

APPENDIX 3

West Suffolk Council
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU
FAO Ms P Mills
Planning Department

Our Ref:
HaverhillInfrastructure/03
9/IJ
Date: 19th July 2022

Dear Ms Penelope Mills,

**Re: Response to the council's resolution to approve
Planning Ref: SE/09/1283**

Following the committee held on July 6th, I am confirming that Persimmon Homes cannot accept the council's resolution to approve the reserved matters, requiring the whole of the internal loop road to be constructed before connecting to Ann Suckling Road.

Construction of the loop road (approximately 1km in length), including the associated drainage infrastructure which would only serve Phase 6, is a costly exercise and not necessary for highway safety purposes.

The road would normally be constructed alongside the parcels of the development as we move through the site. Permission for Phase 4 and 5 (which would be served by this loop) are some time off delivery, therefore the road would only serve to encourage residents of Phase 6 to avoid using the junction on Ann Suckling Road with Haverhill Road.

Whilst the committee feel the creation of the loop road might be beneficial, SCC Highways have stated that there is no highway reason for delivering the loop road prior to the connection to Anne Suckling Road.

In order to provide members comfort, Persimmon Homes are proposing that only phase 6 residential traffic is to use Ann Suckling Road before the internal loop road is constructed. Persimmon Homes have met with SCC Highways to discuss the alternative, where it was outlined that this would be acceptable, along with the support of yourself.

A phasing plan for the loop road construction has been provided, outlining how the road will be built out in a way which only allows phase 6 residents to access Ann Suckling Road before the full construction of the loop road. Please see below for a description for how this will work;

Phase 1

This would continue construction of the phase 2 Spine Road down to the hedge running alongside the BOAT (BY32). We would also construct the section of infrastructure forming the extension of Ann Suckling Road up to the hedge alongside the BOAT (BY32). Constructing this section of road allows construction of the storm highway drainage from in front of the compound down to its outfall east of phase 6. With phase 6 being the next phase to be delivered, we would construct a haul road connecting the two roads, eliminating the need for delivery vehicles to use Ann Suckling Road. This section of road connecting to Anne Suckling Road would only be used by phase 6 residents.

Phase 2

The road shall be extended to the west of phase 3b. We would also extend the road on the southern side to form the connection to Howe Road, which would be required to access the pumping station. Due to the drainage running anti-clockwise along the infrastructure, all of the drainage will need to be installed to allow the foul from phase 3b to get to the pumping station.

Phase 3

Following the drainage installation, the loop road from phase 3b would be extended round to the POS south east of Phase 4b allowing the delivery of Phases 4a, 4b, 5b and 5c. Delaying the section of road marked bright blue on the plan will prevent residents other than phase 6 from accessing Ann Suckling Road until phase 4.

Phase 4

The final section of the loop road will be constructed linking Phase 2 and 3 of the road together. The two road junctions going into phases 5c and 5a will also only be constructed once this section of road is built, completing the loop road. At this point in time, the appropriate traffic mitigation measures along Ann Suckling Road will be in place. Following phase 4, we would expect residents of phase 4 and 5 to continue using the route through to Farrant Road or the relief road, avoiding Ann Suckling Road.

Following discussions, SCC Highways have confirmed that chicane points and a raised table crossing would be suitable along Ann Suckling Road to mitigate traffic impacts. Persimmon Homes are currently designing and looking at if they can be provided as a gesture of good will, which is over and above the highway measures identified in the s106.

I trust that the information provided is acceptable and clearly outlines our proposal moving forward. If you have any questions or require any further information, please do not hesitate to contact me.

Yours sincerely,



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