



St Edmundsbury
BOROUGH COUNCIL

Development Control Committee

21st September 2017

Late Papers

Item 3 – DC/17/0521/FUL – Land North of Hollow Road Farm, Hollow Road, Fornham St Martin

Additional consultation responses received:

- 1) Health and Safety Executive: Does not advise, on safety grounds, against the granting of planning permission.
- 2) Lark Valley Gravel Group: The application should be refused on grounds of unacceptable harm arising from accumulated highway congestion, highway safety and pedestrian safety. Other options for accessing the site have not been explored including entering the site via a slip road from Compiegne Way to the east, parallel to the existing eastern internal Lumley road. HGV traffic can exit the site from the west via a filter lane onto the A134 southbound carriageway. Incoming and outgoing HGV traffic will be separated, ensuring that HGV flow is in harmony with other local traffic. Any consent should be conditional on an undertaking from SCC Highways to procure 7.5T traffic orders on Barton Hill and the Street, Fornham St Martin and in local area.

The minutes from the previous meeting have not accurately recorded the debate in respect of highway safety.

Local highway network unsuitable for proposed development with A14 junction 43 roundabout at capacity which is subject to a campaign for improvements.

HGVs associated with the development will be require to undertake dangerous manoeuvre including starting from a standstill onto uphill sections of carriageway and traversing lanes on the dual carriageway which will conflict with fast moving cars and vans and increase risk of crashing.

We endorse the objections and comments submitted by Parish Councils, Suffolk West Action Group and Suffolk Preservation Society.

Application is contrary to development plan policies.

Development will result in significant landscape impact being in open countryside. There will be significant light pollution on nocturnal landscape

and noise pollution impacts on residential receptors.

The harm from additional traffic will outweigh benefits and 7.5tonne weight restrictions should be implemented on rural roads to stop rat running. Transport Assessment is deficient and contains omissions including lack of analyses of A14 junction; cumulative impact of committed development; study area inadequate; local roads over capacity; existing facilities are better located; concern over visibility; site is not accessible by modes other than car; site location is contrary to sustainable principles which seek to reduce travel distances; applicants have not demonstrated highway impact will not be severe.

Full copies of consultation responses are available on the Council website here: <https://planning.westsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OMQSHRPDN5A00>