

Our Ref: SCC/CON/1685/24

Date: 23 May 2024

Highways Enquiries to: [Highways.DevelopmentControl@suffolk.gov.uk](mailto: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 Council  
Development Management  
West Suffolk House  
Western Way  
Bury St Edmunds  
Suffolk  
IP33 3YU

For the attention of: Charlotte Waugh

Dear Charlotte,

**TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN:** DC/22/2143/FUL

**PROPOSAL:** Planning application - seven residential units (as amended)

**LOCATION:** Land at Empire Yard, Brook Service Yard, Haverhill, Suffolk, CB9 8EA

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

Following the submission of additional information, this does not change our position with regard to this application since our previous response dated 18 January 2023.

The proposed development (which introduces two retail units and reduces the residential dwellings by one) is not deemed acceptable in its proposed form. Please see the comments below that need to be addressed.

The proposal currently benefits from no parking for both residential dwellings and retail units. Consideration needs to be given to the demand for the existing parking area, which will be removed to accommodate this development. It is currently unclear what impact the removal of this area would have on the local highway network.

As per Suffolk Guidance for Parking (2023), Class C3 dwellings state that 1-bedroom dwellings should have a minimum of 1 space allocated per dwelling, and 2 and 3-bedroom dwellings should have a minimum of 2 spaces allocated per dwelling. However, as the proposal is located in an urban area where there is good provision of public transport links and local services available within a reasonable walking distance, we would allow a relaxation of parking standards, which complies with Suffolk Guidance for Parking (2023, p. 33). This section states that such developments must be designed to provide exceptional standards of sustainable transport.

Details of this should be clearly denoted on a plan and submitted for review. This information is essential before being in a position to provide recommendations so it can be taken into consideration with the proposed car-free development. The applicant should consider exceptional modes of sustainable travel such as but not limited to:

- Exceeding the minimum amount of cycle spaces (14 for residential and 4 for retail) as set out within Suffolk Guidance for Parking (2023) and ensuring the spaces provided are in a secure, covered and lit area;
- Facilities for electrical cycle charging for residential units;

- Efficient, secure spaces for cargo bikes for residential units;
- Consideration of securing parking permits for residents, employees, and visitors at the public car park opposite the proposal.

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

**Additional Comments:**

It is noted that 12 cycle spaces have been shown for the residential units in the latest revised proposal; however, this is considered insufficient, and the cycle spaces for Units 1 and 2 are deemed poorly located and insecure. All cycle storage facilities are required to be secured, covered and lit. As detailed above, the proposed retail units would also require the provision of cycle storage.

Yours sincerely,

**Mohammedur Rashid-Miah**

**Transport Planning Engineer**

Growth, Highways and Infrastructure