

Our Ref: SCC/CON/2641/25

Date: 30 June 2025

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: Amey Yuill

Dear Amey,

**TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/25/0962/FUL**

**PROPOSAL:** Planning application - change of use and construction of second floor extension to existing public house to create nine

flats (class C3 and three commercial units (class E)

**LOCATION:** The Vixen Millfields Way Haverhill Suffolk

Holding Objection

Please note the following points must be addressed. This holding objection is a temporary position, pending the submission of revised plans and additional supporting information to demonstrate that the development can be considered acceptable in highways and transport terms.

1. Location Plan Requirements

- The application site must be clearly edged in red on the location plan. This red line should include all land necessary to carry out the proposed development, such as access from the public highway, visibility splays, landscaping, parking, and open areas around buildings. Any other land owned by the applicant that is close to or adjoins the site should be identified with a blue line.

2. Proposed Floor Plans

- Floor plans should clearly indicate the proposed use of each floor to assist in assessing available facilities and how they are accessed. For example:
- Refuse storage is currently shown on all four levels, and access arrangements are unclear.

- Vehicle parking is indicated across four levels, labelled "lower ground" and "raised ground", but these terms do not correlate accurately with the floor levels. Parking areas should be clearly shown on the correct corresponding floor only.
3. Swept Path Analysis
    - Please provide a swept path analysis demonstrating that residential vehicles can safely enter, exit, and manoeuvre within the parking bays, particularly in relation to the ramp access.
  4. Vehicle Access Ramp – Cross-Sections
    - It is recommended that cross-sectional drawings are submitted to show the vehicle access ramp in detail. These should demonstrate that the ramp gradients are safe, suitable, and comply with the Suffolk Guidance for Parking. They should also show that the ramp access is achievable in planning terms.
  5. Interaction with Existing Car Park
    - The existing car park layout should be included to help assess how the proposed ramp and associated vehicle movements will interact with adjacent parked cars. This is necessary to ensure that a suitable access width is maintained. How will car park visitors (non-residential) be prohibited from access the basement parking?
  6. Cycle Storage Access
    - The proposed access to cycle storage appears to be located at the furthest point from the residential flats and may require users to share the vehicle access ramp. There does not appear to be a direct or residential-only stairwell. Please clarify if this is correct. Will the cycle parking have a lockable access gate?
  7. Pedestrian Access and Inclusive Design
    - Current access appears to require either negotiating steps or traversing through the car park. Please demonstrate how the proposal will ensure a safe and suitable route for all users, including those with mobility impairments, in accordance with inclusive design principles.

Yours sincerely,

**John Stevens**  
**Transport Planning Engineer**  
Growth, Highways and Infrastructure