

Our Ref: SCC/CON/2092/25

Date: 28 May 2025

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

For the attention of: Savannah Cobbold

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

Dear Savannah,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/25/0761/FUL

PROPOSAL: Planning application - one dwelling

LOCATION: Land adjacent 54 Crowland Road, Haverhill, Suffolk, CB9 9LF

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

Vehicular Visibility Condition: Before the access is first used, vehicular visibility splays shall be provided as shown on Drawing No. RSN1 VISIBILITY DISPLAY with an X dimension of 2 metres and a Y dimension of 59 metres tangential to the nearside edge of the carriageway and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

Reason: To ensure drivers of vehicles entering the highway have sufficient visibility to manoeuvre safely including giving way to approaching users of the highway without them having to take avoiding action and to ensure drivers of vehicles on the public highway have sufficient warning of a vehicle emerging in order to take avoiding action, if necessary.

Pedestrian Visibility Condition: Before the access is first used, pedestrian visibility splays shall be provided within 2 metre by 2 metre triangular areas each side of the access, in accordance with Drawing No. RSN3 PARKING PLAN. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays. The visibility splay shall thereafter be retained.

Reason: For the safety of people using the highway by enabling drivers of vehicles entering the highway to see and give way to pedestrians and for pedestrians to have sufficient warning of a vehicle emerging in order to take avoiding action, if necessary.

Access Condition: No other part of the development hereby permitted shall be commenced until the new vehicular access has been laid out and completed in all respects in accordance with Suffolk County Council's preliminary drawing DM-000-03, with a minimum entrance width of 3 metres for a single access. Thereafter it shall be retained in its approved form.

Reason: To ensure the access is laid out and completed to an acceptable design in the interests of the safety of persons using the access and users of the highway. This needs to be a pre-

commencement condition because access for general construction traffic is not otherwise achievable safely.

Parking and EV Condition: The use shall not commence until the area(s) within the site shown in Drawing No. RSN3 PARKING PLAN for the purposes of manoeuvring and parking of vehicles, including electric vehicle charging infrastructure, has been provided, and thereafter, that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on-site parking of vehicles is provided and maintained to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway and promote sustainable modes of travel.

Cycle Condition: The use shall not commence until the area(s) within the site shown in Drawing No. RSN3 PARKING PLAN for the purposes of secure cycle storage has been provided, and thereafter, the area(s) shall be retained, maintained, and used for no other purposes.

Reason: To ensure that sufficient areas for secure cycle storage are provided in accordance with Suffolk Guidance for Parking (2023) to promote sustainable travel.

Bins Condition: The areas to be provided for the storage and presentation for collection/emptying of refuse and recycling bins as shown on Drawing No. RSN3 PARKING PLAN shall be provided in their entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that space is provided for refuse and recycling bins to be stored and presented for emptying and left by operatives after emptying clear of the highway and access to avoid causing obstruction and dangers for the public using the highway.

Note: It is an **OFFENCE** to carry out works within the public highway, which includes a Public Rights 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 Suffolk County Council or its agents at the applicant's expense.

Suffolk County Council must be contacted on Tel: 0345 606 6171.

For further information, go to:

<https://www.suffolk.gov.uk/roads-and-transport/parking/apply-and-pay-for-a-dropped-kerb/>

Suffolk County Council preliminary drawings are available from:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/development-design-and-specification>

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 the proposed development.

Note: Public Utility apparatus may be affected by this proposal. The appropriate utility service should be contacted to reach agreement on any necessary alterations which have to be carried out at the expense of the developer.

Additional Comments: Due to the location of this proposal, a reduction of parking spaces is considered generally acceptable as public transport links and local services are available within a reasonable walking distance. However, it is important that exceptional standards of sustainable travel, e.g. cycle storage facilities, are incorporated into the proposal to support the deviation of parking spaces through Section 5 of the Suffolk Guidance for Parking (2023), which has been illustrated on the submitted plans.

Yours sincerely,

Mohammedur Rashid-Miah

Transport Planning Engineer

Growth, Highways and Infrastructure