

Your ref: Application Reference: DC/19/0834/RM  
Our ref: Great Wilsey Park 42849  
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E: emma.thompson@bidwells.co.uk  
Date: 22/10/19

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

Dear Penny

**APPLICATION REFERENCE: DC/19/0834/RM**

**GREAT WILSEY PARK – INFRASTRUCTURE RESERVED MATTERS APPLICATION**

Further to the comments received from Suffolk County Council (Highways) on 30 September 2019 regarding the revised infrastructure application submission, I set out below our response which I trust will provide some clarity around the drawings.

**SCC Comment**

*“We disagree with the information on the Road Hierarchy plan drawing PB8301-RHD-DE-H1-DR-D-0170 Rev P05. The information provided in the Design Parameters table is not that previously agreed with the highway Authority and the LPA. (June 2019). We therefore do not accept the Design Parameters shown on this drawing. In addition, the roads shown as 'secondary' should be 'primary'. Secondary roads should feed into the parcels only and should be indicated on this drawing along with a more robust indication of the hierarchy of other interconnecting roads. We cannot accept a drawing stating 'future link roads... to be defined in future residential reserved matters applications' as it is key to understand how all the parcel connect We further note that there is a Reserved Matters application (DC/19/1940/RM pending determination) for the residential parcels A1, A2 and A3. Layout drawings for this application appear to show differing hierarchies.*

*The Hierarchy or GA plan should also indicate the proposed adopters of the various roads and footways.*

*The GA drawing (PB8301-RHD-DE-H1-DR-D-0150 Rev I06) shows different parameters to PB8301-RHD-DE-H1-DR-D-0170 Rev P05. Those shown on the GA drawing are more reflective of the Design Parameters previously agreed, however, the primary route should run through parcel A8, and not be disconnected as shown.”*

**Applicant Response**

Drawing PB8301-RHD-DE-H1-DR-D-0170 Road Hierarchy Design Parameters is the drawing submitted with the original application and is superseded by the amended submission therefore please can this



drawing be disregarded. The GA drawing PB8301-RHD-DE-H1-DR-D-0150 Rev I06 is the most up to date drawing which should reflect all the discussions and previous comments from SCC.

The drawings should also be viewed alongside the amended Road Hierarchy Parameter Plan which has been submitted under a Non-Material Amendment application reference (NMA(B)/15/2151.

#### **SCC Comment**

*“The visibility splay drawings do not show all the inter-visibility splays.”*

#### **Applicant Response**

The drawings have been reviewed by Redrow’s consultant team. From their review, the only junctions that do not show the visibility splays on are the ‘dotted’ junctions as they are indicative junction locations. Their exact locations will be fixed as part of future reserved matters applications for the specific parcels/development plots to which they relate. The splays can be added to the drawings if required which we can discuss further with the Highway Authority.

#### **SCC Comment**

*“We are concerned about the location of the electricity sub-stations. Particularly the 2 accessed directly from the Primary Routes. These should be redesigned to be accessed from lower hierarchy roads, or so service vehicles can enter and exit in forward gear.”*

#### **Applicant Response**

The substations have been incorporated within the infrastructure application such that they are not contingent upon the approval of the residential phase layouts and to facilitate early delivery of critical site infrastructure. It is unlikely the substations will need to be visited by the service provider for anything other than routine maintenance inspections which are likely to take place a maximum of a couple of times a year.

#### **Other SCC Comments**

- *“We request the applicant re-considers the design of the roundabout shown on Inset A, as we feel the cycle and pedestrian crossings can be better and safer designed. Overall, we feel the applicant should consider the design and locations of the cycleways throughout the development with reference to the desire-line and destination. along with the hierarchy of the roads. Cycleways should not run adjacent to roads with numerous driveway crossings. Cycleways should feed into and through each residential parcel. Cycleways slightly offset from the main carriageway should be also be considered.”*

#### **Applicant Response**

The design and layout of the roundabout, cycleways and pedestrian crossings have been the subject of extensive discussions with SCC (Highways), and draft designs for the initial layouts for the compact northern (and southern) roundabouts were emailed to Luke Barber, Steve Merry and Nigel Fernig by our consultants on 12 March 2019 (copy of email and associated drawings enclosed). It is very frustrating that the Highway Authority are now seeking for Redrow to revisit the design and layout of this junction, so long after the submission of the application.

- *“The lighting plans cannot be assessed at consultation stage as all street-lighting needs to be approved by the highway Authority Street-Lighting team as part of the highway adoption process. We accept that street lighting is proposed, however, we advise that street lights must be 5.0m from any trees.”*



### Applicant Response

We note the comments regarding the lighting plans and Redrow's consultant team are reviewing the drawings to confirm that the streetlights are 5.0m from any trees.

- *"The landscape drawings cannot be accurately assessed in regard to suitability of trees to be adjacent to the highway infrastructure. We advise the applicant that trees should be 3.0m or more from the back of the constructed highway (normally the footway or cycleway). It is not possible to accurately scale from the drawings, but some trees appear to be too close to the highway. Where trees are proposed adjacent to the highway, the applicant should provide drawings showing the distance from the highway, species with mature spread and water demand so we can give informed advice."*

### Applicant Response

Following our conversation, I understand that you have been able to accurately scale from the drawings. However, we have asked the technical team to review the drawings and provide additional information for clarity on this matter.

- *"We note the applicant has submitted highway construction drawings and advise that we cannot comment on these prior to the section 38 (of the highways act) application. We further advise that all highway construction designs must be based on correct, actual CBR results."*

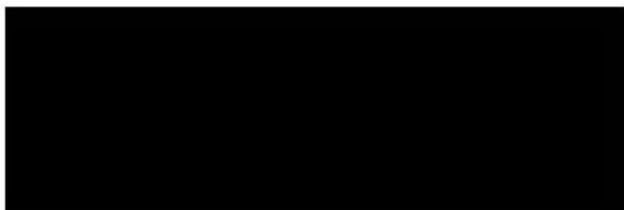
### Applicant Response

This is noted.

I trust that the above assists particularly in terms of reading the correct drawing revisions and we will revert back to you on the other matters as soon as possible.

If you require anything further, please do not hesitate to contact me.

Kind regards



**Emma Thompson BA (Hons) MSc**  
Principal Planner, Planning

**Copy** Chris Gatland, Redrow Homes

**Encs.**