

**From:** Mills, Penelope <Penelope.Mills@westsuffolk.gov.uk>

**Sent:** 27 Dec 2024 10:45:25

**To:** DMS.Planning@westsuffolk.gov.uk

**Cc:**

**Subject:** dc 24 1452 rm 2 15 10 2024 ramblers

**Attachments:**

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**Sent:** 15 October 2024 12:54

**Subject:** dc 24 1452 rm 2

Penny Mills

Principal Planning Officer, West Suffolk.

15<sup>th</sup> October 2024.

Dear Penny

**Application no. DC/24/1452/RM: reserved matters application – (a) submission of details under DC/15/2151/OUT for access, appearance, landscaping, layout, and scale of the local community centre, (Class F2(b) within Parcel D1 pursuant to outline permission DC/15/2151/OUT, comprising community space which will also provide café, office, retail and nursery space, (Class E), with associated internal roads, car and cycle parking, mobility hub, landscaping, play space, public open space and servicing, including detail reserved by conditions 4, 6, 9, 10, 28, 31, 37, 38 and 44 of DC/15/2151/OUT. Zone D1, Land Ne Haverhill, Wilsey Road, Little Wrating. The H J Pelly Settlement Trust.**

Thank you for consulting the Ramblers on this application which, surprisingly, has no documents to refer to. However, as our interest here is primarily on the impact of the proposals on the local rights of way network, it is fortunate that the earlier outline application documents include a plan entitled 'Public Rights of Way -Parameters' and detailed comments from Suffolk County Council, (dated 27<sup>th</sup> February 2017), under the heading 'Rights of Way Improvements', both of which clarify the situation.

The plan suggests that the draft housing layout has been designed with the existing rights of way network in mind i.e. with no significant permanent diversions envisaged, and this is welcomed. Temporary diversions are, of course, inevitable with a scheme of this size, and will need to be dealt with as the scheme proceeds. The additional public rights of way proposals are noted, but their status will have to be considered later.

The comments of the County Council officer are also noted, with particular regard to the suggested upgrading of certain footpaths to bridleways and no objection, in principle, is offered at this stage subject to the safety of pedestrians not being compromised.

I hope that you will find these comments to be useful.

Sincerely.

Phil Prigg

Group Footpath Officer

Ramblers, Newmarket & District Group.

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