

Comments for Planning Application DC/20/0615/RM

Application Summary

Application Number: DC/20/0615/RM

Address: Land North Of Anne Sucklings Lane Little Wrattling Suffolk

Proposal: Reserved Matters Application - Submission of details under SE/09/1283 - the means of access, appearance, landscaping, layout and scale for the construction of 168no. dwellings with associated private amenity space, means of enclosure, car parking, vehicle and access arrangements together with proposed areas of landscaping and areas of open space for a phase of residential development known as Phase 2

Case Officer: Penny Mills

Customer Details

Name: Mr Stephen Coleman

Address: 45 Falklands Road, Haverhill, Suffolk CB9 0EA

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Parking issues
- Plan queries
- Residential Amenity
- Traffic or Highways

Comment: Since the commencement of the development at the entrance to Anne Suckling road traffic along Anne Suckling road has increased as has the parking, this is creating an obstruction on the highway and potential cause of an accident either on Anne Suckling road or Wrattling Road. There's no parking for the allotments and therefore this will cause more people to park on Anne Suckling road. With community facilities in the later phase of development (phase 3) the traffic will increase even further, with the potential for this to spill into Falklands Road too, meaning vehicles will park in front or at least obstruct private driveways / access to the highway . Any bus traffic that is added to Anne Suckling road will also cause increased congestion and both Anne Suckling Road and Falklands road are not suitable for constant commercial / public transport. The nature of the existing housing on the Boyton hall estate is not in keeping with four storey buildings, plans for the apartments / flats on the phase 2 development should be restricted to no more than two storey dwellings as any larger will increase the number of occupants in a building and therefore the number of vehicles and need for parking. The main relief round needs to be constructed prior to any more residential developments, if it isn't road users will adopt the easiest alternative routes and the relief road won't provide the change in road user behaviour therefore causing increased

traffic through residential communities.