

Our Ref: 61090/DDP/MJG

Your Ref:

19 January 2021

Barry Whymark By Email Only - barry@whymarkmoulton.co.uk
Whymark & Moulton Chartered Surveyors
14 Cornard Road
Sudbury
CO10 2XA

Dear Mr Whymark

Re: 8-10 Fair Green, Glemsford, CO10 7PH

Further to instructions from Whymark & Moulton Chartered Surveyors on behalf of Mrs Kaur, Richard Jackson Limited have reviewed the key transport issues for the above site.

The site is presently formed of an unoccupied shop and a single 3 bedroom flat. It is proposed to reduce the size of the shop area and retain it for a future commercial use, retain the existing flat and provide 3 additional flats (1No 1 bed and 2No 2 bed). The proposals for the site form Planning Application DC/20/05748 with Babergh District Council.

Ms Samantha Harvey on behalf of the Highway Authority, Suffolk County Council has responded to the application by letter dated 23 December 2020 reference SCC/CON/5174/20. The single outstanding transport issue for the site relates to the level of proposed car parking proposed and that expected based on the advisory standard, Suffolk Guidance for Parking (SGP) 2019. The SPG identifies that 1 car parking space is required for 1 bed dwellings and 2 for two and three bed dwellings. Additionally visitor parking is required at 0.25 parking spaces per dwelling. For food retail of less than 1,000m² the requirement is 1 parking space per 16m².

The parking requirement for the extant uses based on the guidance provided by the SPG has been calculated. For the extant use the SPG would require around 13 spaces (at a rate of 1 per 16m²) for the 209m² of food retail use, and 2 spaces for the three bed flat, a total of 15 spaces. This requirement has been served by a combination of existing on and off street parking for a number of years

The planning application form identifies that the existing site has 2 car parking spaces. All additional demand and servicing needs are met on-street. With some nominal exceptions (accesses, disabled bay and bus stop) there are no parking

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restrictions present in the vicinity of the site. Therefore the current on street demand is equivalent to around 13 spaces.

For the proposed uses, the 29m² of commercial use would require up to 2 parking spaces, and the four flats would require, based on the number of bedrooms, 8 parking spaces (inclusive of visitors), a total of 10 parking spaces.

The proposed site layout plan indicates that three new flats on the site will be provided with four parking spaces to the rear. The existing flat would be retained, albeit with its entrance repositioned slightly. There would be a single parking space available for the reduced size commercial use at the back of and parallel to the footway at the front of the site.

SCC have noted that the retail/commercial element is existing at the site and that reduced car parking for this element is acceptable. Its parking would be primarily on-street as was effectively the case previously. As the proposed commercial space is smaller the existing, the associated car parking demand is likely to be reduced. The existing 3 bed flat has no dedicated parking which would continue to be the case as this element is not materially changed as a result of the development. To accord with the SPG, the three additional dwellings would therefore require a total of 5 parking spaces for residents and 1 additional space for visitors.

The SPG identifies that visitor parking can be on-street. There are ample opportunities for this within immediate vicinity. Further parking opportunities exist within a 200m walk distance which would normally considered for a parking survey (if it were required). Additional parking opportunities also exist within the 400m distance normally associated with being acceptable for bus stop provision. The visitor element is therefore considered to be accommodated.

There are 4 on-site car parking spaces proposed for the residential element out of the 5 spaces required by the SPG. This is 1 less than the advisory requirement for the three applicable dwellings.

There are presently 2 parking spaces on-site, the proposal increase this provision to 5. The shortfall of on-site parking therefore reduces from 13 spaces to 5 spaces. This represents a net benefit to the effective on-street car parking of 8 spaces.

A number of local amenities lie within walking distance of the site, including a primary school, convenience stores, Post Office, motor repair centre, charity shop, fast food takeaways and a public house.

SCC have noted that Glemsford benefits from a good bus service to Clare, Bury St Edmonds and Sudbury. The boarding points for these services are a nominal walking distance from the site with the stop towards Bury St Edmonds and Sudbury located immediately opposite the site. The stop features a bus stop lay-by, shelter and timetable case whilst the stop for returning services (towards Clare) being unmarked.

The SPG includes criteria for which reduced parking standards can be considered and it is accepted the site satisfies some, but not all of these. The reduction in standard for the additional flats at the site would however equate to just 1 space and this very limited reduction is considered to be reasonable given the proximity to alternative transport. Furthermore, the reduction in intensification of the commercial use would offset the additional 1 resident's space and 1

visitor space which would be accommodated on-street and is considered unlikely to result in unacceptable parking stress locally.

Summary/ Conclusions

The parking provisions for the development are summarised in Table 1.

Table 1 –Parking Summary

Retail/ Commercial	Existing 3 Bed Flat	3No additional Flats
<p>Unoccupied shop with 2No existing parking spaces. Most parking and servicing on-street.</p> <p>Reduced size commercial unit to be provide. 1No parking space to remain, but overall demand reduced.</p>	<p>Minor modification to entrance. No existing parking.</p> <p>No change to parking arrangements required.</p>	<p>3No flats would require 5 car parking spaces to accord with the SPG.</p> <p>1No visitor space also required, which can be on-street as allowed by SPG.</p> <p>4No spaces proposed but good bus provision present and commercial element reduced.</p> <p>The total of 2No on-street spaces are likely to be accommodated without causing parking stress.</p>
<p>Parking requirement to SPG reduces from 13 spaces to 2 spaces.</p>	<p>SPG requirement normally 2 spaces (plus 0.25 spaces visitors on-street)</p>	<p>SPG requirement 5 spaces plus 0.75 visitor spaces on-street.</p>

The addition residential element of the development (3No flats) has a shortfall of on-site parking of 1 space. This is offset by a smaller commercial element and therefore reduced associated on-street parking demand.

There are no significant on-street parking restrictions present and no signs of parking stress present. It is therefore concluded that there are no significant issues associated with a shortfall of 1No on-site residential car parking space occurring on-street along with visitor parking.

The alternative assessment of extant versus proposed parking requirements based on the SPG identifies that there is presently an effective shortfall of on-site parking of 13 spaces reducing to 5 spaces for the proposed use. This represents a net benefit to the effective on-street overspill of car parking of 8 spaces.

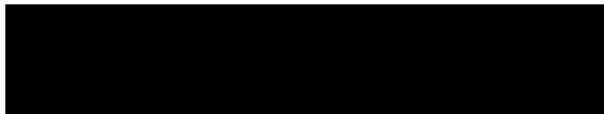
Page 4.../ 8-10 Fair Green, Glemsford, CO10 7PH - 61090

Based on the above, the development can be accommodated within the existing highway network and should not be refused on transport grounds. I trust the foregoing is satisfactory but if you require any further assistance or have any comments or queries, please do not hesitate to contact us.

Yours sincerely,



Duncan Palmer BSc(Hons) MCIHT MTPS
on behalf of Richard Jackson Limited



Reviewed by Mark Geddes IEng MICE
Executive Director