

Your Ref:DC/20/0479/FUL  
Our Ref: SCC/CON/1312/20  
Date: 17 April 2020  
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



**All planning enquiries should be sent to the Local Planning Authority.**

Email: [planning.help@westsuffolk.gov.uk](mailto:planning.help@westsuffolk.gov.uk)

The Planning Department  
West Suffolk (BSE)  
Development Management  
West Suffolk House  
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IP33 3YU

For the attention of: Kerri Cooper

Dear Kerri Cooper

**TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/20/0479/FUL**

**PROPOSAL:** Planning Application - Public House and restaurant (following demolition of existing derelict public house)

**LOCATION:** The Fox Ph Haverhill Road Little Wratting Haverhill

**ROAD CLASS:**

Notice is hereby given that the County Council as Highway Authority make the following comments which form a HOLDING OBJECTION:

**Layout:**

Drawing 2234 12 Rev - appears to show a safe pedestrian access into the site from both sides, but the applicant should provide a drawing showing the site and highway boundaries to evidence that the paths can be delivered.

These boundaries will also help inform if the trees proposed are too close to the highways (footway). We advise that the layout of Haverhill Road A143 will be redesigned and the new layout may not be publicly available. The applicant may contact us to discuss this directly.

**Access:**

Drawing 2234 12 Rev - shows an access into the site which may be acceptable, but this should be supported by ownership boundaries (as above), width and visibility splays.

**Parking:**

Drawing 2234 12 Rev - shows insufficient parking spaces both in terms of number and bay size. The applicant is proposing 50 spaces of 4.8m X 2.4m.

Parking spaces should be 5.0m X 2.5 and the number should be in accordance with the Suffolk Guide for Parking 2019 (SGP).

The applicant is proposing 485 sqm of internal public space plus additional seating outside. In busy summer periods it would be expected that both indoor and outdoor tables would be occupied and therefore some of the outdoor seating space should be included in the overall public space for parking calculations. The parking calculation must also include the 3-bedroomed flat.

Based on the SGP we recommend:

485sqm (indoor) + 100sqm (approx. area of 6 tables which is 50% of the 12 proposed outdoor tables) @ 1 space per 5sqm (SGP for class A3) = 117 parking spaces.

3-bed flat = 2 spaces

**Total required 119 spaces. of 5.0m X 2.5m, of which 6% should be DDA compliant, 15% should have EV charging points and a further 15% have EV connectivity for future upgrade.**

Insufficient parking provision leads to inappropriate on-street parking, and while it may be possible to discourage this on the A143 with parking restrictions, it will not be possible to discourage this on the nearby residential streets.

Where reduced parking is proposed the applicant should clearly evidence that it should not cause any harm to the highway or nearby residential areas, and should include in the application all means to mitigate against this loss of parking.

### **Cycle storage**

Cycle storage should be provided as 2 spaces per 100sqm, as detailed in the SGP. Based on an area of 585sqm and 117 car parking spaces, 12 cycle spaces should be provided,

Drawing 2234 12 Rev - shows 6 spaces which are not in the best position to be overlooked. The applicant should also provide separate secure cycle parking for staff and the 3-bedroomed flat. Powered-two-wheeler (P2W) parking should also be provided at 1 space + 1 space per 20 car parking spaces for the first 100 spaces then 1 per 30. So 6 P2W spaces should be provided. Only 4 are proposed.

For the reasons given above, this response forms a HOLDING OBJECTION on the grounds of highway safety, pending further information and design alterations.

Yours sincerely,

**Hen Abbott**

**Development Management Engineer**

Growth, Highways and Infrastructure