

Comments for Planning Application DC/15/2151/OUT

Application Summary

Application Number: DC/15/2151/OUT

Address: Great Wilsey Park Wilsey Road Little Wratting Suffolk

Proposal: Outline Application (Means of Access to be considered) - Residential development of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure

Case Officer: Chris Rand

Customer Details

Name: Mr Robert Green

Address: 4 Forties Close, Haverhill, Suffolk CB9 0LX

Comment Details

Commenter Type: Consultee

Stance: Customer objects to the Planning Application

Comment Reasons:

- Traffic or Highways

Comment: Planning issues still remain outstanding. As mentioned in the original 2031 consultation Haverhills economic development is seriously handicapped by its poor transport infrastructure. For Suffolks fourth largest town it really does not bode well for its future wellbeing and for the life chances of its residents. A full and impartial transport survey needs to be conducted so the present and future requirements of the town can be properly met. It means liaising with neighbouring councils and working together to see how Haverhills development can best be accommodated for the benefit of all concerned.

Our local M.P. has initiated a campaign to dual the Haverhill to Cambridge road (A1307) which is the towns economic lifeline but support from both the Borough & County Councils seems sadly lacking. The prospect of at least 3 650 houses being built without substantial investment in infrastructure seems a sure recipe for disaster for both Haverhill and its environs.

The original concept for Great Wilsey Park was for a spine road going through the development from the North West Relief Road (when built) to the Sturmer end of the Haverhill bypass. This gave access to Haverhills industrial estates and Cambridge without the need, sensibly, to go through the Town Centre especially as there will be three large supermarkets and other retail outlets drawing in more traffic. The road plan was abandoned and various ideas suggested such as limiting car parking space, and to encourage car sharing and promote cycling. These are all very worthy objectives but considering the position and topography of the development I have serious doubts that this is realistic. Cycling is a desirable pursuit in respect of both health and environment. To encourage cycling wide cycle lanes of at least 2m width are required. Cycle routes need to be simple and direct. Cyclists prefer and are safer not sharing routes with

pedestrians. (continued in second comment)