheet 5 of 7.pdf	E3838-714D-	May 22
Highway Kerb Layout Sheet 6 of 7.pdf	E3838-715D-	May 22
Highway Kerb Layout Sheet 7 of 7.pdf	E3838-716D-	May 22
Highway Construction Details Sheet 1	E3838-780 C	June 22
Highway Construction Details Sheet 2.pdf	E3838-781-	May 22
Section 38 Agreement Plan Sh 1 of 7.pdf	E3838-370 E	June 22
Section 38 Agreement Plan Sh 2 of 7.pdf	E3838-370 E	June 22
Section 38 Agreement Plan Sh 3 of 7.pdf	E3838-372 E	June 22
Section 38 Agreement Plan Sh 4 of 7.pdf	E3838-373 E	June 22
Section 38 Agreement Plan Sh 5 of 7.pdf	E3838-374 E	June 22
Section 38 Agreement Plan Sh 6 of 7.pdf	E3838-375 E	June 22
Section 38 Agreement Plan-Sh 7 of 7.pdf	E3838-376 E	June 22

Modular Storage Construction Detail.pdf	E3838-450-	May 22
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3.0 Site details:

- 3.1 The application site comprises part of the wider strategic site identified by Policy HV3 of the Haverhill Vision 2031, granted permission under SE/09/1283. It includes the main internal road and cycle network and the strategic blue and green infrastructure and stretches from Ann Suckling Road to the east, to Hales Barn Road to the west, the permitted relief road to the north and Howe Road to the south.
- 3.2 To the north of the site is the proposed relief road with agricultural land beyond. A Byway Open to all Traffic (BOAT) which runs through the middle of the site on a north/south axis extends further to the north along the Ann Sucklings Way County Wildlife Site. Further to the north-west beyond the agricultural field is an area of ancient woodland known as the Norney Plantation woodland.
- 3.3 In addition to the BOAT there is a bridleway heading west from the BOAT to Howe Road and a footpath heading east from the BOAT to the south east corner of the site.
- 3.4 To the west is Hales Barn Road where back gardens of properties abut the site, with varying widths of existing tree belt and hedging acting as a buffer.
- 3.5 To the south the site joins Howe Road and abuts the back gardens of properties in Forest Glade, Howe Road, Lee Close, Ganwick Close and Moneypiece Close, again with various widths of boundary vegetation.
- 3.6 To the east the site connects to Ann Suckling Way and runs along the rear gardens of properties in Gurlings Close and Falklands Road. An existing ditch also marks this boundary. Further to the north-east the site adjoins the development parcel known as 2b and the existing road through the new development.
- 3.7 There has been some confusion over the correct name for the road running from the east of the site to the A143. Different records refer to different names with earlier records using Anne Sucklings Way and later ones Ann Suckling Road. The street signage refers to this road as Ann Suckling Road and in the interests of consistency this name is the name used throughout this report.
- 3.8 The majority of the site comprises former agricultural land, some of which has developed into scrub and there are also includes a number of trees and hedgerows.

4.0 Planning history:

Reference	Proposal	Decision
SE/09/1283	1. Planning Application - (i) construction of relief road and associated works (ii) landscape buffer 2. Outline Planning	Approved

	Application - (i) residential development (ii) primary school (iii) local centre including retail and community uses (iv) public open space (v) landscaping (vi) infrastructure, servicing and other associated works as supported by additional information and plans received 27th September 2010 relating to landscape and open space, flood risk, environmental statement, drainage, layout, ecology, waste, renewable energy and transport issues including treatment of public footpaths and bridle paths.	
DC/16/2836/RM	Reserved Matters Application - Means for Landscaping (replacement hedge) for phase one of the development previously approved under DC/16/2836/RM Submission of details under SE/09/1283/OUT - the means of landscaping (replacement hedge) for the construction of (i) residential development (ii) primary school (iii) local centre including retail and community uses (iv) public open space (v) landscaping (vi) infrastructure, servicing and other associated works	Approved
DCON(H)/09/1283/RM	Application to Discharge Conditions A2 (Alignment), A4 (Arboricultural Method Statement), A5 (Soft Landscaping) , A6 (Landscape and Ecological Management Plan), A8 (Archaeology) and A9 (Excavation and Ground Levels) of SE/09/1283	Pending consideration
DC/20/0615/RMA	Reserved Matters Application -Submission of details under SE/09/1283 - the means of access, appearance, landscaping, layout and scale for the construction of 41 dwellings with associated private amenity space, means of enclosure, car parking, vehicle and access arrangement and drainage together with proposed areas of landscaping and areas of open space for a residential development known as Phase 2A	Approved
DC/21/0110/RM	Reserved matters application - submission of details under outline planning permission SE/09/1283 - the means of access, appearance, landscaping, layout and scale for the construction of 127 dwellings, together 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 2b	Approved
DC/21/1452/RM	Application for Reserved Matters (pursuant to hybrid planning permission SE/09/1283) for public open space, means of enclosure, play equipment, car and cycle parking and associated landscaping and discharge of conditions B8, B10, B12, B18 and B25 of outline planning permission in regards to design, highways details, footpaths, levels, SuDs and contamination	Approved

DC/22/0618/RM	Reserved matters application - submission of details under outline planning permission SE/09/1283 - the means of access, appearance, landscaping, layout and scale for the construction of 98 dwellings, together with associated means of enclosure, car parking, vehicle and access arrangements, landscaping and open space for a phase of residential development known as Phase 6. The application includes the submission of details to enable the discharge of conditions B9, B16, B17, B20, B21, B24 of outline planning permission SE/09/1283	Pending consideration
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5.0 Consultations:

5.1 The application has been subject to amendments and additional information has been submitted to address concerns raised. The consultation responses set out below represent the current position and are a summary of the latest responses received.

5.2 Full copies of consultation responses are available to view online through the Council's public access system using the link below.
Representations:

[DC/20/0614/RM | Application for Reserved Matters pursuant to hybrid planning permission SE/09/1283 for Infrastructure comprising of: the internal estate roads, drainage, POS, landscaping, and allotments for Land at North West Haverhill | Land Nw Of Haverhill Anne Sucklings Lane Little Wratting Suffolk \(westsuffolk.gov.uk\)](#)

5.3 Suffolk County Council is abbreviated to SCC in the consultation responses set out below.

5.4 **SCC Highways** – comments received advising that following the submission of amended drawings the local highway authority is satisfied that the issues raised have been addressed. This is subject to a final correction to the Highway Surface Plans 4 and 5 of 7 to ensure consistency with the strategic network plan.

It is recommended that the kerbing plans are not listed as approved plans but are secured within the standard s38 process.

Conditions are requested to secure the following

- 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.
- An access strategy to secure an appropriate network of dropped crossings is required, to facilitate access for all.
- Full details of the bus gate provision should be conditioned to ensure agreement of details before commencement.

5.5 **SCC Public Rights of Way** – comments received confirming that the holding objection can be released subject to the following points being addressed:

- Discrepancies between plans, including the treatment of the pedestrian/ cycle route Byway crossings with some drawings showing the hoggin either side of the asphalt and others not, and amended drawings now not consistent with older drawings that haven't been superseded.
- Whilst Public Footpath 45 and Bridleway 44 have been included in the newly amended Strategic Network Plan, they are not noted on other plans. As previously commented, in addition to being included on plans, the sensitive removal of scrub/ vegetation for these routes, as needed, should be noted in drawings and details agreed with relevant SCC and WSC parties.
- The Strategic Network Layout shows a hoggin surface Footpath north of the relief road, within landscaping detailing this is shown as a mown path. Additionally, this route was agreed to be upgraded to a bridleway, or equivalent, in discussion and no communication has been received regarding the dedication, creation, or other agreement needed for this. It is expected that the Applicant shows that progress towards the creation of the bridleway, or equivalent, has been made and that the hoggin path is shown in all plans.
- Any works not included with existing temporary closures of Public Rights of Way need to be discussed and agreed with Rights of Way & Access Team.

5.6 **Ramblers Association** – comments submitted relating to a section of Little Wrattling 6 beyond the proposed relief road.

- If any closure of footpaths is proposed during construction alternative routes should be put in place.
- Referred to previous comments relating to the importance of footpath connections beyond the site

5.7 **Haverhill Disability Forum** – comments summarised below:

- Disappointing that in the statement document, the only reference to disability comes in the links to a few pieces of specific play equipment that have increased disability friendly design features.
- No mention of how the rights and needs of wheelchair users, or people with any other disabilities have been considered.
- Concerned that the green areas, the tables/benches etc will be inaccessible to many people due to being surrounded by unsuitable surfaces. Large green areas are lovely, but they exclude many people who have physical access needs.
- The dropped kerbs are few and far between. As usual they do not work when considering actual usage by someone who relies upon them for crossing. Are they using 'Raised Tables' as traffic calming, are they going to help the crossing of the main car routes or is there the need to have more dropped kerbs to cross over the main car routes as highlighted above.
- How about the main Pedestrian Routes designed in, are these going to have good accessibility for wheelchair and scooter users or again, are more dropped kerbs needed to link these routes together?
- We expect access routes to the school to be good, how about the allotments?

5.8 **Anglian Water** – confirmed no comments to make

- 5.9 **SCC Lead Local Flood Authority** – recommend approval of the application and request the following informatives:
- Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991,
 - Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017,
 - Any discharge of surface water to a watercourse that drains into an Internal Drainage Board district catchment is subject to payment of a surface water developer contribution,
 - Any works to lay new surface water drainage pipes underneath the public highway will need a licence under section 50 of the New Roads and Street Works Act,
 - Any works to a main river may require an environmental permit

5.10 **Natural England** – confirmed no comments to make on this application and referred to standing advice available.

5.11 **Suffolk Wildlife Trust** – comments received removing previous holding objection and making comments summarised below:

- We are satisfied that additional botanical surveys of the Anne Suckling’s Way County Wildlife Site will be undertaken in order to inform the approach to hedgerow planting within the County Wildlife Site.
- We are satisfied that a precautionary method statement for dormouse will be put in place. It should include:
 - Checks for dormouse nests prior to works. This should include checks for aerial nests in above ground vegetation from April to October inclusive and ground level checks for hibernation nests from October to April inclusive. Progressive clearance of vegetation towards retained habitats.
 - Ecological supervision of vegetation clearance on site.
 - Works must stop if evidence of dormouse is found.
- The measures regarding the Anne Suckling’s Way County Wildlife Site and the hazel dormouse precautionary method statement should be secured as a condition of planning consent.

5.12 **Tree comments** – no objections

It should be noted that the protection measures and extent of removal will be dealt with through the arboricultural method statement required prior to commencement by a condition on the outline permission.

5.13 **Ecology comments** – comments received advising that there is sufficient ecological information available for determination. Comments summarised below:

There is sufficient ecological information available for determination providing certainty for the LPA of the likely impacts on designated sites, protected and Priority species & habitats and, with appropriate mitigation measures secured, the development can be made acceptable.

Support the proposed reasonable biodiversity enhancements, which have been recommended to secure measurable net gains for biodiversity, as

outlined under Paragraph 174d of the National Planning Policy Framework (2021).

Precautionary measures/approaches advised for badgers Water Voles, Great Crested Newts, Badgers and also Hazel Dormice, given the presence of local records and the suitable habitat for Dormice on site with connectivity to nearby ancient Woodlands.

Proposed off-site compensation for Skylarks, through a legal agreement with a local landowner is welcomed.

The Ecology Mitigation Requirements document has been updated to include a plan showing biodiversity mitigation and enhancement measures across the whole site. This should be further amended to include the following:

- Bat hop-overs crossing the relief road.
- Functional replacement habitat for the compensation for the loss of the scrub, particularly in relation to Phase 6.
- Provision of Barn Owl boxes (ideally in the area north of the relief Road).

The Biodiversity Net Gain report should be updated to ensure that it is consistent with the current plans for the site. And the applicant should provide a clear list to draw together updates and amendments that have recently been discussed.

Conditions recommended to secure:

- Action in accordance with ecological appraisal recommendations
- Construction environmental management plan for biodiversity
- Method statement for Hazel Dormouse, watervole, Badger and Great Crested Newt
- Time limit on development before further surveys
- Skylark mitigation strategy
- Ecological Design Strategy
- Bat hop overs and wildlife sensitive lighting design scheme

5.14 **Landscape** – comments received confirming that many of the previous points had been addressed but two concerns with the proposals remained:

- Hedge Mix includes native shrubs but many are ornamental species. It is recommended that alternative species such as *Corylus avellana* and *Crataegus monogyna* are included in the mix.
- The Specifications included on the Detailed Hard and Soft Landscaping (makes reference to the spiral guards, although we would expect implementation and removal (after establishment) of guards or fencing to be included in the plan. They should be checked periodically alongside the tree guards and stakes to ensure that they have not fallen over and are not damaging the plant

5.15 **Sport England** – comments received regarding the sports field element which are no longer relevant as this element of the scheme was removed to be dealt with under a separate application which has been approved.

6.0 Representations:

6.1 **Ward Member Cllr Joe Mason** – comments copied below:

Comments received 21st May 2020 calling application in for the following reasons:

- I have serious concerns regarding the increase in use of Ann Suckling, being used as a Through road onto Wratting Road and how cycle paths will terminate onto Ann Suckling Road. The Traffic survey from which these plans were created is now significantly out of date 2009 and should be redone in light of the changes in the Town and the increase building that has taken place or is being planned to take place elsewhere. E.g. the new development off Chaplewent Road nr Howe Road. The original plans indicate Green Walkways and Cycle Paths, The latest plans have reduced the size of these green areas and then terminate onto Ann Suckling Road. Without Cycleways on the Boyton Hall Estate the plans need to show how this estate will support members of the community to use bicycles safely accessing the transition between estates. I am concerned children will cycle straight on to Ann Suckling without barriers which are not evident in the plans.
- The indicative Masterplan SE_09_1283-EN_STATEMENT_VOL_2_APP_5.8_INDICATIVE_MASTER_PLAN-226623 had no mention of Allotments which are now shown on the latest plan. Where will the parking be for these Allotments which will not cause an obstruction on Ann Suckling. Some recessed Parking Bays would be preferable. Furthermore this was just previously shown as community green space. If the Allotments are not taken up, we need assurances that this land will not be used in the future for housing or building developments and will be kept as a Community Green Space. 4. The ditch running north and roughly perpendicular to Ann Suckling Road on the right of the plans needs to be properly maintained. It serves a drainage purpose for the land adjacent and agreement needs to take place over who will be maintaining this and ensure it functions as a ditch managing run off from higher land.

Comments received 28th April 2022 confirming call-in request

I would like to call in the infrastructure plan, due to concerns relating to the proposed link to Anne Suckling Road.

I am dissatisfied with the response I have received from highways and the lack of consideration, in my opinion of the concerns relating to the increased flow of traffic and a number of road safety issues brought about by the Infrastructure plans joining the Persimmon estate onto Ann Suckling Road.

I cannot ignore the residents' concerns and frustrations. I must say I feel it most concerning that having an in-person meeting was deemed not necessary.

I don't believe due diligence has been done on the impact on Ann Suckling and Highways position of reverting to the Master Plan without consideration or proper discussion of other factors most unhelpful and ultimately dangerous as concerns are based on road safety issues.

Whilst i do not assume a decision can be changed, I am most frustrated that I seem unable to properly represent residents' concerns with officers from highways. I am keen that there is an opportunity to explain this further at the Development & Control committee.

Additional comments received 5th June

In relation to planning application DC/20/0614/RM. I have serious concerns regarding the provision and safety of cyclists and children wishing to travel/walk to Samuel Ward Academy. The Persimmon development is significantly increasing footfall and the resultant increase I believe constitutes cause for concern. The cycle lane provision across the Persimmon site abruptly ends on Anne Suckling Road. Whilst this is outside the area relating to the infrastructure plan, I do feel that additional and proper consideration of amendments to Anne Suckling Road is needed, not just in terms of mitigation of increased traffic flows and the need for raised tables and suitable crossings ie Tiger crossings. Rather it is cyclists whom I am concerned about, in particular students of Samuel Ward Academy who whilst clearly provided for within the Persimmon development are not provided for along Ann Suckling Road or Wratting Road.

I believe the cumulative impact of increased flows present significant danger to cyclists/pedestrians and additional provision is needed to make this road safe.

6.2 **Haverhill Town Council** – consultation response received 9th June 2020 maintaining an objection. Comments copied below:

The change of the of the local centre being the hub of the internal roads is most disconcerting and it is not understood why this has been changed without full consultation with the public before plans were drawn up. It is a fundamental and major change to the entire development.

As previously mentioned, Councillors are extremely concerned that not having provision for a drop off point at the school would be a disastrous mistake. Omitting a drop off point has the potential to cause traffic chaos at school pick up and drop off times. It was noted by the committee that the Town Councils comments have not been ignored and that the idea submitted by Suffolk Education is to discourage driving to school and that the pedestrian link through to parking at the parade/shopping area was thought to be an adequate and safe option. However, the view of the members is that this would work, given that Haverhill already experiences major problems in the town outside existing schools where vehicles are using grass verges, estate areas and blocking the highway during school drop off and pick up times. The proposed primary school will not be used exclusively for residents of the Persimmon estate and people will travel by car to the site, experience has shown that they will park as close to the school as possible.

Although there is some provision for dropped kerbs on the site, the Town Council request that dropped kerbs are installed at every corner and junction to make the site fully accessible. Concerns were raised over pedestrians, particular students wishing to go to Samuel Ward, and the

hazards they will have face navigating this journey as there is no recognised crossing point for Wratting Road except the one at Chalkstone Way

The Town Council has requested further technical information from the Planning Officer on how the bus gate at Howe Road works. The Town Council are unable to comment on this until we have received this information

6.3 **Public representations**

124 nearby addresses were notified and site notices posted. 32 representations were received from the following addresses:

- Chapel Farm Cottage, Anne Sucklings Lane
- The Willows Anne Sucklings Lane
- 2 Anne Sucklings Lane
- 2 Boyton Close
- 5 Boyton Woods
- 4 Chase Close
- 10 Chase Close
- 3 Copellis Close
- 5 Cross Close
- 1 Falklands Road
- 3 Falklands Road
- 6 Falklands Road
- 7 Falklands Road
- 17 Falklands Road
- 24 Falklands Road
- 29 Falklands Road
- 36 Falklands Road
- 46 Falklands Road
- 47 Falklands Road
- 17 Fryth Close
- 2 Gurlings Close
- 3 Gurlings Close
- 12 Gurlings Close
- 14 Gurlings Close
- 21 Gurlings Close
- 10 Rowell Close
- 14 Rowell Close

The points raised are summarised below. Full copies of the representations are available to view on the public planning file online using the following link:

[DC/20/0614/RM | Application for Reserved Matters pursuant to hybrid planning permission SE/09/1283 for Infrastructure comprising of: the internal estate roads, drainage, POS, landscaping, and allotments for Land at North West Haverhill | Land Nw Of Haverhill Anne Sucklings Lane Little Wratting Suffolk \(westsuffolk.gov.uk\)](#)

Highways and access

- No firm detail regarding the joining of Ann Suckling Road to the new infrastructure. Original plans were for a gated connection for buses and emergency vehicles, with full access for pedestrians and cyclists. This was to prevent Ann Suckling Road becoming a "rat run" in the event of any delays in the building of major through routes on this application.
- Concerns over congestion and the potential risk of traffic collision on the exit from Ann Suckling Road on the A143 heading north towards Bury St Edmunds due to vehicles using it as a 'lay-by', narrowing the road and making visibility difficult. This is worsened by the lack of double yellow lines that do not extend far enough down the road and that Ann Suckling Road slopes up from the bottom to produce a 'blind summit'.
- Opening the road connecting to Howe Road will cause a bottle neck to the Wrattling Road exit which is already very busy.
- Bypass needs to be built first as infrastructure is already poor, no mention of a through road on original plans.
- Objection to the provision of a bus route along Ann Suckling Road due to congestion issues.
- No mention of traffic calming on Ann Suckling Road.
- Safety concerns at the point the proposed cycle path joins Ann Suckling Road as cyclists will be coming off the cycle path onto a busy road. There needs to be suitable barriers here.
- Proposed width of cycle path (2 metres) should be wider, with clearly separated areas for cyclists and pedestrians to reduce impact of cyclists on other users.
- Curve and camber of road entering Ann Suckling Road is a safety concern.
- Proposal of traffic calming measures along Ann Suckling Road to mitigate against problems is problematic as similar measures in Haverhill (Chalkstone Way) have shown they are not effective in stemming the flow of traffic.
- Road surfaces are likely to deteriorate with higher volumes of traffic – potholes being particularly dangerous to cyclists and motorbikes.
- Surely routing traffic to utilise Orbell Avenue, the relief road and roundabout would make more sense?
- Install a rising bollard at the point Ann Suckling Road joins the new estate to allow access to only buses and emergency vehicles.
- Northern by-pass not being built in time to allow lorries safe access to the site.
- Proposal assumes that people will walk or cycle, suggesting that traffic volumes will not be significant which is highly unlikely.
- Any mitigating works needed will be costly and time-consuming.
- Has enough parking been allocated?
- No designated drop-off areas at the school will cause more congestion as parents park on Ann Suckling Road instead.

Landscape, ecology and drainage

- The flood control area should be landscaped and fitting to the current surrounding.
- Flood park at the bottom of Ann Suckling Road is likely to break its lower banks as the water level is already high despite low levels of rainfall.
- Concerns over trees and hedgerows being removed, impacting on wildlife and air pollution, unless the developer replants these sufficiently to make the area carbon neutral.
- Local beautiful areas should not be concreted over.
- No new green space unless St Edmundsbury guarantees it will be maintained.

- Concern that the drainage ditch running along the eastern edge of Phase 2B will become a rubbish dump for garden waste and overgrown with vegetation. Need to guarantee a regular maintenance programme is provided to keep the ditches clear and vegetation down.
- The pond that lies just north of Chapel Farm Cottage has an overflow pipe that feeds across and has flooded onto multiple properties in recent years. Blockage has already occurred further up the line of the ditch with sludge and other building material emanating from the development of Phase 1.
- Need a larger area of open green space.

Allotments

- Concern that there is no parking provision for the allotments accounted for in the plan.
- Parking should be restricted by parking bollards so only allotment users can access them.
- Is there a demand for allotments? If this land is neglected, will the council take responsibility for it and make it open green space?
- Objection unless these can be guaranteed to be constructed to ensure the developer doesn't request a land use change to residential.
- Allotment areas buffering Ann Suckling Road will experience high levels of pollution from traffic which could have a harmful impact on the growth of food.
- Can there be a community orchard rather than allotments?

Scale and extent of development

- Height restrictions need to apply.
- Need a larger area of open green space.
- Amount of green space proposed is being reduced from that detailed on the Adopted Haverhill Northwest Masterplan.

Visual amenity and design

- All footpaths/cycle routes need to consider the proximity to roads and existing housing.
- Plans for the playground are disappointingly small and unimaginative and seem to be restricted to toddler only use which makes it difficult for parents with growing families with a range of ages. Adequate seating for parents and carers is also essential.

Residential amenity

- Additional traffic and new public transport link will increase noise pollution in a quiet residential area.
- Landscaping plan shows no reference to additional hedging or fencing between development and properties to maintain privacy.
- Ensure places for recreation and leisure are provided.
- Lack of employment opportunities in Haverhill for new residents.
- What is the 'local centre'?
- Issues surrounding security of properties and residents regarding enabling unrestricted free flowing traffic through the Persimmon estate to the Boyton Hall estate.
- No generous open green space.
- pollution, without the increase in of additional traffic by opening Ann Suckling Road.
- Impact of increased air pollution on resident's health.

Other

- Reserved matters for each phase are being presented on a piece meal basis, whereas the reserved matters for the infrastructure are being presented as a single item.
- Revised matters applications are being misused by the developer.
- Inconsistent and misleading use of references to Ann Suckling Road in the plans.
- No new development until St Edmundsbury invests in new pavements for Boyton Hall Development.
- Difficult to follow the extremely large number of drawings placed on the application.
- Concerning to see how revised matters applications are being misused by this developer and we are once again presented with design which is outside the intent of the original plans.
- Proposed use of linking Ann Suckling Road to Howe Road was not in the original plan, nor in line with the Adopted Haverhill Northwest Masterplan and Design Brief.
- Residents have not been consulted.
- What is the plaza? Why have we had no information on this?
- The proposal does not conform to the National Planning Policy Framework (paragraph 103 and paragraph 174), which states that transport issues should be considered from the earliest stages of the development. Current traffic flow at the junction of Wratting Road and Ann Suckling is that at peak times, there is a line of traffic waiting to join the Wratting Road. This will only get worse.
- Comments made on the previous submission by Haverhill Town Council and residents have not been considered. These have been completely ignored and not addressed in any way by this latest proposal.
- Chapel Farm Park forms a green area along the northern edge of Ann Suckling Road, intending to accommodate allotments, formal play and an accessible green corridor. Only allotments are shown on plan.

In addition to the representation above a petition was submitted with 274 signatories objecting strongly to the idea of opening Ann Sucklings Road to through traffic, raising the following points:

- increase in traffic flow meaning extra noise, pollution and congestion especially at the Wratting Road junction.

7.0 Policy and Guidance:

Relevant Development Plan Policies and Supplementary Planning Documents

- 7.1 On 1 April 2019 Forest Heath District Council and St Edmundsbury Borough Council were replaced by a single authority, West Suffolk Council. The development plans for the previous local planning authorities were carried forward to the new Council by regulation. The development plans remain in place for the new West Suffolk Council and, with the exception of the Joint Development Management Policies Document (which had been adopted by both councils), set out policies for defined geographical areas within the new authority. It is therefore necessary to determine this application with reference to policies set out in the plans produced by the now dissolved St Edmundsbury Borough Council.

- 7.2 The following policies of the Joint Development Management Policies Document and the St Edmundsbury Core Strategy 2010 & Vision 2031 have been taken into account in the consideration of this application:

St Edmundsbury Core Strategy 2010

- Core Strategy Policy CS1 - St Edmundsbury Spatial Strategy
- Core Strategy Policy CS2 - Sustainable Development
- Core Strategy Policy CS3 - Design and Local Distinctiveness
- Core Strategy Policy CS7 - Sustainable Transport
- Core Strategy Policy CS12 - Haverhill Strategic Growth

Haverhill Vision 2031

- Vision Policy HV1 - Presumption in Favour of Sustainable Development
- Vision Policy HV2 - Housing Development within Haverhill

Joint Development Management Policies Document 2015

- Policy DM1 Presumption in Favour of Sustainable Development
- Policy DM2 Creating Places Development Principles and Local Distinctiveness
- Policy DM3 Masterplans
- Policy DM6 Flooding and Sustainable Drainage
- Policy DM7 Sustainable Design and Construction
- Policy DM11 Protected Species
- Policy DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity
- Policy DM13 Landscape Features
- Policy DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards
- Policy DM20 Archaeology
- Policy DM22 Residential Design
- Policy DM44 Rights of Way
- Policy DM46 Parking Standards

Supplementary Planning Document

- Former St Edmundsbury Area Open Space, Sport and Recreational facilities (December 2012)

Other planning policy and Guidance Documents:

- 7.3 National Planning Policy Framework (NPPF).
The NPPF was revised in July 2021 and is a material consideration in decision making from the day of its publication. Paragraph 219 is clear however, that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the revised NPPF. Due weight should be given to them according to their degree of consistency with the Framework; the closer the policies in the plan to the policies in the Framework; the greater weight that may be given. The policies set out within the Joint Development Management Policies have been assessed in detail and are considered sufficiently aligned with the provision of the 2021 NPPF that full weight can be attached to them in the decision-making process.
- 7.4 Other relevant guidance includes the following:
- National Design Guide
 - Northwest Haverhill Masterplan
 - Northwest Haverhill Design Guide

- National Planning Practice Guidance

8.0 Officer comment:

8.1 This section of the report begins with a summary of the main legal and legislative requirements before entering a discussion about whether the development proposed by this planning application can be considered acceptable in principle in the light of national planning policy, local plan designations and other planning policies.

It then goes on to assess the main areas of consideration considering relevant development plan policy and material planning considerations before reaching conclusions on the suitability of the proposals. These areas are:

- Access and Movement
- Trees and Ecology
- Landscape and visual amenity
- Public open space and play
- Drainage

Planning and Compulsory Purchase Act 2004 (as amended)

8.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. The principle of development in relation to the development plan and the conformity of the proposals with key policies are discussed through the rest of this report.

The Conservation of Habitats and Species Regulations 2010

8.3 The local planning authority, as the competent authority, is responsible for the Habitats Regulation Assessment (HRA) as required by Regulation 61 of The Conservation of Habitats and Species Regulations 2010 (as amended).

8.4 Consideration was given to these regulations during the assessment of the outline application and it was concluded that the requirements of Regulation 61 are not relevant to this proposal and appropriate assessment of the project would not be required.

8.5 The application site is not in the close vicinity of any designated (European) sites of nature conservation. The environmental statement submitted with the outline planning application concluded that the proposals are unlikely to give rise to significant effects on the conservation objectives of the designated sites and no further concerns were raised in this regard.

8.6 There has been no change in terms of the impact on designated sites that would indicate that a Habitats Regulation Assessment would now be required.

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations)

8.7 The Outline planning application was EIA development and was

accompanied by an Environmental Statement. This application is therefore a 'subsequent application', as defined within the EIA Regs.

- 8.8 Regulation 9 of the EIA Regulations deals with subsequent applications where environmental information has previously been provided. It states that where it appears to the planning authority that the environmental information already before them is adequate to assess the significant effects of the development on the environment, they must take that information into consideration in their decision for subsequent consent.
- 8.9 The existing environmental information, along with the updated monitoring surveys and reports for protected species which have been submitted are considered to be adequate to assess this proposal and this information has been taken into consideration in determining this application.

Natural Environment and Rural Communities Act 2006

- 8.10 The Natural Environment and Rural Communities (NERC) Act (2006) Section 40(1) places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. The duty applies to all local authorities and extends beyond just conserving what is already there to carrying out, supporting and requiring actions that may also restore or enhance biodiversity.
- 8.11 The potential impact of the application proposals upon biodiversity interest is discussed later in this report.

Equality Act 2010

- 8.12 Consideration has been given to the provisions of Section 149 of the Act (public sector equality duty) in the assessment of this application. Subject to the use of conditions to secure an appropriate network of dropped crossing to facilitate access for all, the proposals do not raise any significant issues in this regard.

Crime and Disorder Act 1998

- 8.13 Consideration has been given to the provisions of Section 17 of the Crime and Disorder Act, 1998 (impact of Council functions upon crime and disorder), in the assessment of design and layout.

Planning (Listed Buildings and Conservation Areas) Act 1990

- 8.14 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states;
- 8.15 In considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority (LPA)... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 8.16 Section 72(1) of the same Act states;
...with respect to any buildings or other land in a conservation

area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

- 8.17 These statutory duties and the impact on heritage assets are discussed in the 'other matters' section of this report.

Principle of Development

- 8.18 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. The relevant parts of the West Suffolk Development Plan are the adopted Core Strategy, the Vision 2031 Area Action Plan for Haverhill and the adopted Joint Development Management Policies Document 2015.
- 8.19 National planning policies set out in the NPPF and the adopted masterplan and design code for this site are also key material considerations.
- 8.20 The principle of development for this site was established through the identification of land on the north-western edge of Haverhill as a location for growth in policy CS12 of the Core Strategy. Policy HV4 of the Haverhill Vision 2031 went on to allocate 42 hectares of land as a strategic housing site. The masterplan was then produced, setting out the overarching vision.
- 8.21 Hybrid Planning Permission (Ref: SE/09/1283) for the whole site was granted in March 2015. The outline permission covered the residential parcels, local centre, school site and open space and drainage and the relief road was granted full planning permission.
- 8.22 The hybrid application was accompanied by a series of parameter plans which established the extent of land for development, the distribution of uses, building heights and densities, and land for open space and landscaping and the main access routes. A S106 agreement associated with the outline approval secured the level and timing of financial contributions and other infrastructure.
- 8.23 Condition B3 of the outline permission required the reserved matters applications to be generally in accordance with the land use parameter plan and the landscape parameter plan. The other parameter plans informed the development of a design code, which was produced alongside the first reserved matters application.
- 8.24 The road network and associated green and blue infrastructure shown in the amended plans are in general accordance with the approved parameter plans in terms of their extent and location and are therefore acceptable in principle, provided that the detailed design delivers a scheme that is consistent with relevant development plan policies, the masterplan and national planning policy.
- 8.25 The different aspects of the proposals are discussed in detail below and reviewed against relevant development plan policies, national planning policies and relevant guidance.

Access and Movement

- 8.26 The NPPF promotes all forms of sustainable transport, advising that development should provide for high quality walking and cycling networks. It goes on to advise that development should not be prevented or refused on transport grounds, unless there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development would be severe.
- 8.27 Policy DM2 of the Joint Development Management Policies Document requires that new development should produce designs that accord with standards and maintain or enhance the safety of the highway network as well as encourage the use of sustainable forms of transport. Policy DM46 seeks to reduce over-reliance on the car and promote more sustainable forms of transport, which aligns with a key aspiration of the adopted masterplan and design code, which seeks to maximise accessibility, creating walkable neighbourhoods
- 8.28 The parameter plans submitted with the hybrid application and the subsequent design code, established the broad parameters for the reserved matters to adhere to, and the proposals have been amended to ensure that key elements are delivered in relation to access.
- 8.29 The red line for the application was enlarged to allow for the planting of street trees within road verges and a strategic network plan was produced to ensure that an appropriate network of footways and cycleways would be delivered across the site. This includes unlit recreational routes, surfaced footways and cycleways away from the highway, and key cycle and pedestrian routes alongside the road network.
- 8.30 The main loop road includes a 3.5-metre shared footway and cycleway on one side and a 3-metre footway on the other side, with a carriageway width of between 5.5m and 6.75m. There is a proposed narrowing of the carriageway at two points where the road bisects an existing landscape feature associated with a Byway Open to All Traffic (BOAT) which runs across the centre of the site from north to south. The road has also been designed to accommodate buses with locations for bus stops included on the plans.
- 8.31 The access roads to the future development parcels from the central road loop have been redesigned to give clear priority to pedestrians and cyclists, with vehicles crossing a raised table as they enter the parcels. Raised tables have also been used where the road bisects the linear parks which run across the site.
- 8.32 Policy DM2 highlights the need to produce designs that allow access for all, and the Haverhill Disability Forum provided comments which highlighted concerns including access into green space and a lack of dropped kerbs.
- 8.33 The amended plans include surfaced paths within the green spaces to provide accessible routes and raised tables are proposed where linear parks are bisected by roads to allow for access without the need to bump down a kerb. The strategic network plan has indicated where dropped kerbs could be used to provide access however, this was inconsistently applied to the submitted kerb plans. The local highway authority has

requested that the kerb plans are not approved at this stage, and the technical detail is instead dealt with through their consenting process as part of the adoption of the roads. Highways have also suggested the use of a condition requiring the submission of an access strategy to secure an appropriate network of dropped crossings, to facilitate access for all. In reviewing such a strategy, the local planning authority could seek the advice of the Haverhill Disability Forum

8.34 Concerns have been raised in relation to how this site interacts with the surrounding road network, with particular concerns regarding the increased traffic on Ann Suckling Road and the associated implications for highway safety. The principle of having a vehicular connection to Ann Suckling Road has also been challenged.

8.35 The connectivity between the site and the surrounding road network and the key routes through the site were set out in the parameter plans accompanying the hybrid application. These were based on the approaches set out in the Concept Statement and Masterplan, which included a road connection between the development and Ann Suckling Road.

8.36 The original adopted Concept Statement for the site states:

"The principal road connections shall be Howe Road, Ann Suckling Road, the existing road leading from developments to the west, and the Relief Road to the north. Points of connection to the Relief Road will need to be established. All these principal access routes shall lead to and connect at the Local Centre in order to promote its viability as a site for some mixed use development, and the community oriented focus for the area."
Concept Statement – Section 5.6, Page 27

8.37 It goes on in the next paragraph to state:

"The design of all roads shall reduce the likelihood of 'rat-running' while promoting connectivity between parcels and neighbouring areas. The design of the Local Centre in preventing rat-running shall be pivotal."
Concept Statement – Section 5.6, Page 27

8.38 This reserved matters application includes a vehicular access to Ann Suckling Road, a buses only road access to Howe Road, a pedestrian and cycle access to Hales Barn Road, a connection to the central relief road roundabout to the north and a connection to the current spine road into the first phases of the development, which is accessed from the new roundabout on the A143.

8.39 The local highway authority acknowledges that the precise treatment of the connection points to both Ann Suckling Road and Howe Road are important details and whilst they are content that the principles set out in this application are acceptable, they have recommended that the final detailed designed for these connections be secured in a condition.

8.40 Changes have been made to the internal road layout to ensure general accordance with the parameters, reduce the potential for rat-running and minimise the loss of existing trees and hedgerows.

- 8.41 The drawings initially showed a full road connection to Hales Barn Road and a main road connecting the northern and southern sides of the internal loop road. The road connection to Hales Barn Road to the west has been amended to cycle and pedestrian only, and the formal road link between the two sides of the loop has been removed.
- 8.42 The removal of the vehicular link to Hales Barn Road will prevent existing residents to the west of the site using the development as a shortcut to the town and prioritises the use of sustainable transport modes from the west to the local centre. The removal of the connection between the northern and southern sides of the loop road brings the layout into alignment with the outline parameter plans which envisaged a pedestrianized plaza between the school site and the local centre, which would not be open to vehicular traffic.
- 8.43 The two sides of the loop road have been brought slightly further apart and the angle of the road adjusted as it passes through a central hedge and tree belt. This landscape feature makes a significant positive contribution to the character of the area and is a key ecological corridor. This slight adjustment to the geometry and positioning of the road along with a narrowing of the carriageway as it passes through, has minimised the amount of this landscape feature being removed. However, no new transport impacts would arise as a result of this adjustment as it was never the intention for the central plaza to be open to vehicular traffic.
- 8.44 The Town Council has voiced concerns over the local centre no longer being the hub of the internal roads. However, whilst the loop road has widened slightly, for the reasons set out above, the location of the local centre has not changed nor has its relationship to the internal road network. It remains central to the site and can be reached from roads from the north, south and east and west and true to the previous iterations in the concept statement, masterplan and parameter plans, whilst routes meet here it is not intended for vehicular traffic to be able to drive through.
- 8.45 The Town Council has also raised concerns regarding the absence of a drop-off loop for the school. Their concerns regarding this part of the school design are noted. However, this application is for the infrastructure being provided by the developer. The access to the school parcel has been provided in accordance with the requirements of County Council. The future design of the school parcel will be a matter for the education authority in due course and cannot be dictated by this reserved matters application.
- 8.46 In terms of traffic impacts more broadly and the suitability of Ann Suckling Road and the junction with the A143, the overall impact of the traffic generated by the site was considered as part of the assessment of the original Hybrid application.
- 8.47 The transport assessment submitted with that application assessed the impacts based on the assumption that the development would have full all-mode access from Hales Barn Road and Ann Suckling Road and car-free access from Howe Road and the impact in terms of increased traffic

volume was considered acceptable, with the junction not predicted to have any capacity issues.

- 8.48 A package of highways mitigation was secured when the hybrid application was permitted as part of the S106 and there is no opportunity to request further mitigation for the full site as part of this reserved matters application, as the principle of the development has been established.
- 8.49 Highways Officers have been reviewing the package of measures, which include an improved pedestrian cycleway along Ann Suckling Road and a crossing on the A143 as part of an improved sustainable link to Samuel Ward Academy.
- 8.50 At the request of the Ward Member, Highways Officers have been out to site to observe the operation of the junction between Ann Sucklings Road and the A143 and whilst it is beyond the scope of this reserved matters application, there is an ongoing dialogue taking place between the local highway authority, the Ward Member and local residents regarding the ways in which improvements could be made.
- 8.51 Persimmon has also advised that they are willing to work with the local highway authority to ensure appropriate traffic calming measures are provided and, although not material to the consideration of this application, they have submitted a position statement advising that they are considering the provision of additional traffic calming measures along Ann Suckling Road subject to agreement with highways.
- 8.52 Overall, it is considered that the revised layout creates a safe and attractive network of streets and pedestrian and cycle routes that will prioritise walking and cycling and reduce the potential for rat running through the site. The proposals are acceptable to the local highway authority, subject to the use of conditions, and are in broad accordance with the approved parameter plans. The development accords with policies CS3 and CS7 of the St Edmundsbury Core Strategy 2010, policies DM2 and DM44 of the Joint Development Management Policies Document 2105 and the guidance set out in the NFFP. The proposals are also considered to be generally in accordance with the masterplan and the design code in terms of the accessibility and sustainable transport.

Trees and Ecology

- 8.53 The NPPF confirms that the planning system should contribute to and enhance the natural environment by minimising impacts on biodiversity and providing net gains where possible (paragraphs 174 and 175). This is reflected in policies DM11 and DM12 which seek to safeguard protected species and state that measures should be included in the design of all developments for the protection of biodiversity, the mitigation of any adverse impacts, and enhancements commensurate with the scale of the development.
- 8.54 Several concerns have been raised in relation ecology and the applicant has submitted revised proposals and additional information to address these.

- 8.55 The Environmental Statement which accompanied the hybrid application set out the likely impacts of the development and the mitigation that would be required. This reserved matters application, which contains the main areas of green and blue infrastructure, is key to ensuring that the appropriate mitigation is secured for the development. The applicant has therefore produced a table of mitigation requirements and an associated map to demonstrate that there is sufficient space to deliver the required mitigation.
- 8.56 To inform this work the applicant has carried out biodiversity net gain calculations (using Defra Biodiversity Metric 3.0 (updated July 2021)), which indicates that the development should be able to deliver an overall gain of 21.45% for habitat units, and a 121.80% gain for hedgerows/linear features. Landscape and ecological management plans will be required to secure the potential benefits for biodiversity in perpetuity and these are secured through a condition on the outline permission.
- 8.57 There are no sites of international or national importance within or directly adjacent to the northwest Haverhill strategic site and any locally designated wildlife sites and sites of local interest, do not fall within the red line for this application. However, there are other habitats within the application site including, arable land, field margins, hedgerows, trees, and ditches, all of which contribute to the biodiversity of the site and have the potential to support protected species.
- 8.58 Updated ecological and specific species surveys have been provided which set out recommendations which would be secured by a condition. Further conditions would also secure a precautionary approach is taken for Water Voles, Great Crested Newts, Badgers and also Hazel Dormice, given the presence of local records and the suitable habitat for Dormice on site with connectivity to nearby ancient Woodlands. These details should be set out in a Construction Environment Management Plan for biodiversity, through a suitably worded condition.
- 8.59 Off-site plots for Skylarks are proposed to compensate for the loss of habitat on site and the developer has provided evidence of a legal agreement with a local landowner which provides the local planning authority with sufficient comfort to secure the detailed scheme through a planning condition in this instance.
- 8.60 The Ecology Officer has confirmed that they are satisfied that there is now sufficient ecological information to determine the application subject to the following points being added to the mitigation plan:
- Relief road bat hop-overs for the relief road shown on the mitigation plan
 - Clearer information on the mitigation plan in relation to the functional habitat replacement for the loss of scrub in the parcels
 - Provision of barn owl boxes
- 8.61 They have also requested that the Biodiversity Net Gain report is updated to ensure that it is consistent with the current plans for the site and a clear list is provided clarifying the updates and amendments that have recently

been discussed. Persimmon are in the process of addressing these points and members will be updated on this at Committee.

- 8.62 The ecologist has further advised that to ensure the mitigation is delivered appropriately, a further detailed plan showing the exact location of retained and existing habitats mitigation measures and reasonable biodiversity enhancement measures, for this specific infrastructure application, should be secured by a condition of any consent, through an Ecological Design Strategy.
- 8.63 Habitat hop-overs for bats where highway infrastructure crosses a dark corridor remain an important part of the mitigation strategy and there have been amendments to these features to ensure that they meet both the requirements of the local highway authority whilst also providing appropriate connectivity. These are now considered to be broadly acceptable in location and overall design, with the precise number and location and mature specimens within the planting and final lighting details to be secured by condition to ensure that dark corridors are retained.
- 8.64 The applicant has worked to reduce the amount of tree and hedgerow removal needed to facilitate the infrastructure and the limited removal that will be required along with the protection measures for the retained vegetation which will be confirmed through the arboricultural method statement as required by condition on the outline permission.
- 8.65 Overall, it is considered that that the development makes good provision for biodiversity enhancements and would not introduce any adverse effects on protected species or sites that cannot be appropriately mitigated or compensated for. Proper regard has been given to the trees on the site and the works proposed are considered to be sufficiently distant from the trees including those most important specimens to ensure no adverse effects.
- 8.66 Subject to the final points highlighted by the ecology officer being addressed, the development is considered to be in accordance with policies CS1, CS2 and CS12 of the St Edmundsbury Core Strategy 2010, Policies DM2, DM11, DM12 and DM13 of the Joint Development Management Policies Document 2105 and the guidance set out in the NFFP. Subject to the securing the final planting details it is considered that the proposals would meet the aspirations of the masterplan.

Landscape and Visual amenity

- 8.67 The NPPF (paragraph 170) highlights the need to protect and enhance valued landscapes through the planning system. Policy DM13 of the Joint development Management Policies Document also requires all development to be informed by, and be sympathetic to, the character of the landscape, stating that development will not be permitted where it will have an unacceptable adverse impact on the character of the landscape, landscape features, wildlife or amenity value.
- 8.68 The landscape character of the site and the surrounding area was assessed as part of the masterplan process and developed in the hybrid application. The layout of the open space sought to retain and enhance the existing landscape features with the two main park areas sitting either

side of the central BOAT and associated tree line and the other linear parks following existing field boundary hedges and ditches.

- 8.69 These proposals are in accordance with the landscape parameter plans which secured the linear green spaces along existing landscape features. The retention of these key features along with the additional planting proposed, which will include new tree planting, will help to mitigate the visual impact of the overall development and provide relief from the more developed parcels.
- 8.70 As discussed in the previous section these green corridors also provide for footpaths to create sustainable links across the site which will also provide opportunities for creation and enjoyment of the green space
- 8.71 A number of revisions have been made to the detailed planting and layout of the open spaces and the associated soft landscaping in response to the comments made by the Landscape and Ecology Officer. This has resulted in a more appropriate mix of species, the inclusion of street trees, further wildflower, floral lawn and scrub mix and additional planting in and around the drainage basins.
- 8.72 The landscape officer has confirmed they are happy with the amended detailed details subject to two points relating to hedgerow mix and checking of the spiral guards for new planting, both of which have now been addressed.
- 8.73 Overall, it is considered that the detailed proposals build on and enhance the existing landscape features within the site and will create a series of high-quality green spaces that will benefit the existing and future community. The proposals are considered to be in accordance with policy CS2 and CS12 of the Core Strategy 2010 and policies DM2, DM13 and DM22 of the Joint Development Management Policies Document and the guidance set out in the NFFP.

Public Open Space Amenity and Play

- 8.74 The NPPF recognises in paragraph 8 that as part of the social objective of achieving sustainable development, proposals must include open spaces that reflect current and future needs and support communities' health, social and cultural well-being.
- 8.75 Access to a network of high-quality open space providing opportunities for sport, informal recreation and play is important for health and well-being and can also deliver wider benefits for nature and support efforts to address climate change.
- 8.76 The overarching strategy for open space and play across the north-west Haverhill site was initially developed in the masterplan and was based on a hierarchy of primary, secondary and tertiary areas:
- Primary elements include the green corridor running along the northern edge of the development either side of the proposed relief road, acting as a buffer both to the new development and the countryside beyond, and the central park areas either side of the central landscape features.

- Secondary structure includes the linear parks and smaller areas of green space including the sports field area and the allotments.
 - The tertiary elements include shared surface areas verges, street trees and other incidental open spaces.
- 8.77 Additional detail building on the masterplan concepts was provided during the hybrid planning application. The Environmental Statement submitted with the hybrid application confirmed that the outline element of the permission would secure 11.38 hectares of open space overall. This figure was based on the development plan policy requirements using the predicted population for the overall development. The approved landscape parameter plan secured both the overall quantum of open space and the broad locations.
- 8.78 The amount of open space has been increased during this application and the applicant has submitted an open space plan to demonstrate that the required quantum of open space will be delivered. The plan includes some areas that would not technically be counted as public open space. However, it is considered that with the inclusion of some further tertiary elements within future parcels in the form of pocket parks or enhanced planting along the green corridors, the development will deliver the required amount. The provision of smaller areas of green space within some of the parcels would also be beneficial in terms of amenity and is required in any event to create the compensatory scrub habitat required for the development of parcel 6.
- 8.79 The development will deliver three formal play areas: two locally equipped areas of play (LEAP) and one neighbourhood equipped area of play (NEAP). A LEAP is generally a play area equipped for children of early school age. It usually offers a minimum of 5 pieces of play equipment and serves the immediate local area.
- 8.80 A NEAP is a larger play area, catering for older children as well as younger. It generally offers a minimum of 8 pieces of play equipment and serves a larger area. NEAP's can also include additional equipment such as MUGAs (Multi-use games areas). The site will also provide playing fields (already approved), allotments, and a network of informal green space. The applicant is also proposing outdoor gym equipment. This application includes one NEAP which includes a multi-use games area and one LEAP, with the additional LEAP already approved as part of the playing field application.
- 8.81 The design of the play areas and the open spaces they sit within have been significantly improved over the course of the application. The amount and type of equipment provided meets the Council's requirements for play areas of this nature and the proposals include a range of play equipment including some accessible equipment.
- 8.82 It is considered that the amended designs create interesting and well-integrated play spaces which provide interest and challenge for different age groups. The amended plans and proposed planting demonstrate that due consideration has been given to the surrounding natural and built environment, with good opportunities for natural surveillance and formal play areas sitting comfortably within the green space with consideration to natural play.

- 8.83 The linear parks that cross the site have been widened and a drainage basin relocated to a development parcel to ensure there is sufficient usable space. The less formal linear parks and smaller open space areas, including the green space adjacent to the allotments by Ann Suckling Road, have been designed to be attractive more natural green spaces, maximising opportunities to enhance biodiversity and providing relief to the developed parcels.
- 8.84 As part of the design of the open space, consideration has been given to the different recreational routes around the site. Some of these are surfaced either in tarmac or hoggin, but some unsurfaced routes will remain. The route along the southern edge of parcel 6 up to the BOAT which heads north along the central landscape feature currently provides a route for Haverhill residents to access the wider countryside. These more natural, countryside routes are important and therefore, whilst paths are provided through the open spaces, the route of the BOAT along the central landscape feature will remain unsurfaced. The existing footpath to the south of parcel 6, which has become overgrown and unpassable will also to subject to sensitive clearance works to allow it to be used as a rural link to the BOAT. These works will be approved through the arboricultural method statement required by condition on the outline permission.
- 8.85 The allotments are detailed on the plan along with the proposed access and parking from Ann Suckling Road. The location and size of this area is acceptable and the final details of the design including fencing, car park gating and services will be secured by condition.
- 8.86 Overall, it is considered that the detailed proposals include appropriate opportunities for formal and informal play, and recreation across the site that will benefit the existing and future community. The proposals are in accordance with policy CS2 and CS12 of the Core Strategy 2010 and policies DM2, and DM22 of the Joint Development Management Policies Document and the guidance set out in the NFFP.

Drainage

- 8.87 The NPPF requires that all major development incorporates Sustainable Drainage Systems unless there is clear evidence that this would be inappropriate.
- 8.88 Policy DM6 of the Joint Development Management Policies Document 2015 also requires all development to detail how on-site drainage will be managed, with the adopted masterplan for this site anticipating that the development will incorporate a Sustainable Drainage System (SuDS) as appropriate to the variety of conditions present across the site.
- 8.89 Suffolk County Council, as Lead Local Flood Authority, are the statutory consultee that have provided advice to the Local Planning Authority on the suitability of the measures proposed in this application. The local flood authority promotes the use of multifunctional, above ground suds that deliver drainage, enhancement of biodiversity, improvements in water quality and amenity benefits and they have worked with the applicant to encourage this approach on the site.

8.90 The lead local flood authority has spent considerable time going through the drainage proposals to ensure they are fit for purpose and to this end they have confirmed that the amended surface water drainage scheme is acceptable.

8.91 The proposed landscaping has been considered in conjunction with the drainage scheme to ensure all pipe work has the appropriate degree of separation and the layout has been designed to ensure appropriate access for maintenance.

8.92 In light of the above, it is considered that the surface water drainage network has been well integrated into the scheme and will enrich the landscape setting of the development. This will help to enhance the green corridors through the site enhancing their ecological value and creating an interesting and attractive environment in line with policies DM2, DM6 and DM13 and the vision set out in the adopted Masterplan.

Other matters

Future management of open space

8.93 Future management of the open spaces has been secured in the S106 which requires the submission of an open space scheme. This document will set out the timing for the delivery of the open spaces and their future management.

Public Rights of Way

8.94 The existing public rights of way that cross the site have been incorporated into the green corridors and the surface treatments have been agreed with the County Council Countryside Access Team. As discussed in the report, some routes will be left untreated to create a network of softer more rural routes out to the countryside and others, which link key areas of open space will be surfaced to allow use by pedestrians and cyclists.

8.95 Any works to the public rights of way or temporary closures/diversions during construction will require a separate consent.

Heritage impacts.

8.96 The closest heritage asset to the application is Chapel Farm Cottage, a grade II listed building situated to the northeast of the allotments.

8.97 This application does not include any buildings which would impact on the setting of this asset and green space along Ann Suckling Road which would include the allotments and would give an appropriate buffer from the development parcels.

Conditions on the outline permission

8.98 There are a number of conditions attached to the outline permission which would be relevant to this application and will need to be discharged, in some cases before the commencement of the development. For information these are summarised below. It should be noted that whilst this application has not sought formal discharge of these conditions some

of the information they require has been provided in this reserved matters application.

- Condition B4 – submission of a landscape and ecological management plan
- Condition B5 – details of the roads, footpaths and cycleways (layout, gradients, surfacing and surface water drainage)
- Condition B6 Strategic green infrastructure landscaping details a programme for delivery
- Condition B9 details of loading, parking and manoeuvring (relevant for allotments)
- Condition B10 further highways specifications including visibility splays
- Condition B11 highway surface water drainage
- Condition B16 arboricultural method statement
- Condition B18 ground levels and services details
- Condition B20 contamination
- Condition B21 Construction method statement
- Condition B23 sustainable drainage scheme
- Condition B27 protection for public rights of way.

Summary and recommendation:

8.99 Section 38(6) of the 2004 Planning Act states planning applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The NPPF reinforces the approach set out in Section 38(6). It emphasises the importance of the plan-led system and supports the reliance on up-to-date development plans to make decisions.

8.100 Following amendments and the submission of additional information it is considered that the proposals would deliver a safe and attractive network of streets with pedestrian and cycle routes that will prioritise walking and cycling and reduce the potential for rat running through the site. The proposals are acceptable to the local highway authority, subject to the use of conditions and are considered to be in broad accordance with the approved parameter plans.

8.101 In terms of trees and ecology, the applicant has demonstrated the necessary mitigation outlined within the Environmental Statement will be provided and the proposals make good provision for biodiversity enhancements. The proposals would not introduce any adverse effects on protected species that cannot be adequately mitigated or compensated for and proper regard has been given to the impacts on trees on the site.

8.102 The network of greenspaces across the site builds on and enhances the existing landscape features and will create a series of high quality green spaces that will benefit the existing and future community. There are appropriate opportunities for formal and informal play, and recreation across the site and the quantum, type and position of the open spaces is in broad accordance with the approved parameter plans with the development on track to deliver the required overall quantum of open space.

8.103 The Lead Local Flood Authority has confirmed that the proposed surface water drainage scheme is acceptable. The drainage network has been well integrated into the landscape setting of the development, helping to

enhance the green corridors in terms of their ecological value and creating visual interest.

8.104 In light of the above, it is considered that the development is in accordance with the relevant policies of the Development Plan and with the National Policy Framework. The scheme follows the principles set out in the adopted masterplan and adheres to the approved parameter plans and delivers on the mitigation requirements set out in the Environmental Statement as such it is considered to be acceptable.

Recommendation:

9.0 APPROVE subject to the following conditions:

1. Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the approved plans.

Document name	Drawing/document number	Received
General Plans		
Haverhill Infrastructure Open Space	039-E-SK36 Rev E	May 22
Infrastructure Application Red Line Site plan	039-E-1400 Rev C	May 22
Strategic Network Plan	039-E-SK76-E	June 22
Highway Road Types	039-E-SK91 A	June 22
Boat and Cycleway Transition Detail	039-E-SK89	May 22
Bus Gate details and Cycleway Intersection	039-E-SK87	May 22
Cycleway Bollards Location Plan	039-E-SK93	May 22
Drainage		
Drainage Strategy -	E3838- Rev6 Full	May 22
Drainage Strategy Overall.pdf	E3838-500L	June 22
Drainage Strategy Sh1.pdf	E3838-501G	June 22
Drainage Strategy Sh2.pdf	E3838-502H	June 22
Drainage Strategy Sh3.pdf	E3838-503G	June 22
Drainage Strategy Sh4.pdf	E3838-504I	June 22
Drainage Strategy Sh5.pdf	E3838-505H	June 22
Drainage Strategy Sh6.pdf	E3838-506G	June 22
Drainage Strategy Sh7.pdf	E3838-507F	June 22
Drainage Strategy Sh8.pdf	E3838-508E	June 22
Pond Details-Pond 1.pdf	E3838-530D	June 22
Pond Details-Pond 2.pdf	E3838-531D	June 22
Pond Details-Pond 3.pdf	E3838-532C-	May 22
Pond Details-Pond 4.pdf	E3838-533C-	June 22
Drainage Construction Details.pdf	E3838-560-	May 22
Drainage Construction Details Sh 3.pdf	E3838-562-	May 22
Pumping Station GA.pdf	E3838-570a-	May 22
Pumping Station Compound Details.pdf	E3838-571-	May 22
Ecology		
Sirte Wide Biodiversity Net Gain	JBA18-351_ECO22b	May 22
Ecology Mitigation requirements	JBA18-351_ECO23 rev B	June 22
BNG statement	JBA18-351_ECO22c	May 22
Great crested Newt eDNA Survey of Phases 2 -6		June 22

Bat Activity Survey Report of Phases 2 - 6 and Relief Road		June 22
Badger Survey of Phases 2-6 and Relief Road		June 22
Updated Ecological Walkover Survey of Phases 2 to 6 and the Relief Road at Haverhill (James Blake Associates)	JBA 18-351_ECO29 rev B	June 22
Haverhill Ecology Mitigation Requirements	JBA 18-351_ECO 23, Rev B 21_06_22	June 22
Landscape plans		
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev G-21.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev G-22.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-01.pdf	June 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-02.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-03.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-04.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-05.pdf	May 22
351 Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18- rev O-06.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-07.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-08.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-09.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-10.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-11.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev O-12.pdf	May 22
351 Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18- rev I-13.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev I-14.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev J-29.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev I-18.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev I-19.pdf	May 22
Detailed hard and soft Landscape Proposals for POS and SUDS	JBA 18-351 rev I-20.pdf	May 22
POS cross sections	039-E-SK95	June 22
Engineering plans		
Longitudinal Sections Sh 1.pdf	E3838-535A-	May 22
Longitudinal Sections Sh 2.pdf	E3838-536A-	May 22
Longitudinal Sections Sh 3.pdf	E3838-537A-	May 22
Longitudinal Sections Sh 4.pdf	E3838-538B	June 22
Longitudinal Sections Sh 5.pdf	E3838-539A-	May 22

Longitudinal Sections Sh 6.pdf	E3838-540A-	May 22
Longitudinal Sections Sh 7.pdf	E3838-541A-	May 22
Longitudinal Sections Sh 8.pdf	E3838-542A-	May 22
Longitudinal Sections Sh 9.pdf	E3838-543A-	May 22
Longitudinal Sections Sh 10.pdf	E3838-544A-	May 22
Longitudinal Sections Sh 11.pdf	E3838-545-	May 22
Manhole Schedule.pdf	E3838-555B-	May 22
Offsite Rising Main Layout Sh1.pdf	E3838-590 -	May 22
Offsite Rising Main Layout Sh2.pdf	E3838-591 -	May 22
Offsite Rising Main Layout Sh3.pdf	E3838-592 -	May 22
Rising Main Longitudinal Section-Sh1.pdf	E3838-595-	May 22
Rising Main Longitudinal Section-Sh2.pdf	E3838-596-	May 22
Rising Main Longitudinal Section-Sh3.pdf	E3838-597-	May 22
Rising Main Longitudinal Section-Sh4.pdf	E3838-598-	May 22
Highways Plans		
Highway Surface Finishes-Sheet 1 of 7.pdf	E3838-700F	June 22
Highway Surface Finishes-Sheet 2 of 7.pdf	E3838-701D-	May 22
Highway Surface Finishes-Sheet 3 of 7.pdf	E3838-702E	June 22
Highway Surface Finishes-Sheet 4 of 7.pdf	E3838-703G	June 22
Highway Surface Finishes-Sheet 5 of 7.pdf	E3838-704G	June 22
Highway Surface Finishes-Sheet 6 of 7.pdf	E3838-705G	June 22
Highway Surface Finishes-Sheet 7 of 7.pdf	E3838-706F	June 22
Highway Construction Details Sheet 1	E3838-780 C	June 22
Highway Construction Details Sheet 2.pdf	E3838-781-	May 22
Section 38 Agreement Plan Sh 1 of 7.pdf	E3838-370 E	June 22
Section 38 Agreement Plan Sh 2 of 7.pdf	E3838-370 E	June 22
Section 38 Agreement Plan Sh 3 of 7.pdf	E3838-372 E	June 22
Section 38 Agreement Plan Sh 4 of 7.pdf	E3838-373 E	June 22
Section 38 Agreement Plan Sh 5 of 7.pdf	E3838-374 E	June 22
Section 38 Agreement Plan Sh 6 of 7.pdf	E3838-375 E	June 22
Section 38 Agreement Plan-Sh 7 of 7.pdf	E3838-376 E	June 22
Modular Storage Construction Detail.pdf	E3838-450-	May 22

Reason: To define the scope and extent of this permission

2. Action required in accordance with ecological appraisal recommendations

All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the following reports as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

- Updated Ecological Walkover Survey of Phases 2 to 6 and the Relief Road at Haverhill (James Blake Associates, 25th March 22, revised 9th June 2022)
- Preliminary Ecological Appraisal of Phases 2-6 (JBA, January 2019)
- Phase 1 Habitat Survey Of Relief Road (JBA, February 2018)
- Botanical Survey (Including Sulphur Clover Survey) of Phases 2 – 6 and Relief Road (August 2019)
- Sulphur Clover Translocation and Working Method Statement for Phases 2 – 6 (James Blake Associates, February 2022)
- Water Vole (*Arvicola amphibius*) Habitat Assessment – Haverhill Relief Road (30th October 2020)
- Hazel Dormouse Survey Report of Phases 2- 6 (JBA, December 2019)
- Reptile Survey of Phases 2 – 6 and relief Road (JBA, June 2019)
- Breeding Bird Survey of Phases 2 – 6 and Relief Road (JBA, October 2019)
- Hedgerow Survey of Phases 2 – 6 and Relief Road (JBA, August 2019)
- Wintering Bird Survey of Phases 2- 6 and relief Road (JBA, February 2020)
- Great crested Newt eDNA Survey of Phases 2 -6 (JBA, June 2019)
- Bat Activity Survey Report of Phases 2 - 6 and Relief Road (JBA, October 2019)
- Badger Survey of Phases 2-6 and Relief Road (JBA (2019b)
- Haverhill Ecology Mitigation Requirements JBA 18-351_ECO 23, RevB 21_06_22 (James Blake Associates)

This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.”

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

3. Construction Environmental Management Plan for Biodiversity – pre-commencement

Prior to the commencement of development or any clearance works taking place, a construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority.

The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).

- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.
- i) Containment, control and removal of any Invasive non-native species present on site

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority”

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

This information is required prior to commencement as the measures will need to be put in place prior to any work taking place on site in order to be effectively protect protected and priority species and conserve biodiversity.

4. Hazel Dormouse, Water Vole, Badger and Great Crested Newt Method Statement – pre commencement

Prior to the commencement of development or any clearance works taking place a Hazel Dormouse, Water Vole, Badger and Great Crested Newt Method Statement shall be submitted to and approved in writing by the local planning authority. This will contain precautionary mitigation measures and/or works to reduce potential impacts to the above listed protected species during the construction phase.

The method statement for Hazel Dormouse must include the following:

- Checks for dormouse nests prior to works. This should include checks for aerial nests in above ground vegetation from April to October inclusive and ground level checks for hibernation nests from October to April inclusive. Progressive clearance of vegetation towards retained habitats.
- Ecological supervision of vegetation clearance on site.
- Works must stop if evidence of dormouse is found.

The measures and/works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

This information is required prior to commencement as the measures will need to be put in place prior to any work taking place on site in order to

be effectively protect protected and priority species and conserve biodiversity.

5. Skylark mitigation strategy – prior to commencement

Prior to the commencement of development or any clearance works taking place, a Skylark Mitigation Strategy shall be submitted to and approved by the local planning authority to compensate the loss of any Skylark territories. This shall include provision of the evidenced number of Skylark nest plots, to be secured by legal agreement or a condition of any consent, in nearby agricultural land, prior to commencement.

The content of the Skylark Mitigation Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed Skylark plots;
- b) detailed methodology for the Skylark plots following Agri-Environment Scheme option: 'AB4 Skylark Plots';
- c) locations of the Skylark plots by appropriate maps and/or plans;
- d) persons responsible for implementing the compensation measure.

The Skylark Mitigation Strategy shall be implemented in accordance with the approved details and all features shall be retained for a minimum period of 10 years.

Reason: To allow the LPA to discharge its duties under the NERC Act 2006 (Priority habitats & species).

This information is required prior to commencement as the measures will need to be put in place prior to any work taking place on site in order to be effectively protect protected and priority species and conserve biodiversity.

6. Ecological Design Strategy – prior to commencement

No development shall take place until an ecological design strategy (EDS) addressing the specific ecological mitigation, compensation and enhancements for the site infrastructure application (DC/20/0614/RM) has been submitted to and approved in writing by the local planning authority, before or concurrent with the Landscape Ecology and Management Plan. This should include bats, birds, Hazel Dormouse, Reptiles, Sulphur Clover, Hedgehogs, retained habitats (trees, scrub, hedgerows and associated ground flora) and habitat creation (woodland, wildflower meadows, scrub, SuDS and associated/adjacent habitats).

The EDS shall include the following.

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Detailed design(s) and/or working method(s) to achieve stated objectives.
- d) Extent and location/area of proposed works on appropriate scale maps and plans.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife &

Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

This information is required prior to commencement to ensure that ecological mitigation features and enhancement features can be put in place in a timely manner to address the habitat loss taking place and achieve the appropriate biodiversity net gain.

7. Bat hop-over details and wildlife sensitive lighting scheme – prior to commencement.

Prior to the commencement of the development a lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

The lighting information shall be shown concurrently with the detailed bat hop planting proposed to demonstrate how together these elements will create the necessary dark corridors.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

This information is required prior to commencement to ensure that the Lighting infrastructure is agreed early in the process to ensure the appropriate measures can be put in place to ensure dark corridors are retained.

8. Time limit of development before further surveys are required

If the infrastructure development hereby approved does not commence within two years from the date of the planning consent, the approved ecological mitigation measures secured through condition shall be reviewed and, where necessary, amended and updated.

The review shall be informed by further ecological surveys commissioned to:

- i. establish if there have been any changes in the presence and/or abundance of the existing habitats and protected and priority species and
- ii. identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of the site infrastructure phase. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

9. Connection to Ann Suckling Road – prior to the commencement of the road.

Notwithstanding the details indicated on the approved plans, prior to the commencement of the approved road, the final details of the connection between the development and Ann Suckling Road shall be submitted to the local planning authority and agreed in writing. These details will include (but not be limited to) the final form and location of raised tables, the manner in which pedestrians and cyclists connect between the development and the existing highway network, and any changes in the geometry or priority at the point of connection.

All work shall be completed in accordance with the approved details before the first use of the road connecting the development site to Ann Suckling Road.

Reason: To ensure an appropriate a safe connection between the development and the surrounding highways infrastructure in accordance with policies CS3 and CS7 of the St Edmundsbury Core Strategy 2010, Policies DM2 and DM44 of the Joint Development Management Policies Document 2105 and the guidance set out in the NFFP.

10. Access Strategy – prior to the commencement of the road.

Prior to the commencement of the approved road, an access strategy setting out an appropriate network of dropped kerbs across the site to facilitate access for all shall be submitted the local planning authority and agreed in writing.

Reason: To ensure the development is accessible to all members of the community in accordance with policy DM2 of the Joint Development management Policies Document and in accordance with the provisions contained within the Equalities Act.

11. Bus gate details – prior to the commencement of the road.

Notwithstanding the details indicated on the approved plans, prior to the commencement of the approved road, the final details of the connection between the development and Howe Road, which shall include a 'bus gate' to prevent access by vehicles other than buses, shall be submitted to the local planning authority and agreed in writing. These details will include

precise details of the construction, operation and future management/enforcement of the gate and much ensure that appropriate east/west connectivity for pedestrians and cyclists within the site is maintained.

All work shall be completed in accordance with the approved details before the first use of the road connecting the development site to Howe Road.

Reason: To ensure an appropriate a safe connection between the development and the surrounding highways infrastructure in accordance with policies CS3 and CS7 of the St Edmundsbury Core Strategy 2010, Policies DM2 and DM44 of the Joint Development Management Policies Document 2105 and the guidance set out in the NFFP.

12. Street furniture and natural play features – prior to installation.

Prior to the installation of any street furniture or natural play items including but not limited to bins, benches and picnic tables, boulders and logs, full details of the street furniture shall be submitted to the local planning authority and agreed in writing. The details shall include an appropriate number of wheelchair accessible items to ensure the site can be enjoyed by all. All items shall be installed in accordance with the agreed details.

Reason: To ensure the use of appropriate street furniture to enhance the quality of the open spaces and ensure they are fully accessible in accordance with policy DM2 of the Joint Development Management Policies Document 2015 and the provisions within the Equalities Act.

13. Allotments – prior to their commencement

Prior to the commencement of the allotments details of the final specification including layout out, fencing and gates including gated access to the parking and services will be submitted to the local planning authority and agreed in writing.

All works shall be completed in accordance with the approved details.

Reason: To sure the satisfactory completion of the allotments in accordance with policy DM2 of the Joint development Management Policies Document and the Former St Edmundsbury Area Open Space Supplementary Planning Document.

14. Play areas – Full details and specifications prior to installation of NEAP and LEAP

Notwithstanding the information on the submitted plans, prior to the installation of the NEAP, LEAP and outdoor Gym Equipment, the final specifications for those areas and all equipment within them shall be submitted to the local planning authority and agreed in writing.

This information must include as a minimum:

- Fencing and gate specifications, including full details of the MUGA enclosure;
- Details of all surfacing within the playable space;
- Details of the surfacing under the outdoor gym equipment;

- Details of play and gym equipment.
- Details of any ancillary items associated with the playable spaces such as seating and signage.

Reason: To ensure that equipped open space areas are completed to the appropriate standard in accordance with policies DM2, DM22 and DM42 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 8 and 12 of the National Planning Policy Framework and all relevant Core Strategy and Haverhill Vision Policies.

15. Tree Root Guard details - prior to installation

Prior to the installation of the street trees the full details of the proposed root guards that tree shall be submitted to the local planning authority and agreed in writing. All work shall be carried out in full accordance with the approved details.

Reason: To ensure that trees which form an important part of the character of the approved streets are able to be retained into the future without detriment to highway infrastructure as part of a high-quality development in accordance with the North West Haverhill Masterplan, policies DM2, DM11, DM12 and DM13 of the Joint Development Management Policies Document 2015, policy CS12 of the St Edmundsbury Core Strategy 2012 Document and Chapter 15 of the National Planning Policy Framework

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/20/0614/RM](https://www.suffolk.gov.uk/DC/20/0614/RM)