

Dear West Suffolk Council Planning Department,

I am writing to formally object to planning application DC/25/0761/FUL for the construction of a new dwelling at 54 Crowland Road, Haverhill. This application represents a re-submission of the previously refused application, DC/24/0727/FUL, and I contend that it still fails to adequately address the fundamental reasons for that refusal, whilst also introducing new concerns.

#### Overdevelopment and Detriment to the Street Scene

The proposed development constitutes an overdevelopment of this site and will be detrimental to the established street scene of Crowland Road. This section of the road, forming part of old Haverhill, is characterised by its consistent pattern of terraced houses interspersed with green spaces. The introduction of a new dwelling in this precise location would disrupt this established rhythm, increasing density and negatively impacting the visual harmony and character of the area. The existing green spaces, which are crucial in breaking up the street scene, would be encroached upon and compromised.

#### Inadequate Parking Provision and Misrepresentation of Dwelling Size

A significant concern arises from the proposed dwelling only offering one off-street parking space. While the application now describes the property as a two-bedroom house, seemingly to align with parking requirements for a two-bedroom dwelling (which require one space, whereas a three-bedroom requires two), the plans appear identical to those submitted for the previous three-bedroom application. This strongly suggests that 'Bedroom 3' has simply been relabelled as an 'Office'. This approach raises serious concerns that the 'office' would readily be utilised as a third bedroom upon sale, inevitably leading to an additional vehicle needing to park on Crowland Road, which is already severely congested. This apparent misrepresentation of dwelling size, solely to circumvent established parking standards, is unacceptable and would significantly exacerbate existing on-street parking pressures, contrary to Policy DM46 of the Joint Development Management Policies Document.

#### Unacceptable Highway Safety – Visibility and Manoeuvring

The proposed access and parking area, featuring retaining walls, presents inherent highway safety concerns. As previously identified in the refusal for DC/24/0727/FUL, the visibility splays remain inadequate. The previous refusal explicitly stated: "The visibility splays proposed cannot be accepted as these should be measured 2.4 metres back from the edge of the carriageway... These cannot therefore be considered adequate." The new application's visibility splay drawings similarly fall short. They fail to accurately account for the sunken nature of the driveway or the permanent obstructions posed by neighbouring hedges, fences, and walls. For a 30mph road, a visibility splay of 43 metres is required; this requirement cannot be met due to these existing physical barriers. A driver would be forced to pull out across the public pavement to gain any semblance of a view, placing pedestrians and cyclists at significant risk.

Furthermore, the prior refusal also highlighted the critical lack of manoeuvring and turning space: "The submitted plans do not show any area for manoeuvring and turning. This is considered to be essential as Crowland Road is heavily used for on-street parking and therefore reversing onto the public highway would have an unacceptable impact upon highway safety, proving contrary to the requirements of policies DM2 and DM46." The current application shows

no substantive changes to address this. Vehicles would still be required to reverse onto or off a very busy road, often heavily lined with parked cars, making such manoeuvres highly dangerous and contributing to existing congestion. Crowland Road is already a frequently used route, often serving as a 'rat run', and this proposal would demonstrably worsen highway safety, directly conflicting with Policy DM2.

#### Loss of Light to Neighbouring Gardens

The proposed house will undoubtedly cast shadows over the gardens of adjacent properties, thereby reducing the amount of natural sunlight they receive. This will negatively impact the amenity and enjoyment of these outdoor spaces for existing residents, contrary to the principle of providing adequate light as required by Policy DM22.

#### Critical Need for a Robust Construction Management Plan

Given the exceptionally busy nature of Crowland Road and the severe existing parking constraints, a robust Construction Management Plan (CMP) is absolutely essential. While the applicant has suggested that construction workers would utilise the public pay and display car park, there is considerable doubt that this would be consistently adhered to. If planning permission is, against my strong objection, granted, it is imperative that this arrangement be formally conditioned to ensure compliance. I also wish to highlight that the public car park is routinely used by existing residents of Crowland Road and Downs Crescent, meaning any increased demand from construction workers would merely displace parking issues elsewhere. Therefore, a comprehensive Construction Management Plan, addressing specific parking arrangements for all construction vehicles and personnel, stringent traffic management, and clear delivery schedules, must be a strict pre-commencement condition.

For all the reasons outlined above, particularly the persistent and unaddressed issues relating to highway safety, inadequate parking provision exacerbated by the misleading dwelling description, and the impact on local amenity, I respectfully urge West Suffolk Council to refuse planning application DC/25/0761/FUL.

Thank you for your time and careful consideration of these serious concerns.

Yours faithfully,

Christian Bevan  
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