BLOOR HOMES EASTERN

GREAT WILSEY PARK, HAVERHILL

HIGHWAYS TECHNICAL NOTE (PARCEL A9)

Report Ref.
2503710_A-ACE-XX-00-RP-C-0102B

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Distribution

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Bloor Homes Eastern to provide transport and infrastructure support for the proposed development at Great Wilsey Park, Haverhill.

1.2. An outline planning application (planning reference DC/15/2151/OUT) was submitted in October 2015 for a *'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*'. Outline planning consent was subsequently granted in August 2018.

1.3. The overall proposals seek to construct the development across 3 different phases. Phase 1 (including the infrastructure to support Phase 1 of the site) is currently under construction. The indicative phasing plan is shown at **Appendix A** for reference.

1.4. In addition to the above, planning consent was granted in August 2025 (under planning reference DC/25/0204/RM) for the section of road required to provide access into Phase 2 of the development.

1.5. The overall development proposals are split across 22 different parcels. A copy of the approved land use parameter plan is shown at **Appendix B** for reference, with an extract provided overleaf at **Figure 1.1**.



Figure 1.1: Approved Land Use Parameter Plan (Source: FCPR Ref. 5055-ES-01 Rev. O)

1.6. This Highways Technical Note has been prepared to accompany a Reserved Matters (RM) application for parcel A9 of the development. The proposals (which form part of Phase 2) seek to provide a total of 95 residential dwellings with associated infrastructure.

1.7. A full description of the proposals is as follows:

'Reserved matters application - submission of details under outline planning permission DC/15/2151/OUT – means of access; appearance, landscaping, layout and scale for 95 dwellings (including 42 affordable) (parcel A9); associated internal roads, car parking, amenity and public open space; pumping station and diversion of overhead HV cable; including application to partially discharge conditions 4; 6; 7; 8; 9; 12; 15; 28; 30; 37; 38; 39; 40; 41, 42; 44; 45 and 46'.

1.8. The RM application is submitted to West Suffolk Council (WSC) as the local planning authority. Suffolk County Council (SCC) is the local highway authority responsible for roads in the surrounding area.

1.9. Following this introduction, the remainder of this report is structured as follows: -

- **Section 2** describes the site location and existing situation;
- **Section 3** outlines the proposed highway infrastructure; and
- **Section 4** provides a summary and sets out the conclusions.

2. Existing Situation

2.1. The wider Great Wilsey Park development is located to the north-east of Haverhill, within the county of Suffolk. The site broadly lies adjacent with the existing urban edge of Haverhill, spanning the land between the A143 Haverhill Road to the north and the B1061 Coupals Road to the south.

2.2. The location of the wider site in its immediate context with Haverhill is shown at **Figure 2.1** below with the site boundary outlined in red.

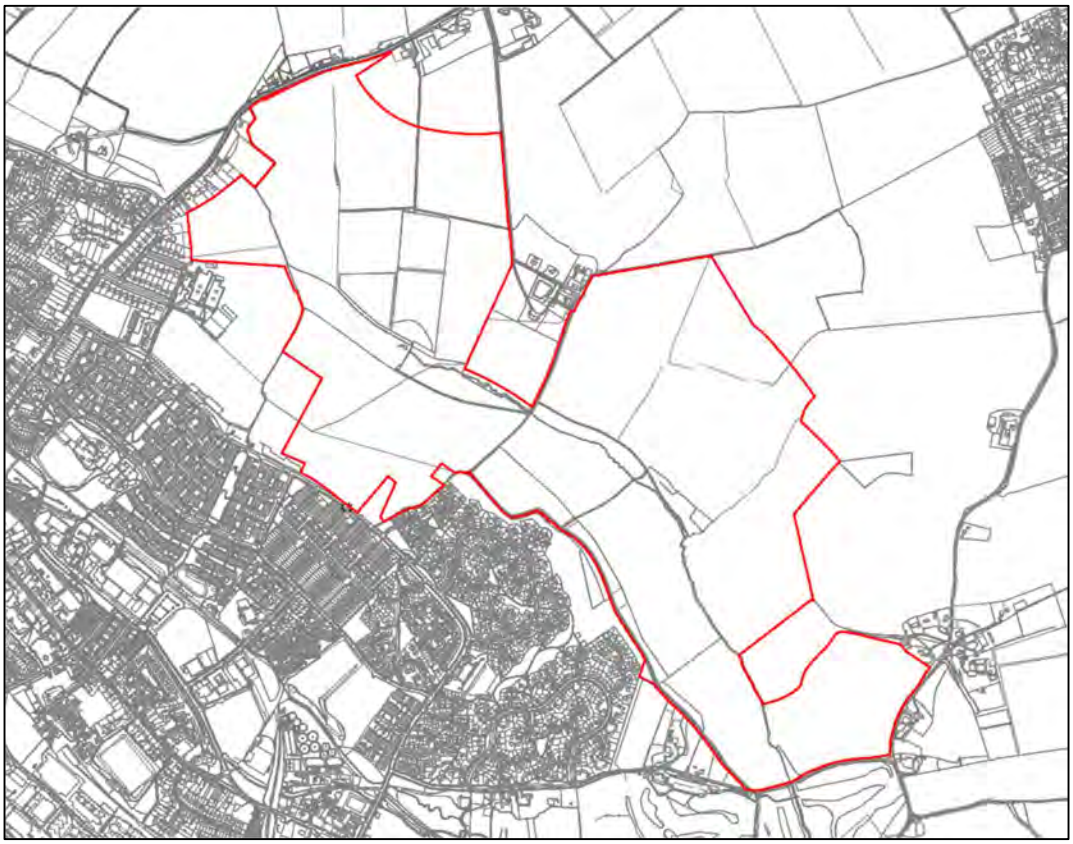


Figure 2.1: Approved Application Redline (Source: FCPR Ref. 5055-PL-01 Rev. B)

2.3. The wider site comprises an area of 168.34 hectares and is currently in use for arable cropping and pasture.

2.4. Primary access to the Great Wilsey Park development is taken from 2 separate newly constructed roundabouts, located along the northern frontage of the site from the A143 Haverhill Road and along the south-western frontage from Chalkstone Way.

2.5. The overall development proposals are split across 22 different parcels with the construction of various parcels within Phase 1 underway.

2.6. Parcel A9 (which is the focus of this RM application) is located in the central portion of the site. The parcel comprises a total area of 6.72 hectares and is centred approximately at Ordnance Survey grid co-ordinates 568840mE, 245767mN.

3. Proposed Development

3.1. The proposals relevant to this RM application (parcel A9) seek to provide a total of 95 residential dwellings with associated infrastructure.

3.2. A full description of the proposals is as follows:

'Reserved matters application - submission of details under outline planning permission DC/15/2151/OUT – means of access; appearance, landscaping, layout and scale for 95 dwellings (including 42 affordable) (parcel A9); associated internal roads, car parking, amenity and public open space; pumping station and diversion of overhead HV cable; including application to partially discharge conditions 4; 6; 7; 8; 9; 12; 15; 28; 30; 37; 38; 39; 40; 41, 42; 44; 45 and 46'.

3.3. A breakdown of the proposed mix of residential dwellings is provided below: -

Private

- 13 x 2-bed houses;
- 20 x 3-bed houses; and
- 20 x 4-bed houses.

Affordable Rent

- 10 x 1-bed houses;
- 12 x 2-bed houses;
- 7 x 3-bed houses; and
- 2 x 4-bed houses.

Affordable Shared

- 2 x 2-bed houses; and
- 9 x 3-bed houses.

3.4. The site layout is contained within **Appendix C**, with an extract provided overleaf at **Figure 3.1**.



Figure 3.1: Site Layout Extract (Source: Bloor Homes Ref. EA232-PD-002B)

3.5. The following description is pertinent to the highways and transport aspects of the proposed scheme.

Access

3.6. Parcel A9 is proposed to be accessed via a continuation of the primary (upper and lower tier) spine roads in the northern portion of the site.

3.7. The primary (upper tier) spine road is already partially constructed as part of the works for Phase 1.

3.8. Planning consent was granted in August 2025 (planning reference DC/25/0204/RM) for the section of primary (lower tier) spine road required to provide access into Phase 2 of the development. Full details of the lower tier spine road have been submitted as part of that application.

Internal Road Network

3.9. The internal highway layout has been designed in accordance with the approved road hierarchy parameter plan, submitted as part of the outline planning application (planning reference DC/15/2151/OUT). A copy of the plan is included at **Appendix D** for ease of reference.

3.10. The proposed road types associated with this application are within the parameters set out in the road hierarchy plan. The proposed road network contained in this application is as follows:

- Primary (upper tier) Spine Road – 6.2m carriageway width with a combined 3m wide footway / cycleway on the northern side and a 2m wide footway on the southern side. A 1m wide verge is provided on the southern side of the carriageway and a 3m wide verge is provided on the northern side to incorporate a swale (as previously agreed with SCC);
- Primary (lower tier) Spine Road – 6.0m carriageway width with a combined 3m wide footway / cycleway on the northern side and either a 2m wide footway or 1m wide service margin on the southern side;
- Tertiary Street – 5.5m carriageway width with 2 x 2m wide footways;
- Shared Surface – 5.5m carriageway width with a combined pedestrian and vehicular shared surface. 1m wide service margins are provided on both sides of the carriageway; and
- Shared Private Drive / Parking Court – 4.1m carriageway width serving up to 5 no. units. 6m clearance is provided for all parking bays in a parking court.

3.11. **ACE Drawing 2503710_A-ACE-XX-00-DR-C-0505B** shows the proposed road hierarchy as set out above.

3.12. Pedestrian and cycle connections have been provided throughout the development to connect with existing and proposed Public Rights of Way (PRoW) within the site. A copy of the approved PRoW parameter plan, permitted as part of the outline planning application (planning reference DC/15/2151/OUT) is included at **Appendix E** for ease of reference.

3.13. Following discussions with SCC regarding the operation of the priority T-junction arrangement located to the south-west of the proposed school land (Parcel B2), Paul Basham Associates (PBA) have prepared a Technical Note (report reference 1028.0006/TN/1) to summarise the capacity modelling of the junction.

3.14. The junction is shown below at **Figure 3.2** for reference.



Figure 3.2: Priority T-Junction Arrangement adjacent to the Proposed School Land (Source: Bloor Homes Ref. EA232-PD-002B)

3.15. The PBA assessment shows that the junction is forecast to operate within capacity in all but one scenario, where an additional 10% of traffic is added on to the overall trip generation.

3.16. It should be noted that the assessment was based on a total of 1,447 residential units (1,407 dwellings and 40 flats), 240 students for the proposed primary school and 1,225sqm of retail space located in Plot C1. It is understood that the final scheme is intended to come forward with a lower level of residential units, meaning the PBA assessment shows a worst case scenario.

3.17. Based on the conclusions of the PBA junction capacity assessment and Technical Note (report reference 1028.0006/TN/1), it is considered that the proposed junction as designed is suitable for the worst case vehicle trip generation.

Traffic Calming

3.18. All internal roads will be subject to a comprehensive mix of traffic calming features including speed tables and raised table junctions.

Visibility

3.19. 2.4m x 25m junction visibility splays are provided at all internal junctions in accordance with Suffolk Design Streets Guide / Manual for Streets standards for a design speed of 20mph.

3.20. All visibility splays are shown on **ACE Drawing 2503710_A-ACE-XX-00-DR-C-0503B**.

Turning

3.21. All adopted roads throughout the development have been provided with sufficient turning heads to accommodate both refuse collection vehicles and fire tenders.

3.22. Turning areas have also been provided on all private drives to accommodate the turning movements of cars and small delivery vehicles.

Fire Access

3.23. All units within the development can be accessed within 45m of a fire tender with a 20m reverse distance if required into the private drive / access. Longer reverse distances can be agreed with the local fire authority if required.

3.24. Fire tenders entering the site are able to turn internally and do not have to reverse beyond a 20m distance.

Refuse

3.25. Refuse is to be collected internally of the site, with a refuse vehicle able to enter the site from all access points and get within acceptable collection distances of all properties / collection points (residents should not carry waste more than 30m, and waste collection vehicles should be able to get within 25m of the storage point).

3.26. **ACE Drawing 2503710_A-ACE-XX-00-DR-C-0503B** shows the swept paths of a refuse vehicle turning where applicable.

Highway Adoption

3.27. The proposed extents of highway land to be offered to SCC for adoption under S.38 of the Highways Act 1980 are shown on **ACE Drawing 2503710_A-ACE-XX-00-DR-C-0503B**.

Parking

3.28. Parking is to be provided in accordance with SCC's Guidance for Parking (October 2023) document across the scheme.

3.29. The standards require the following minimum level of on-site car parking to be provided:

- 1-bed houses - 1 space per dwelling;
- 2-bed houses - 2 spaces per dwelling;
- 3-bed houses - 2 spaces per dwelling;
- 4+ bed houses – 3 spaces per dwelling; and
- Visitors – 0.25 spaces per dwelling.

3.30. Based on the above, **Table 3.1** overleaf identifies the minimum required level of parking.

Table 3.1: Required Level of Parking

Dwelling Type	No. of Units	SCC Parking Standards (spaces per dwelling)	Required Provision	
			Allocated	Visitor
1-bed house	10	1	10	-
2-bed house	27	2	54	-
3-bed house	36	2	72	-
4-bed house	22	3	66	-
Total	**95**	**-**	**202**	**24**

3.32. It is proposed to provide a total of 234 residential parking spaces across the site at an average of 2.5 spaces per dwelling. The breakdown of parking is as follows: -

- 188 allocated parking spaces;
- 31 allocated garage parking spaces; and
- 15 visitor parking spaces.

3.33. All parking bays are provided at 5m x 2.5m in line with SCC standards. Swept paths have been checked using AutoTrack to determine each bay can be accessed / egressed accordingly.

3.34. Cycle parking is also be provided in accordance with the SCC's Guidance for Parking (October 2023) document which requires 2 cycle spaces per dwelling. All housing plots are to have cycling spaces provided internally of the units or property boundary.

4. Summary and Conclusions

4.1. ACE has been appointed by Bloor Homes Eastern to provide transport and infrastructure support for the proposed development at Great Wilsey Park, Haverhill.

4.2. The Great Wilsey Park development is located to the north-east of Haverhill, within the county of Suffolk. The wider site broadly lies adjacent with the existing urban edge of Haverhill, spanning the land between the A143 Haverhill Road to the north and the B1061 Coupals Road to the south.

4.3. The overall development proposals are split across 22 different parcels with the construction of various parcels within Phase 1 underway.

4.4. This Highways Technical Note has been prepared to accompany a RM application for parcel A9 of the development which is located in the central portion of the site. The parcel comprises a total area of 6.72 hectares and is centred approximately at Ordnance Survey grid co-ordinates 568840mE, 245767mN.

4.5. The RM application is submitted to WSC as the local planning authority. SCC is the local highway authority responsible for roads in the surrounding area.

4.6. The proposals (which form part of Phase 2) seek to provide a total of 95 residential dwellings with associated infrastructure.

4.7. Access is proposed to be taken via a continuation of the primary (upper and lower tier) spine roads in the northern portion of the site. The primary (upper tier) spine road is already partially constructed as part of the works for Phase 1. Planning consent was granted in August 2025 (planning reference DC/25/0204/RM) for the section of primary (lower tier) spine road required to provide access into Phase 2 of the development. Full details of the lower tier spine road have been submitted as part of that application.

4.8. The internal highway layout has been designed in accordance with the approved road hierarchy parameter plan, submitted as part of the outline planning application (planning reference DC/15/2151/OUT).

4.9. Pedestrian and cycle connections have been provided throughout the development to connect with existing and proposed Public Rights of Way (PRoW) within the site.

4.10. Car and cycle parking for the site is provided in line with SCC's Guidance for Parking (October 2023) document across the scheme.

4.11. Having fully considered the highways matters relating to the proposed development, we consider that planning permission should be granted.