

## Mills, Penelope

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**From:** Peter Bradfield <Peter.Bradfield@suffolk.gov.uk>  
**Sent:** 09 December 2024 19:40  
**To:** Mills, Penelope; Waugh, Charlotte  
**Subject:** DC/24/1452/RM | Reserved matters application - a. submission of details under DC/15/2151/OUT for access, appearance, landscaping, layout, and scale of the local community centre (Class F2(b)) within Parcel D1 pursuant to outline permission DC/15/2151/OUT,

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Penny and Charlotte,

I have a temporary system fault that prevent me sending this response from our planning system thus this email as an alternative.

Thank you for your consultation on this Reserved Matters application DC/24/1452/RM for the Zone D1 land in Haverhill. Suffolk County Council, as the Highway Authority, offer the following comments.

The Highway Authority notes that the development under consideration does not include the parcel of blue line land in the eastern section that is allocated to potential healthcare use or the parcel of blue line land in the northern section that is allocated to potential retail use.

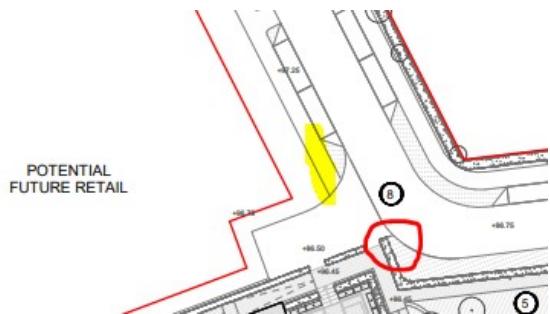
The Highway Authority notes that Zone D1 will use a vehicle and pedestrian access from the northern boundary on Gurteen Avenue and a car park entrance/exit on the southern boundary from the estate road that will also serve the proposed primary school.

We note from the Design and Access Statement section 9.3 that access into a potential future retail use will be taken directly from the northern access road and will not require a dedicated additional vehicle access.

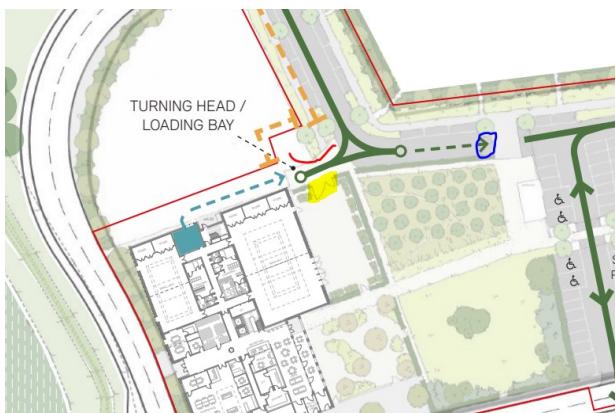
The snip below is taken from the Proposed Site Block Plan Drawing No. DR-A-300002 C1. The yellow highlighted route is the southern end of a footway which runs from Gurteen Avenue but the continuation on the southern side is not directly opposite which is unfortunate. This will be an important walking and wheeling route towards the development, and it would be desirable to ensure the route follows the desire line as closely as possible and doesn't introduce any pinch points, as may be the case with the continuation footway where there appears to be a narrowing between vegetation.



This part of the site will provide a vehicle turning head that will be used by refuse collection vehicles. The red circle in the snip below shows that there will not be a radius on the southern kerb line. Because this section of road is to be used for vehicle turning, this layout may be inconvenient and lead to kerb damage.



The snip below is from the Design and Access section 9 showing the vehicular movement strategy. It shows the footway misalignment mentioned above, and also a gate (highlighted yellow) into an area to the south. It is assumed from the Site Plan and because of the level differences that there will be no vehicular movement through it.



The Highway Authority is not aware of a timeline to progress the future retail use, but we note the potential for the turning head to become the primary vehicle access into the future retail area (my red line).

It is not clear that the proposed road layout will be suitable for the much higher level of vehicle movement that would be generated by the future retail use. We suggest that it may be beneficial to construct the turning to the dimensions necessary for that future use. Will the future retail be serviced by HGV's reversing into a delivery yard? It appears that the proposed layout may not be suitable for those future manoeuvres, but track plans could clarify the issue. It would be undesirable to construct a road layout that requires modification in the foreseeable future. We note that the bend in Gurteen Avenue acts as a frontage constraint to another potential vehicle access.

There would also be a pedestrian desire line between the application site and a future retail offer. The layout of the turning head design may want to anticipate this walking and wheeling movement and bring forward further detail as part of this application.

The northern site road continues and connects to the main car park along a section that is proposed to be one-way. What measures are proposed to prevent drivers leaving the car park using this section (my blue circle)? There is likely to be a level of convenience that could be achieved by a driver going against the one-way to avoid the main car park exit. Is it necessary to have a vehicular connection to the car park like this? Why aren't all vehicles to the car park using the proposed two-way access?

We note that the proposed 77 car park may in the future provide parking for the future retail unit and a future health care use as well the community use and nursery use that is subject of this consultation. The quantum of parking is acceptable for the uses proposed in the planning application we are reviewing.

We have reviewed the Transport Statement (TS) which includes a methodology for the car park size. The TS notes the measures to promote sustainable trips to the site. It notes that there will be a level of shared trips across the future uses, such as a driver using the retail offer as well as visiting the nursery. It also assesses the time of parking demand over a 24-hour period. The forecasted trip rates reaches a peak of 97, but it is noted that the health centre trips are over half the total at a peak of 52 spaces. This level of demand is generated by assuming the largest size of health centre. At this time, the size of a future health centre is unknown.

The methodology assumes that approximately 11% of the trips will be shared across the different purposes i.e. somebody parking to use the nursery and the retail. We think this is a reasonable assumption. The accumulated peak trip occurs in the morning between 9:00 and 11:00 when the number forecasted trips range between 80 and 86 trips. Again, it is noted that the health centre trips are over half the total at a peak of 46 trips.

The total parking offer is 77 spaces which is a combination of 67 car park spaces with a further 10 spaces located in parking bays on the northern site road.

The delivery of the entire car park, in advance of the retail and health centre use will create a significant, albeit temporary, over provision of car parking. This will have an impact on the transport arrangements for visitors to the nursery school and community centre as there will likely be sufficient parking to meet a higher than predicted demand. The surplus parking will encourage driving trips and may reduce the uptake of sustainable travel methods, as driving habits can be formed by residents when they move into a new property. It may be that the applicant should investigate the option of phased construction and release of car park capacity as the future uses come forward.

We note from the TS section 6.1 that the car park has been designed with spaces dimensioned at 2.4m by 4.8m. Suffolk Guidance for Parking (SGP) section 3.4.4.2 recommends parking spaces are 2.5m by 5m. Therefore, the spaces shown are substandard. We recommend that the car parking offer is recalculated using the SGP larger size to assess the reduction in total spaces that could be accommodated on site.

Trip rates have been calculated by taking TRICs trip data from a number of existing sites with similar characteristics to the proposal. We consider that the selection of sites is acceptable and generates a robust theoretical assessment.

We have reviewed the Access Plan Drawing No. D-0060 P01 and can confirm that the dimensions and visibility splays shown are acceptable. We note the proposed adoption of the accesses are highway maintainable at public expense. The technical specifications for highway adoption can be assessed in detail in a future S278 Agreement.

We have reviewed the Swept Path Analysis Drawing No. D-0050 P01 which evidences the movement of a refuse vehicle collection vehicle (11.2m length). The drawing also shows a fire tender vehicle (7.7m length) using the one-way section that we have queried above.

We have reviewed the Travel Plan and recommend that it is satisfactory and could be subject to a condition and a S106 contribution towards travel plan monitoring.

We note that the development proposes a mobility hub which will provide an attractive and secure location for visitors to park cycles. Drawing Number 305000 C1 does not clarify how the facility will be illuminated but we note from the Lighting and Installation Design Layout that a

single B02 solar light is indicated. It is not clear that this will be sufficient. We note that no column or bollard lighting is shown outside the mobility centre. It may be convenient to illuminate the door and footway areas outside. We note that a second area for external Sheffield Stand cycle parking is proposed south of the main building, but it isn't clear that this will be suitably illuminated either. The areas are indicatively highlighted on the snip below.



We note the comments from the Waste Operations Manager that clarification is requested about the waste collection storage. We agree that this would be useful. We assume that the site road will not be submitted for adoption as highway maintainable at public expense. It would be beneficial to understand if that assumption is correct. If it is, then the waste collection vehicles will be required to manoeuvre on a private street.

The Highway Authority would welcome a meeting with the LPA and the applicant to discuss the observations raised. At the time of writing there isn't a response from the LLFA (Floods) so their attendance at a future meeting may be helpful.

Peter

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