

Development Control Committee

7th September 2018

Late Papers

Item 5 – DC/18/0863/FUL – 19 Hillside Road, Bury St Edmunds

1. Further comments from the Highways Authority have been received which expand on their original comments. This resulted from a discussion between the Planning Officer and the Highway Authority with regards to their original comments which did not consider the future possible uses for the unit if a D2 use class was allowed. Because there are no controls on how the business operates that could be implemented due to the clash with local and national policy, and that there is not an appropriate mechanism which could control the ongoing availability of parking outside of that associated with the unit.

Highways Comments

Further to our letter dated 20 June 2018.

It is not known what proportion of the total available space of 111sqm is proposed to be used as public space. The Suffolk Guidance for Parking: Technical Guidance 2nd Ed. Nov. 2015 (SGP) forms the adopted 'standards' and sets out a maximum requirement of 1 car parking space per 20m of public area for D2 other uses (see page 57). The County Council, as Highway Authority, is satisfied that the parking provision of 3 spaces meets the minimum requirement for the stated use as a "training and martial arts" facility, as clarified by Mr Willis in his letter dated 18 June 2018.

The Highway Authority is however, sensitive to the fact that if granted planning consent, this premise could lawfully be utilised for other D2 purposes and wish to note that the parking provision of 3 spaces would be significantly less than required for some of those other (theoretical) D2 uses. For instance, the maximum parking requirement for D2 sports halls and gyms is 1 space per 10sqm of public area. Against that criteria, the available parking at this location would be considered sub-standard. This scenario could raise the possibility of surplus customer parking being displaced to parking spaces allocated to other units or onto the local road and footway network. It is noted that the use of double yellow lines to restrict on-street parking at the access to these units (see photo below) indicates that there may have been a problem with inappropriate parking in the past.



Following review of our responses to date I note the omission of a secure cycle storage condition. I recommend that any permission that the Planning Authority may give should include the cycle storage condition shown below please:

The use shall not commence until details of the areas to be provided for secure cycle storage are submitted to, and approved in writing, by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure that sufficient space for the on-site secure cycle storage is provided and maintained.