

3987

23 December 2025

Haverhill Town Council,
C/O Ms Vicky Phillips,
Heron House,
High Street,
Haverhill,
CB9 8AR

Dear Ms Phillips,

RE: Great Wilsey Park, Haverhill - DC/25/1099/RM - Parcels A3 and A5 Reserved Matters Application

I am contacting you on behalf of my client Redrow Homes, in relation to the reserved matters application submitted to West Suffolk District Council in July 2025 under application reference DC/25/1009/RM. The Town Council have helpfully provided two timely consultation responses to the application. This letter seeks to confirm where amendments have been made to overcome the current objection to the application and provides clarity over the interaction between the outline consent and the Reserved Matters (RM) application.

I am aware that the Town Council are well versed in the outline consent, having been an active consultee to the outline and previous reserved matters applications. Therefore, the detail provided in this letter relates only to those matters raised directly in the consultation responses received.

Interaction between the Outline Planning Permission and the newly adopted Local Plan

Outline Consent was granted in 2018. Under this consent, the principle of development and a series of parameters (land use, density, building heights, road hierarchy and public rights of way), were established. Since the outline was granted and after the submission of this latest RM application, the West Suffolk Local Plan 2024 to 2041 was adopted. This local plan does not override the outline consent but does form a material consideration for the determination of the RM application. The RM application must still be determined in accordance with the relevant adopted development plan policies in force at the time of the RM decision, unless material considerations indicated otherwise. This means the LPA can apply new adopted policies which are applicable to the assessment of the five reserved matters for detailed approval after the outline is granted (these being Layout, Scale, Appearance, Landscaping and Access), as long as those policies do not undermine what the outline has already approved. At reserved matters stage, the LPA cannot refuse a reserved matters application simply because the development may conflict with a new Local Plan policy. The question that should then be asked is if the reserved matters fall within the scope and parameters of the outline permission. If they do, new local plan policies cannot be used to refuse a reserved matters application (within reason).

HTC Comment 1 - Waste Collection and Accessibility

Councillors initially raised that there was confusion regarding bin collection arrangements from non-adopted roads.

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The policy position for this matter is contained within the Suffolk Waste Partnership's '*Waste Technical Guidance for Residential and Commercial Developments 2019*' report. This states that refuse collection will only occur on roads adopted by Suffolk County Council and that bin drag distances for residents should not exceed 30m. This was reiterated in pre-application discussions with the Suffolk County Highways team, who confirmed they require kerbside collection designed into the scheme. There are no updated policies in the adopted West Suffolk Local Plan.

The adopted roads have been shown on the General Arrangement Plans (appended to this letter for ease of access under Appendix 1). An overall review of the site was undertaken to ensure that drag distances were kept as short as possible. This matter has been discussed throughout the pre-app process with Suffolk County Highways and the Council's refuse team. A direct outcome of those discussions was to design and include a new bespoke lane typology (this can be seen on the site layout plans for both A3 and A5, labelled "lanes"). The direct purpose of these lanes is to avoid excessive bin drag distances, by providing an adoptable highway which is in keeping the rural character on the eastern edge of these parcels. These lanes are narrower than the standard typology but provides a construction level acceptable to the County Council, without having an overly engineered road layout. This dramatically reduced the number of Bin Collection Points needed to serve these properties, with all properties on these lanes having kerbside collection directly outside their front door. This leaves only the private drives, where bin collection points have been necessary to comply with both the Local Plan policy requirements in relation to high quality design, as well as Suffolk County Council guidance.

In order to achieve high quality place making, promotion of sustainable travel (including walking and cycling), provision of sufficient high quality open space, tree planting and to protect and enhance the existing ecological features onsite, the drag distances have had to be lengthened in a small number of specific locations. In these locations residents will present their bins to a bin collection point, from which the refuse collectors will then empty the bins. The design team have worked hard to ensure these instances are kept to an absolute minimum, avoiding working to minimum standards and looking to exceed them wherever possible.

An extract has been provided below highlighting the four longest drag distances on Parcel A3 and three longest drag distances on Parcel A5. There are seven proposed bin collection points on Parcel A3 (with most properties served by those points within 10m) and three proposed on Parcel A5 serving the properties off the Private Drives. This is also illustrated on the Refuse strategy Plan (reference P22-1630_DE_013_B_02 (Parcel A3) and P22-1630_DE_014_B_02 (Parcel A5)).



Figure 1: Resident Drag Distances for Parcel A3 (taken from plan reference P22-1630_DE_013_B_02)

For parcel A3, the notable plots with longer distances include:

- Plot 55 with a distance of 21m
- Plot 44 with a distance of 25m
- Plot 43 with a distance of 16.5m
- Plot 32 with a distance of 16.5m



Figure 2: Resident Drag Distances for Parcel A5 (taken from plan reference P22-1630_DE_014_B_02)

For parcel A5, the notable plots with longer distances include:

- Plot 46 with a distance of 29m
- Plot 37 with a distance of 27m
- Plot 64 with a distance of 27m

For those new residents who are unable to present their bin, West Suffolk provide a service known as the ‘assisted bin collection service’. Should the new residents of the properties identified above require assistance, they will be able to request aid through the Council. Information in relation to this service will be included within the residents’ ‘New Homeowner Welcome Packs’ by Redrow when they move in with all necessary contact details, to ensure its promotion. Wider publicity of this service within the district will need to be discussed with West Suffolk directly, away from this application.

HTC Comment 2 - Parking Arrangements for properties 9-12

Councillors have raised concerns over the triple parking arrangements for properties 9-12. A screenshot of this location has been included below (the full plans can be viewed once submitted back to the LPA in early January 2026 as part of an amended application pack).

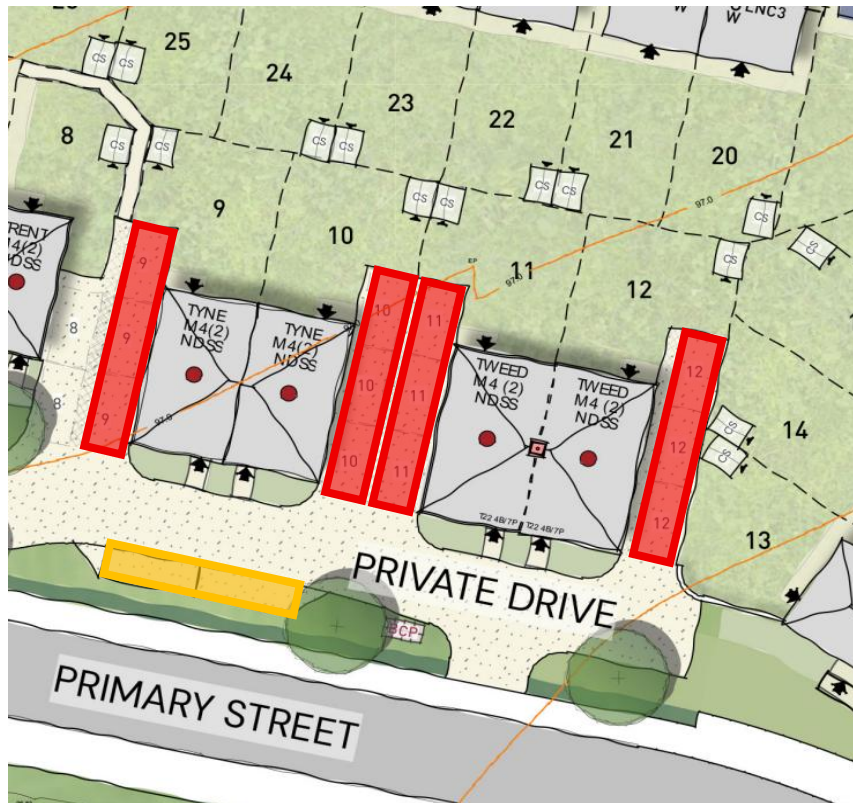


Figure 3: Extract of original layout plots 9-12 from P22-1630_DE_013_B_01 (red allocated parking spaces for dwellings, orange unallocated parking spaces)



Figure 4: Amended parking arrangements for pots 9-12 omitting the triple parking



The Tyne and Tweed house types are 4-bedroom properties with a minimum parking requirement of 3 spaces per dwelling (Suffolk Guidance for Parking 2023).

Redrow's design team has revisited this area to seek to address your comments and have amended the parking layout to omit the triple parking associated with these plots. This has been achieved by relocating the third parking space to the front of the dwelling. The parking spaces located within the private drive are now screened from the primary street by a hedgerow which extends its full length. This also screens the Bin Collection Point to the south of plot 12's third parking space, improving the street scene along the primary street.

HTC Comment 3 - Lack of Bungalow Provision

Councillors raised concerns about the lack of provision of older residents or those requiring single level living due to mobility challenges and requested a more inclusive mix.

As part of s106 legal agreement secured at outline stage, various provisions were included in relation to the housing mix. These relate purely to the affordable housing mix and do not delve into the unit sizes or specifications. There are no conditions requiring a specified housing mix and this matter was not raised by West Suffolk Council at pre-application stage.

Through discussions with the Case Officer and consideration of comments received through the consultation period, Redrow has agreed that changes will be made to include 81 units that meet the M4(2) standards set out in the Building Regulations. On the future final phases, Redrow has confirmed its reserved matters applications will be fully compliant with the new Local Plan policy (Policy SP17 of the 2024-2041 Local Plan) and will also provide for a proportion of bungalows. This provision will be over and above the requirements of the outline permission.

HTC Comment 4 - Public Transport Access

Councillors raised a comment relating to the lack of bus provision to the parcels and unclear provision of sustainable modes of transport for wheelchair users and those without private transport.

Under the Outline consent a series of parameter plans were approved. One of these parameter plans set the road hierarchy for the site. This has been appended to this letter under Appendix 2. In 2020, the infrastructure reserved matters was approved which assessed the suitability of the spine road for a public service vehicle (i.e. a bus) (plan ref PB8301-RHD-DE-H1-DR-D-0210). This included a tracking exercise to ensure the spine road was suitable for future use by a bus (should a public bus service be established which runs through the site).

There were no formal obligations or provisions within the S106 agreement for the provision of a bus service. However, discussions will be held with bus operators to see whether provision may be able to come forward once occupations are at a level to sustain a public commercial bus service. This is dictated primarily by the service provider as to when they would be able to provide a service through the site. The ability to provide a service has been designed into the existing consents. The precise locations of bus stops are unknown at this stage, however Parcels A3 and A5 have been designed to promote active and sustainable travel. The wider site of Great Wilsey Park contain a plethora of walking and cycling routes through the site to give residents the option to travel sustainably if they can. A connectivity plan for both the immediate parcels of A3 and A5 as well as wider connectivity routes has been provided to accompany this letter and to visually illustrate the network of walking and cycling routes.

I trust this provides you with sufficient information ahead of our meeting on 12th January, but should you have any queries ahead of this, please feel free to get in contact.



Yours sincerely.

For and on behalf of WOODS HARDWICK PLANNING

HARRIET WOOLER

ASSOCIATE MRTPI

Enc:

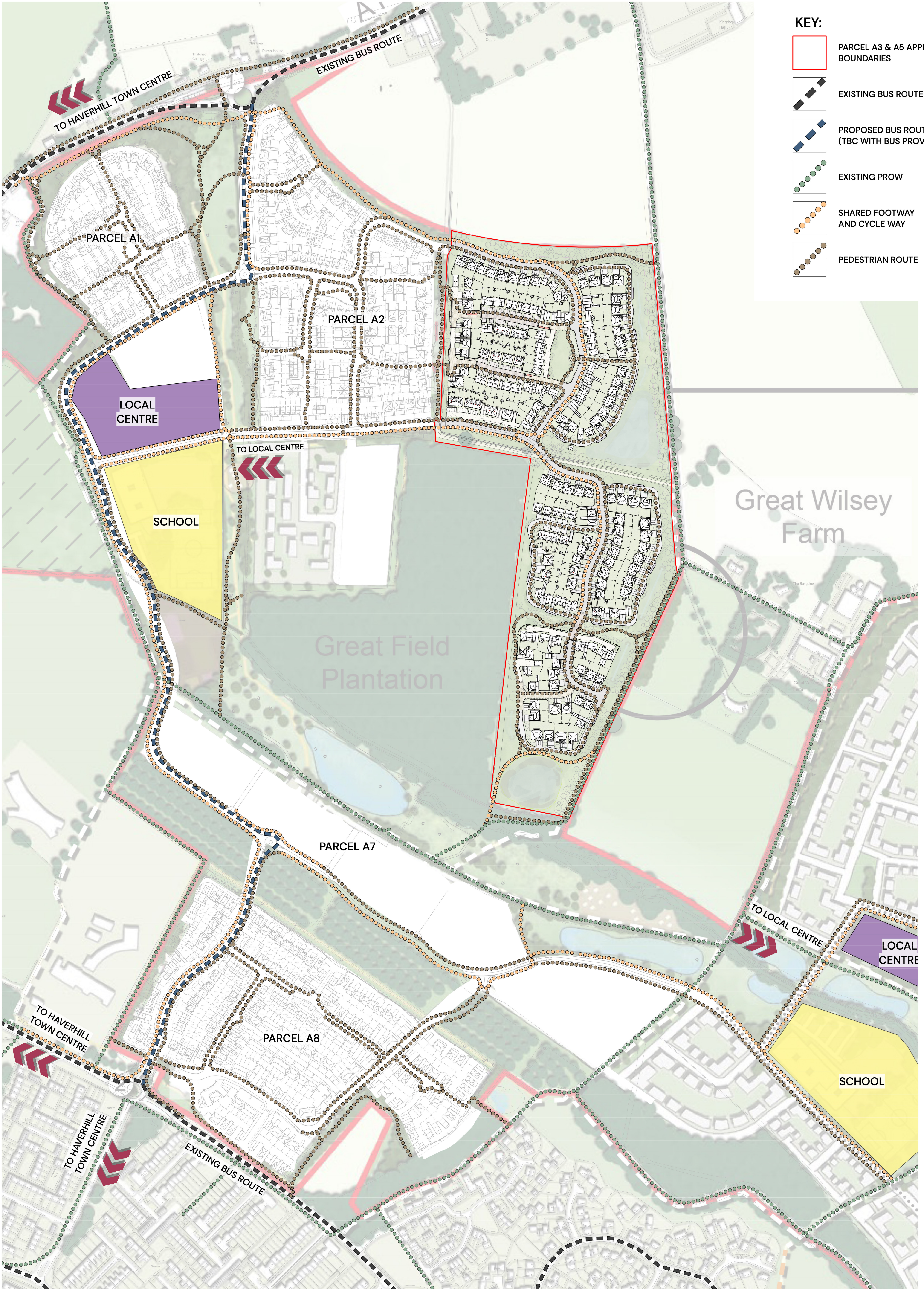
- Appendix 1 - A3 and A5 General Arrangement Plans (Plan references: PB8301-RHD-DE-A5-DR-D-0100; PB8301-RHD-DE-A5-DR-D-0101; PB8301-RHD-DE-A5-DR-D-0102).
- Appendix 2 - Road Hierarchy Parameter Plan

cc:

Chris Gatland (Planning Director, Redrow Homes); Charlotte Waugh (Planning Case Officer, West Suffolk District Council).



Appendix 1a - Site Wide Connectivity Plan





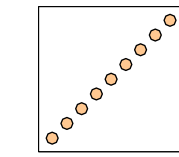
Appendix 1b – Parcel A3 Connectivity Plan

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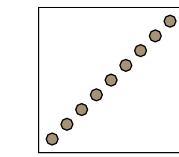
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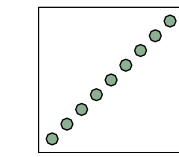
KEY:



SHARED FOOTWAY AND CYCLEWAY



PEDESTRIAN ROUTE



EXISTING PROW

GREAT WILSEY PARK, HAVERHILL – PARCEL A3 WALKING AND CYCLING ROUTE PLAN

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| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: AS/ES | APPROVED BY: SL | DATE: 07/11/2025 | SCALE: 1/500@A1 | DRWG: P22-1630_DE_O13__19 | CLIENT: REDROW HOMES |



Parcel 1c – Parcel A5 Connectivity Plan

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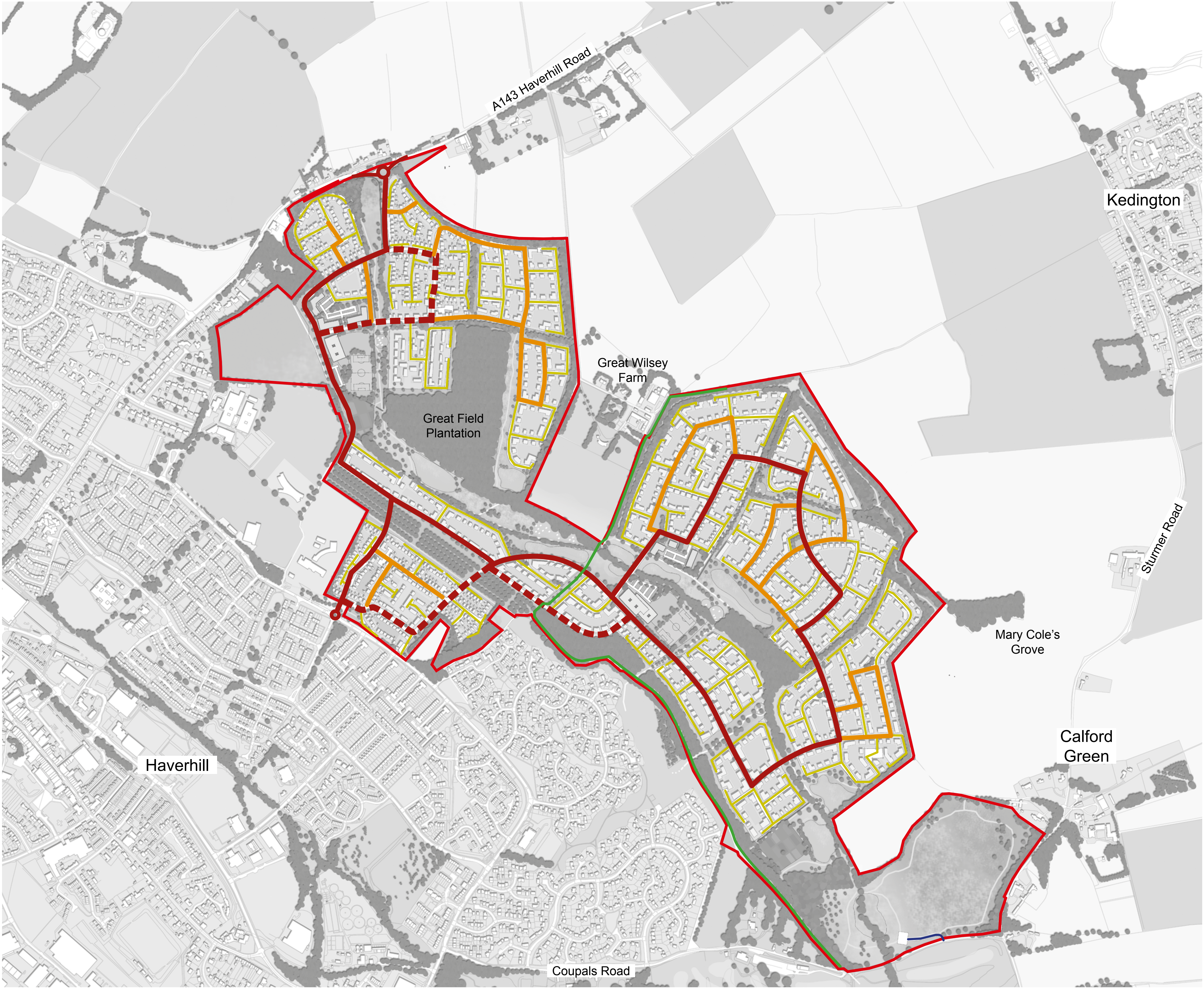


GREAT WILSEY PARK, HAVERHILL - PARCEL A5 - WALKING AND CYCLING ROUTE PLAN

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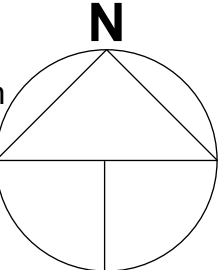


Appendix 2 – Road Hierarchy Parameter Plan



- Site Boundary
- Primary (upper tier)
7.3m to 6.2m wide
- Primary (lower tier)
6.5m to 5.5m wide
- Secondary circulation
6.5m to 5.5m wide
- Tertiary streets
4.8m minimum width (adoptable),
4.0m minimum width (private)
- Car park access only
- Access for agricultural vehicles

Notes:
5055-ES-04 Revision H: July 2019
5055-ES-04 Revision G: July 2019
5055-ES-04 Revision F: May 2018
5055-ES-04 Revision E: May 2018
5055-ES-04 Revision D: May 2016
5055-ES-04 Revision C: April 2016
5055-ES-04 Revision B: April 2016 - amended in line with client instruction
5055-ES-04 Revision A - amended in line with client instruction Sep 2015
Drawing Number Changed: August 2015
5055-L-104 Revision D: July 2015
5055-L-104 Revision C: April 2015
5055-L-104 Revision B: December 2014
5055-L-104 Revision A: November 2014



ROAD HIERARCHY - PARAMETERS