



BIDWELLS

Your ref: PP-13579981
Our ref: JB94529
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E:
Date: [REDACTED]

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FAO: CHARLOTTE WAUGH

Dear Charlotte

PLANNING PORTAL REFERENCE: PP-13579981

**RESERVED MATTERS APPLICATION FOR ACCESS ROAD TO PHASE 2 BETWEEN PARCELS A7
AND A9
OUTLINE APPLICATION DC/15/2151/OUT**

I am writing on behalf of my client, Redrow Homes Ltd, (hereafter referred to as 'the Applicant') and further to the submission of a Reserved Matters Application via Planning Portal (ref: PP-13579981) for the approval of Reserved Matters associated with the section of road running south of parcels A7, to provide access to future phases of development at Great Wilsey Park, Haverhill (Phase 2 of the Outline masterplan).

The Reserved Matters sought for approval include access, layout, scale and appearance.

The submission of this Reserved Matters Application (RMA) is accompanied by a separate application to discharge the following conditions, triggered by these proposals:

- Condition 9 (Ground Levels, Services and Hard Surfaces)
- Condition 40 (Arboricultural Method Statement)
- Condition 41 (Tree Survey)
- Condition 44 (Lighting Strategy)

Site Context and Background

The site is located at Great Wilsey Park, Haverhill. Great Wilsey Park is a sustainable urban extension located at the north-east edge of Haverhill and lies within the parishes of Little Wrating and Kedington. St Edmundsbury Borough Council granted outline planning permission on 15 August 2018 for residential development of up to 2,500 units (including Use Classes C2/C3), two primary schools, two local centres for retail, commercial and employment use (Use Classes A1/A2/A3/A4/A5, B1 and D1/D2), open space



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and landscaping and associated infrastructure that form Great Wilsey Park, Haverhill (ref: DC/15/2151/OUT).

A number of RMAs have secured approval for the first three housing parcels and the infrastructure to support Phase One of the site. The marketing for Phase Two is now underway and requires the road to be constructed to allow access through to the parcel.

The site is situated within the Haverhill Housing Settlement Boundary, is not within Flood Zone 2 or 3, and is not situated in proximity to any heritage assets. A tree belt runs along the southern and eastern boundaries of the site, which is subject to only minor loss as explained in further detail below. These trees are not subject to any Tree Preservation Orders (TPOs) but were identified within the Outline Consent as trees to be retained.

The Application

This application is submitted to seek approval for a section of road, required to provide access to Parcel A9 in Phase Two of the development.



Figure 1: Approved Land Use Parameter Plan (with the site outlined in red)

Under the Outline Permission, a series of parameter plans were approved including a Road Hierarchy Parameter Plan (ref: 5055-ES-04 rev G), setting the highway framework for the development. This designated this stretch of road as a Primary (Lower Tier) road as set out on the snippet below.

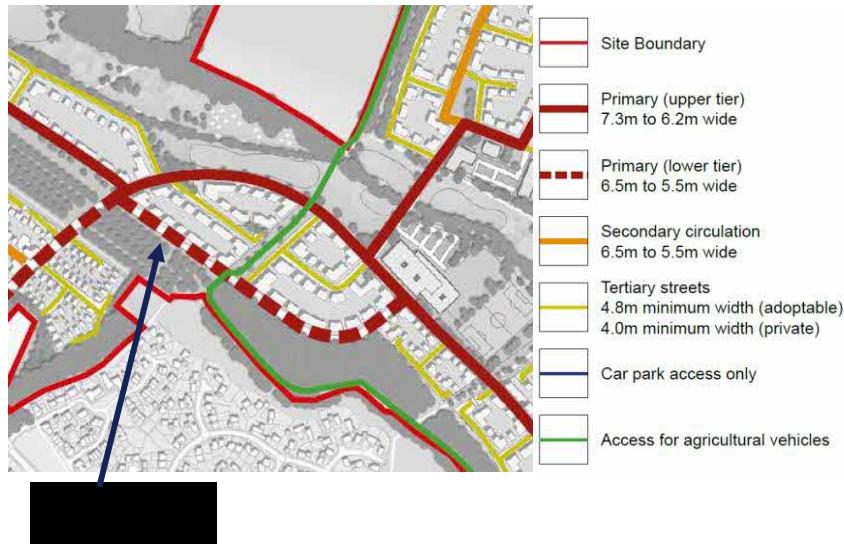


Figure 2: Extract of the Approved Road Hierarchy Parameter Plan

The infrastructure Reserved Matters approved under application reference DC/19/0834/RM, included the location of the junction associated with this road and the secondary circulation road to the west, as shown on the plan below.

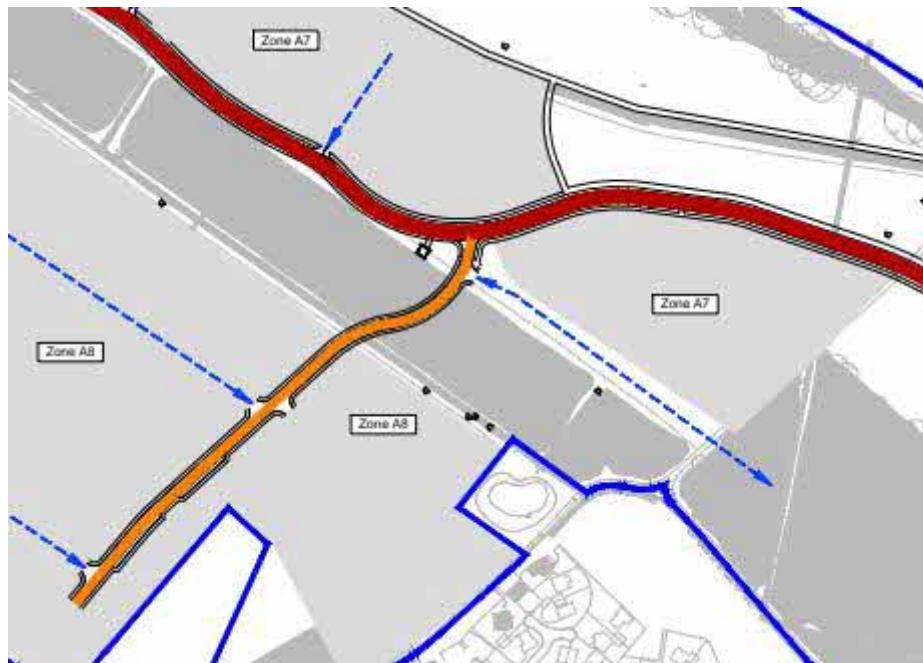


Figure 3: Approved Road Hierarchy and Design Standards Plan under DC/19/0834/RM
(dwg no: PB8301-RHD-DE-H1-DR-D-0170)

Under a recently submitted NMA (application reference NMA(B)/19/0834), the approved junction has been moved slightly to the south to ensure the full extent of the visibility splays from the northern junction can be met. This change has arisen as a result of the technical highways approval process and a request made by Suffolk County Highways. The RMA subject to this letter, should therefore be read in conjunction with the NMA application (NMA(B)/19/0834).

The road runs along the southern part of Parcel A7, before crossing an existing Public Right of Way which will be retained and running to Parcel A9.

As shown by Image 3 below, the proposed road is a width of six metres allowing for two-way traffic. The road continues the shared footway and cycle path (at 3m wide) on the northern side of the road.

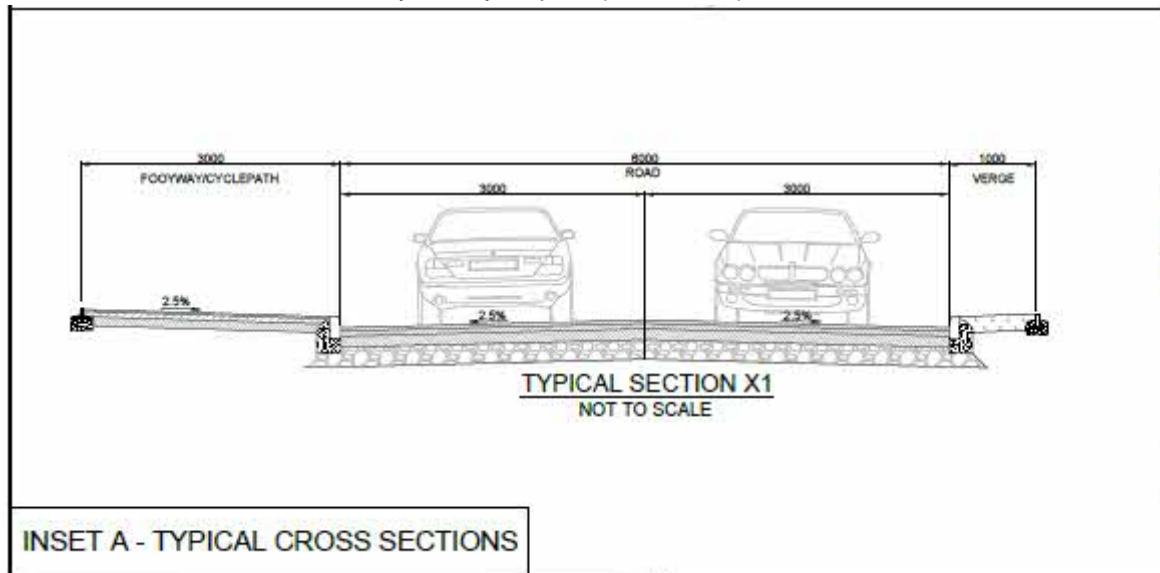


Figure 4: Inset A from enclosed General Arrangement Plan showing a typical section of the spur road

The surface of the carriageway will be stone mastic asphalt, and the pavement and cycleway will be dense bitumen macadam surface course. Further details of the materials used in the proposals can be found in the Surface Materials Plan (ref no: PB8301-RHD-DE-A7-DR-D-0710, rev P01).

Pre-Application Consultation

A pre-application meeting was held with officers at West Suffolk District Council and Suffolk County Council Highways to discuss the proposals.

Comments were made in relation to the alignment of the road and the interaction with the tree belt to the south. As part of a separate discharge of condition application, an updated tree survey and Arboricultural Impact Assessment are provided to show the extent of the removal required to facilitate the required relocation of the junction and the continuation of the road.

A change to the layout has been made to address comments over the width of the footways. This involved the removal of the footway to the south of the road and the widening of the footpath to the north to meet the standard 3m width requirements for a shared footway/cycleway.

Planning Assessment

National and Local Policy

The relevant development plan comprises the West Suffolk Local Plan, which is made up of the Core Strategy (2010), Haverhill Vision 2031 (2014) and Joint Development Management Policies Document (2015).

There are no relevant Supplementary Planning Documents or Neighbourhood Plans which would constitute Material Considerations relevant to the site.

Due to the small scale of this application, there are few relevant policies which are applicable. Development at Great Wilsey Park is broadly supported in the Core Strategy (2010) which describes 'long term development located on the north eastern edge of Haverhill' as part of the Spatial Vision for St Edmundsbury. Policy CS12 of the Core Strategy states that the site should 'Provide improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations'. The provision of foot and cycle links along this stretch of the road will tie into a network of other routes within the site to enable access to nearby amenities and those being delivered as part of this development.

When considering development proposals in relation to transport, paragraph 117 of the National Planning Policy Framework (NPPF) states that applications for development should 'give priority first to pedestrian and cycle movements' and should 'create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards'. This application prioritises pedestrians and cyclists with a separate off-road pathway to ensure safety and reduce conflict with vehicles.

Compliance with the Outline Consent and Approved Parameter Plans

Under the Outline Consent DC/15/2151/OUT, a series of Parameter Plans were approved including:

- Building Heights Parameter Plan Alternative 5055-ES-03 E
- Density Parameter Plan Alternative 5055-ES-02 D
- Land Use Parameter Plan Alternative dwg no 5055-ES-01 rev O
- Road Hierarchy Parameter Plan Alternative 5055-ES-04 F
- Public Rights of Way Parameter Plan Alternative 5055-ES-05 F

The Road Hierarchy Parameter Plan set the expectation for a Primary (Lower Tier) Road to run along the south of Parcel A7.

Under the Infrastructure RMA the location of the junction was approved. The Subsequent NMA submitted under application reference NMA(B)/19/0834 seeks approval for the minor adjustment of the location of this junction, following a request from Suffolk County Highways.

Figure 2 above shows the approved Road Hierarchy Parameter Plan from the Outline Application and Figure 3 shows the approved Road Hierarchy and Design Standards Plan from the Infrastructure Reserved Matters. The General Arrangement Plan submitted with this application is in accordance with these two previously approved plans.

The application is therefore broadly in compliance with the outline consent DC/15/2151/OUT.

Trees

Minor additional tree removal is required, but the submission of Conditions 40 and 41 in association with this RMA demonstrate that the removal is kept to a minimum. The road moves away from the tree belt further from the junction, as shown in the General Arrangement Plan snippet below, and then does not impinge on the treeline again.

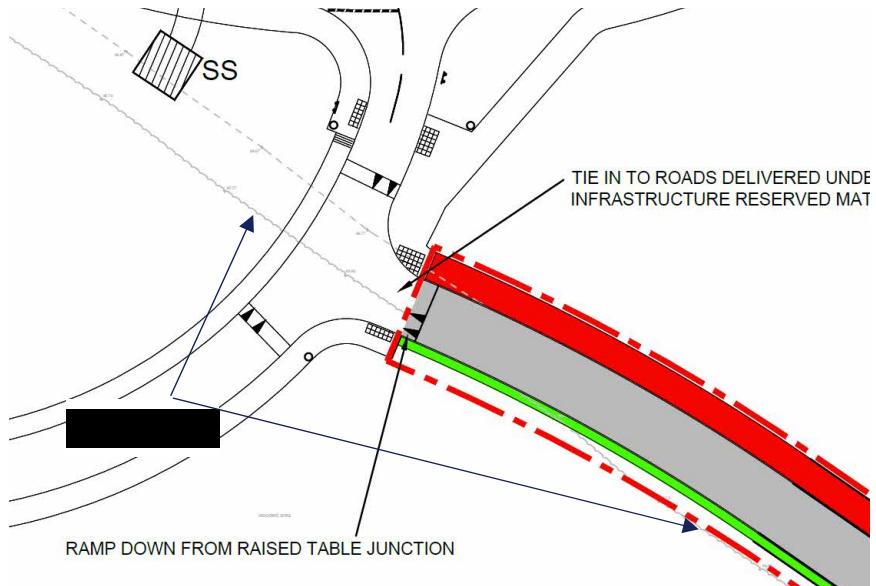


Figure 5: Snippet from General Arrangement Plan to show tree line

As part of our assessment of the impacts of these changes, we have considered the two potential impacts:

1. Removal of trees previously identified to be retained
2. The movement of the junction to ensure safe visibility splays for the northern junction.

The proposals under this application have sought to reduce the level of tree loss to only that necessary to facilitate the movement of the junction. A section of circa 3m² is required to be removed to facilitate the proposals under this application. It is therefore considered that the benefit of moving the junction to create safe ingress and egress at the junction to the north outweighs the loss of a small section of the tree belt to the south. The tree belt still provides a substantial coverage and performs the same function as intended under the Outline Consent. For further details, please refer to the supporting condition applications.

Submission Content

The application comprises the following information, submitted via the Planning Portal:

- Application Form
- General Arrangement Plan (ref no: PB8301-RHD-DE-A7-DR-D-0150, rev P05)
- Drainage Plan (ref no: PB8301-RHD-DE-A7-DR-D-0150, rev P03)
- Surface Materials Plan (ref no: PB8301-RHD-DE-A7-DR-D-0710, rev P01)
- Vehicle Tracking Plan (ref no: PB8301 – RHD-DE-A7-DR-D-0101, rev P02)

Conclusion

Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account including the Outline consent (ref: DC/15/1251/OUT) and having considered

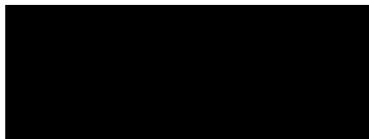
the potential impacts against the benefits of the scheme, planning permission should be granted in this instance.

The accompanying planning application fee of £293 payable to West Suffolk Council has been made online via the Planning Portal, plus the service charge of £70.

I trust that the above and the enclosed documentation is self-explanatory, but should you require any further information to allow your full consideration of this application, then please contact me at your earliest opportunity and prior to the determination of this application.

I look forward to receiving confirmation that this application has been registered and validated in due course.

Kind regards



Claire Galilee
Assistant Planner

Copy: Emma Gladwin, Senior Planning Manager, Redrow