

Development Control Committee 6 July 2021

Late Paper

Agenda Item 5 - 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.

Correction to map published in the report papers.

The map included in the committee papers incorrectly showed the original red outline for the application site. During the application, the red line was amended, as discussed within the report. The correct extent of the reserved matters is indicated below.

The application no longer includes the sports fields to the east, as these have been approved in a separate application. Additional land has also been included within other parts of the site to accommodate street trees and provide additional green space.



Additional Local Highway Authority comments

Additional comments from SCC a Local Highway Authority have been received and are included below in full:

'The local planning authority has asked highways to address the concerns raised during the course of the infrastructure reserved matters application in addition to normal response on the detail of the application.

The original planning application included a transport assessment. This included information on both the concerns raised- that there will be a significant increase of traffic on Ann Suckling Road (ASR), and that there will be delays and accidents at the junction with the A143.

Ann Suckling Road was assessed at the outline stage and the relevant modelling/ counts were included in the TA. This shows traffic volumes on ASR are predicted to nearly double, however, the volumes at the moment are not high and it should still be relatively easy to cross the road etc. More specific details are given below.

There is also concern that there will be delays and accidents at the junction with the A143. The transport assessment looked at the junction of ASR and the A143. This shows that the junction is not predicted to have any capacity problems. The Ratio of Flow to Capacity (RFC) is quoted at about 40%. A ratio of 85% is generally accepted as a limit for new junctions and if it goes over 100% then there are significant congestion issues. Whilst this shows that there is a significant reserve capacity, the junction has not been tested with the additional traffic from the Redrow development. We are undertaking this work at the moment. Initial results indicate that the junction will continue to work well.

The national accident database is a record of all road traffic accidents that result in injury. This shows two accidents on the A143 in the vicinity of ASR but neither appear to be at the junction. This does not mean that there have not been any crashes here as they may not have involved any injury or may not have been reported (which is a legal requirement)

As a result of the concerns raised particularly of near misses on the approach to the junction, officers undertook a site visit to watch the operation of the junction. No congestion was observed, however, it was noted that vehicle speeds as they left the A143 were a bit high and this resulted in conflict as they went round the vehicles parked on the south side of the road. Further consideration is being given to this issue.

A review is also underway investigate cycling and walking improvements to links to the Persimmon Development.'

Ecology Update

The applicant has provided an updated the Ecology Mitigation Requirements and Biodiversity Net Gain calculations to address the outstanding ecology points.

The ecologist has advised that the submitted information appears to address the points that were raised.