

Your Ref:DC/21/0792/FUL  
Our Ref: SCC/CON/2133/21  
Date: 27 May 2021  
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  
Western Way  
Bury St Edmunds  
Suffolk  
IP33 3YU

For the attention of: Lewis Halliday - SEBC

Dear Lewis Halliday - SEBC,

**TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/0792/FUL**

**PROPOSAL:** Planning application - five flats (following the demolition of industrial building)

**LOCATION:** Plot 1 S R Builders Station Road Haverhill

**ROAD CLASS:**

Notice is hereby given that the County Council as Highway Authority makes the following comments and recommends that any permission which that Planning Authority may give should include the conditions shown below:

**COMMENTS:**

This application is for 5 apartments, 4 X 1-bed apartments and 1 X 2-bed apartment.  
Station Road currently has restricted on-street parking for residents only.

- Suffolk Guidance for Parking 2019 (SGP) recommends 1 parking space per 1 bedrooomed dwellings and 2 parking spaces per 2 bedrooomed dwelling plus 1 visitor space per 4 dwellings. Therefore this development should provide 6 car parking spaces.
- There are no parking spaces proposed with this development. Although the block plan notes 'retractable bollards' on the shingled front area, there are no layouts showing this as parking or tracking plans to show vehicles have sufficient manoeuvring space. Using the frontage as parking would remove some existing on-street parking. The SGP concedes that a reduction in parking may be acceptable in highly sustainable locations, but an entirely car-free development should be supported by very robust means to promote sustainable travel. These could include enhanced cycle storage (such as cycle maintenance area, electric cycle charging and provision for non-standard cycles) as well as public transport travel vouchers and space for powered 2 wheelers. This application does not propose any of these.
- It is not clear how bins are collected from this site.

**RECOMMENDED CONDITIONS:**

**Access Condition:**

No part of the development shall be commenced until details of the proposed pedestrian, cycle and vehicular access (including the position of any gates to be erected and visibility splays provided) have been submitted to and approved in writing by the Local Planning Authority. The approved access shall be laid out and constructed in its entirety prior to the first occupation of the property.

Thereafter the access shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway and pedestrian safety.

**Bins Condition:**

Before the development is commenced details of the areas to be provided for storage and presentation of Refuse/Recycling bins, including refuse vehicle tracking plans if relevant, shall be submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that refuse recycling bins are not stored or presented on the highway causing obstruction and dangers for other users.

**Sustainable travel Condition:**

Before the development hereby permitted is commenced details of the means to promote active and sustainable travel options to support a car-free development shall be submitted to and approved in writing by the Local Planning Authority and such approved arrangements shall be implemented before the development is first brought into use and thereafter adhered to.

Reason: In the interests of sustainable development.

**Construction management Condition:**

All HGV and construction traffic movements to and from the site over the duration of the demolition, site clearance and construction period shall be subject to a Construction & Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence.

No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

The Plan shall include:

- Routes for larger vehicle to and from the wider highway and the site.
- Means to ensure sufficient space is available for the off-street parking of all staff and visitors.
- Means to ensure sufficient space is available for the off-street storage of materials and equipment.
- Means to ensure sufficient space is available for the off-street manoeuvring, waiting and turning of delivery vehicles.
- Means to ensure no mud, water or other debris can flow onto the highway.

The site operator shall be named in the plan and shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV and construction traffic on sensitive and residential areas.

**Cycle store Condition:**

Before the development is commenced details of the areas to be provided for the secure storage of cycle shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the storage of cycles in accordance with the Suffolk Guidance for Parking (2019) in the interests of promoting sustainable travel options.

**Surface water Condition:**

Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.

**Servicing Condition:**

Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the delivery and servicing strategy. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To ensure service and delivery vehicles can access the development without causing an obstruction on the highway and enter and exit the highway in forward gear in the interests of highway safety.

**NOTE 01**

It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

Yours sincerely,

**Hen Abbott**

**Development Management Engineer**

Growth, Highways and Infrastructure