

Your Ref:DC/19/0834/RM
Our Ref: SCC/CON/0929/20
Date: 6 March 2020
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

Email: planning.help@westsuffolk.gov.uk

The Planning Department
West Suffolk (BSE)
Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the attention of: Penny Mills

Dear Penny Mills

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/19/0834/RM

PROPOSAL: Reserved Matters Application - Submission of details under Outline Planning Permission DC/15/2151/OUT (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). Submission of details for the reserved matters access, landscaping, layout and scale for the Spine Road and associated strategic infrastructure to support the delivery of the first phase of development at Great Wilsey Park.

LOCATION: Land Ne Haverhill Wilsey Road Little Wratting Suffolk

ROAD CLASS:

Notice is hereby given that the County Council as Highway Authority make the following comments:

An updated comments spreadsheet will be sent under separate cover, however, the applicant appears to have addressed most of our comments except:

1. There are parking laybys shown too close to the junction with the main spine road to the south west of parcel A8. This cannot be accepted as there is an unacceptable risk to highway safety with vehicles waiting at the junction and vehicles manoeuvring in and out of the spaces. Also the location of these laybys has not been included with the junction modelling. If these laybys are intended to provide the visitor parking provision for dwellings within parcel A8, we advise that this is not a suitable location for them. This comment applies to both the spaces on the north-south spine road and the east-west link road.
2. We note on some drawings some additional layby parking spaces are indicated on the eastern side of A8 on the link road, but these are not shown as part of this application. On this basis we have no objection, however, the LPA must advise if an amendment to any planning permission would be needed if these laybys were to be proposed at a later date, maybe as part of the residential reserved matters.
3. The bat-hop dark zones conflict with the required lighting for Tiger crossings. We are aware the applicant has discussed the site wide street-lighting strategy with our specialist street lighting engineers but we do not believe the bat-hops & Tiger crossings conflict has been specifically

discussed. We reiterate that these pedestrian crossing features generally should also be safety audited to ensure they are the most suitable crossing design. We cannot recommend they are accepted until suitable safety assurances are given.

4. The visibility splays for the junctions on the southern part of the link road on parcel A8 should be increased. The visibility drawings show the junctions close to the bends are both designed with reduced visibility. While we accept the bends have been designed in an effort to reduce traffic speeds, the visibility to the junctions should be increased to allow vehicles approaching these junctions sufficient time to be aware of the junction and take any necessary avoiding action.
5. To the north of parcel A8, on the main spine road where it passes through the woodland belt, there is a removal of the footway and a reduction in width of the cycleway opposite. This pinch-point is not evidenced or explained and the design is not consistent with the design of other bat-hop areas. We feel this reduction will be detrimental to the safety of pedestrians and cyclists as it forces pedestrians to cross the spine road twice without any dedicated crossing points and creates only one shared use footway/cycleway with a reduced width, between the south-western residential area and the play areas/green space.

We reiterate our advice that should drawing PB8301-RHD-DE-H1-DR-D-0710 be included with any planning approval, we cannot accept this as adopted highway construction design at this stage. Highway construction and layout design will be subject to technical checks as part of the section 38 (of the Highways Act 1980) application.

Yours sincerely,

Hen Abbott

Development Management Engineer

Growth, Highways and Infrastructure