

Your ref: DC/19/0834/RM
Our ref:
DD: 01223 559810
E: emma.thompson@bidwells.co.uk
Date: 25/03/19

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

Dear Penny

APPLICATION REFERENCE: DC/19/0834/RM

GREAT WILSEY PARK

Please find enclosed revised drawings following further comments from Suffolk County Council (Highways) and Suffolk County Council (Flood and Water Management) in respect of the above application.

For completeness, the updated submission pack comprises the following information:

- Updated Highway and Drainage drawings prepared by Royal Haskoning;
- Updated Landscape drawings prepared by Exterior Architecture;
- Updated ecological reports, prepared by Ecology Solutions; and
- Drawing register detailing revised plans.

Highway Comments

Following some additional comments from Suffolk County Council (Highways), the design team have been liaising with County Highways to provide clarity and further information as requested.

I set out below an overview of the changes captured by the above updated submission pack

Point 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.

Applicant Response

We have reduced the number of parking bays along the east-west Primary Lower Tier road in parcel A8 following discussions with Hen Abbott (SCC Highways). The revised design provides sufficient offset of bays to the junction, and for cars to manoeuvre in and out of the bays without causing any adverse effect on the road or junction.

Through the discussions with SCC Highways and from a review of the original ARCADY modelling undertaken for the outline application by Brookbanks, it has been evidenced there will be no unacceptable highway effects of retaining the two additional parking bays on the north-south spine road.

Point 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.

Applicant Response

This is a drawing error and the General Arrangement Plan (PB8301-RHD-DE-H1-DR-D-0150) has been updated to address these points.

Point 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.

Applicant Response

Ahead of this submission, we have issued to SCC Highways and West Suffolk DC an updated LTN3 Crossing Assessment and a Stage 1 Road Safety Audit focussing on the four tiger/shared crossings across Phase 1 (issued on 25 March 2020). Copies of these reports are included again as part of this formal submission pack for completeness.

These reports demonstrate that the proposed tiger/shared crossings are appropriate in principle for these locations, albeit we accept that further detailed technical comments will need to be addressed following the detailed S38 technical review process by SCC.

Street lighting plans have been provided as part of the submission, which address the requirements for the dark corridors. We understand SCC Highways will only review street lighting as part of the detailed S38 process, therefore we would suggest any further queries that may need to be addressed in relation to the street lighting and the dark corridors, could be dealt with by way of a suitably worded condition. We understand this approach would be acceptable in principle to West Suffolk DC.

Point 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.

Applicant Response

Following further communication with SCC Highways on this matter, further adjustments have been made to the geometry of the junctions along the east-west Primary Lower Tier road in parcel A8 to ensure adequate visibility is provided at and through the junctions, as per SCC's requirements. These amendments are reflected in the updated drawing pack.

Point 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.

Applicant Response

Following this comment, the eastern verge has now been amended to a 2m footway on the plans to address this point.

Point 6

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.

Applicant Response

We confirm that the above drawing does not form part of the updated submission drawing pack.

Drainage Comments

Further to the comments received from Steven Halls (SCC Drainage Officer), the design team have updated the drainage details to address the outstanding comments. I set out below an overview of the changes:

- The water depths in some of the detention basins in the central corridor have now been revised to ensure that the maximum pond water depths are now 1.5m in line with national health and safety guidance.
- The drainage pipe run locations have been reviewed with the landscaping plans to ensure that tree planting is outside of the 3m easement envelope of the pipes.

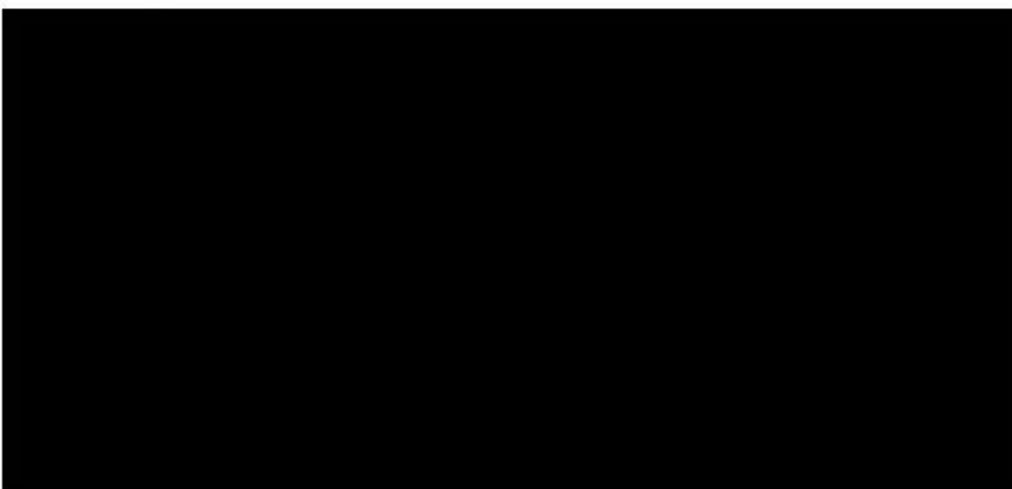
- Minor tweaks have been made to the watercourse maintenance corridors on the infrastructure access plan.

In addition to the above, we have also sought to address the omission of the mown path PROW along the Chalkstone Way boundary with parcel A8 as shown on the Outline Parameter Plans. This has now been shown on the updated General Arrangement Plan. (PB8301-RHD-DE-H1-DR-D-0150.GA)

Further to our conversations, I understand that given the technical nature of the above points, the updated drawings will not require a full reconsultation. I therefore look forward to receiving confirmation that the enclosed is satisfactory and we are still on target for a decision to be issued at the end of the month.

If you have any queries, please do not hesitate to contact me.

Kind regards



Emma Thompson BA (Hons) MSc
Principal Planner, Planning

Enclosures.

Copy Chris Gatland (Redrow Homes)