

Your Ref: DC/23/0735/FUL
Our Ref: SCC/CON/1265/24
Date: 18 April 2024
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

The Planning Department
West Suffolk Council
Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the attention of: Savannah Cobbold

Dear Savannah,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/23/0735/FUL

PROPOSAL: Planning application - food to go pod and associated forecourt works (following demolition of car wash, jet wash machine and plant room)

LOCATION: Haverhill Service Station, Sturmer Road, Haverhill, Suffolk, CB9 7UU

Notice is hereby given that the County Council as Highway Authority make the following comments:

Section 9 of the National Planning Policy Framework (NPPF) (2023) includes a range of paragraphs that emphasise the importance of ensuring that transport issues are considered from the earliest stages of development proposals to ensure that opportunities to promote walking and cycling are identified and pursued.

Paragraph 114 (b) of the NPPF (2023) states that in assessing sites that come forward for development, it should be ensured that *"safe and suitable access to the site can be achieved for all users"*.

Paragraph 116 (a) of the NPPF (2023) states that development should *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport..."*.

Suffolk County Council as Local Highway Authority has considered the policy requirements outlined above and does not consider that the application in its current form is policy compliant. Comments have been made within this consultation response, which seeks to address these concerns.

The revised exit crossover is unacceptable due to the increased width, which may increase the conflict between vehicles and pedestrians. However, it is noted that the revision of the exit crossover is more for accommodating refuelling tankers to exit the site safely.

In addition, the layout of the revised exit crossover would make it difficult for vehicle users to exit right onto Sturmer Road due to the proposed alignment of the exit crossover. The exit crossover would restrict visibility for certain drivers, whereas the existing exit crossover provides a more perpendicular arrangement onto Sturmer Road, thereby ensuring clearer visibility in both directions.

The vehicle tracking plans do not provide a realistic positioning of a vehicle (whether car or van) using Pump 8, therefore cannot accept there is sufficient width for vehicles to exit whilst the pump is in use.

Furthermore, the applicant has not considered a suitable and direct pedestrian route to the food-to-go pod from the existing footway network.

Until the above concerns have been addressed, a holding objection to the proposal will be maintained.

Additional Comments: A screenshot of the highway boundary extent has been included to evidence the maintainable highway at the public's expense.



Yours sincerely,

Mohammedur Rashid-Miah
Transport Planning Engineer
Growth, Highways and Infrastructure