

Howard Newport
Newport Estates (UK) Ltd
The Bell Inn
The Street
Rickingham
Norfolk
IP22 1BN

Our Ref: 120/2022/01-CAG - Please quote in all correspondence.

14 June 2022

Dear Howard,

Re: Land to Rear of Lion House, The Street, Rickingham, IP22 1DY - Highway Statement.

I refer to your request for highway advice concerning your proposed planning application for two residential units located to the rear of Lion House, The Street, Rickingham. For proposed site layout plans refer **Appendix A**. I have undertaken a desk top review, visited the site and can offer the following observations.

Pre-application

A pre application enquiry (reference DC/22/00076) was made to Mid Suffolk District Council for Erection of 2 No. - 4 bedroom dwelling houses. The highways related aspects to the planning response is below.

This site is considered to be a sustainable location as it has good pedestrian access to local services and forms a close functional relationship to the built-up area.

Although The Street has a linear form of development, the principle of back land development behind the existing row of houses has already been established by the neighbours to the North and South, therefore this development is not considered to be out of character with the area.

The principle of development could be supported subject to detail and the concerns raised below sufficiently addressed.

Sustainability

The site is considered to be sustainable because it is within safe walking distance to all local services including shops, church and the primary school. Footpaths to the services and regular bus services run through the village to other key services.

Highways, Access and Parking

In respect of Policy T09 and T10 and Paragraph 111 of the NPPF, development should not adversely affect the highway network and associated safety.

Cont:-

During the pre-app meeting concern was raised regarding the access. Whilst it is existing, visibility is limited given that either side are the side walls of residential properties. The access also crosses a footway before reaching the edge of the highway. The proposed development would result in an intensification of use, therefore it will need to demonstrate that the access has the necessary visibility and safe access and egress can be achieved. An objection from the Highways Authority in this regard will be sufficient to warrant refusal of the application.

This proposal has sufficient parking spaces for these dwellings with the minimum of 3 per house being shown on the plans. Additional details will be required for the formal consultation with SCC Highways, including details of secure cycle storage, electric vehicle charging points, bin storage and presentation location and visibility splays.

Proposed Development

The local road network is subject to a 30 mph speed limit. Since the time of the A143 bypass around Rickingham, The Street now benefits from light and slow speed traffic.

The Street also benefits from 2.4m footways on both sides. There are no waiting or loading restrictions locally.

It is proposed to deliver two residential units on land to the rear of Lion House. Refer to proposal drawings at **Appendix A**.

The highway authority, in considering a planning application, will aim to assess the development against National Planning Policy Framework (NPPF) paragraphs 110 to 112, including these specific objectives:

- i. Road Safety* – That it is safe for all users.
- ii. Sustainability and Accessibility* – That it promotes sustainable, high-quality alternatives to the private car and to achieve developments accessible to all vehicles and people.
- iii. The Impact on Highways and Transportation Infrastructure* – With the main considerations for minor development, being safety.

Access

It is proposed to utilise the existing access to Lion House, between Lion House and Ash House. There is an existing dropped kerb access here.

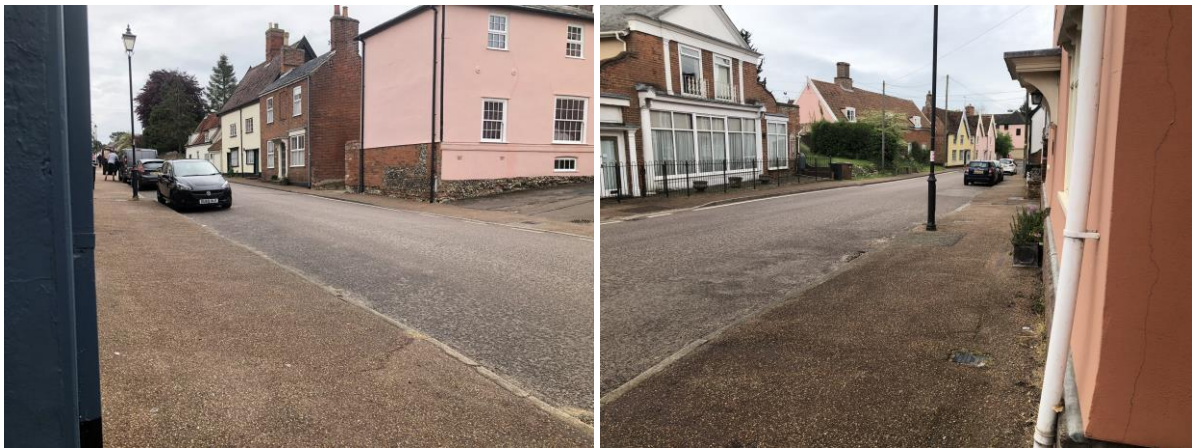
At pre-application stage the planners raised a concern regarding access visibility achieved. Visibility achieved onto The Street at the back of footway (x=2.4m) is good and meets minimum safety requirements Y= 43m, as shown on drg PL04, **Appendix A**. Refer also to photographs 1-3.

On the day of the site visit, The Street had very few vehicles on street parking. Even had there been on street parking, Manual for Streets (MfS) paragraph 7.8.5 suggests that *parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice.*

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Photograph 1: Existing dropped kerb access



Photograph 2 and 3: Visibility achieved from back of footway (x=2.4m)

Pedestrian visibility splays 2 x 2m have been shown on the proposal drawing PL05 in line with Design Manual for Roads and Bridges (DMRB) CD 123 Figure 3.3. These are satisfactorily achieved over most of the width of footway.

In terms of private drive width, Suffolk Design Streets Guide (consultation draft, 2020 edition) sets out a minimum width of 3.5m, refer to extract below:

3.3.2.1 Private Drives and Parking Courts

These provide access to dwellings for all user groups.

They:

- They must be accessed from either shared surfaces, tertiary carriageways and secondary carriageways, not from main carriageways
- Must be at least 2.6m wide for single driveways
- Must be at least 3.5m wide at the narrowest place for shared driveways but allow for passing opportunities
- Must provide safe access for emergency vehicles when required.
- Must comply with the maximum distances allowed regarding waste movements.
- Must provide 2m x2m visibility splay as they join the highway
- Access should be spaced no closer than 30m on the same side

There is a localised pinch point between the buildings, however the driveway then widens to provide opportunity for cars to pass. Refer photograph 4.

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Photograph 4: Private drive widens to over 4.1m

In practice, the 'IN' movement would have priority over egress movements. Referring to Table 1 trip rates, for a shared drive serving three units (the two proposed units, plus Lion House), the likelihood of two-way movement occurring at the same time is therefore very low.

		Arrivals	Departures	Two-Way
AM Peak Hour	(08:00 – 09:00)	0.140	0.296	0.436
PM Peak Hour	(17:00 – 18:00)	0.333	0.138	0.471
12 hr Total	(06:00 – 18:59)	2.223	2.277	4.5

Table 1: TRICs 7.8.1 rates ('Houses Privately Owned')

As set out in the planning pre-application response, the principle of back land development behind the existing row of houses has already been established by the neighbours to the North and South.

There are numerous examples of similar width shared driveways as demonstrated in the photographs to follow.



Photograph 5: Shared drive serving parking to 5 units, between Jessamine Lodge and Ash House

Cont.: -



Photograph 6: Shared drive between Pavilion House/ Pump House



Photograph 7: Recent Co-op site redevelopment shared drive to parking court



Photographs 8 and 9: Further examples of shared drives to back land development

Cont.: -

Reviewing the recent (and historical) injury accident history on the local road network, there have been no recorded personal injury accidents within the vicinity of the site in the past 23 years, refer to Figure 1.

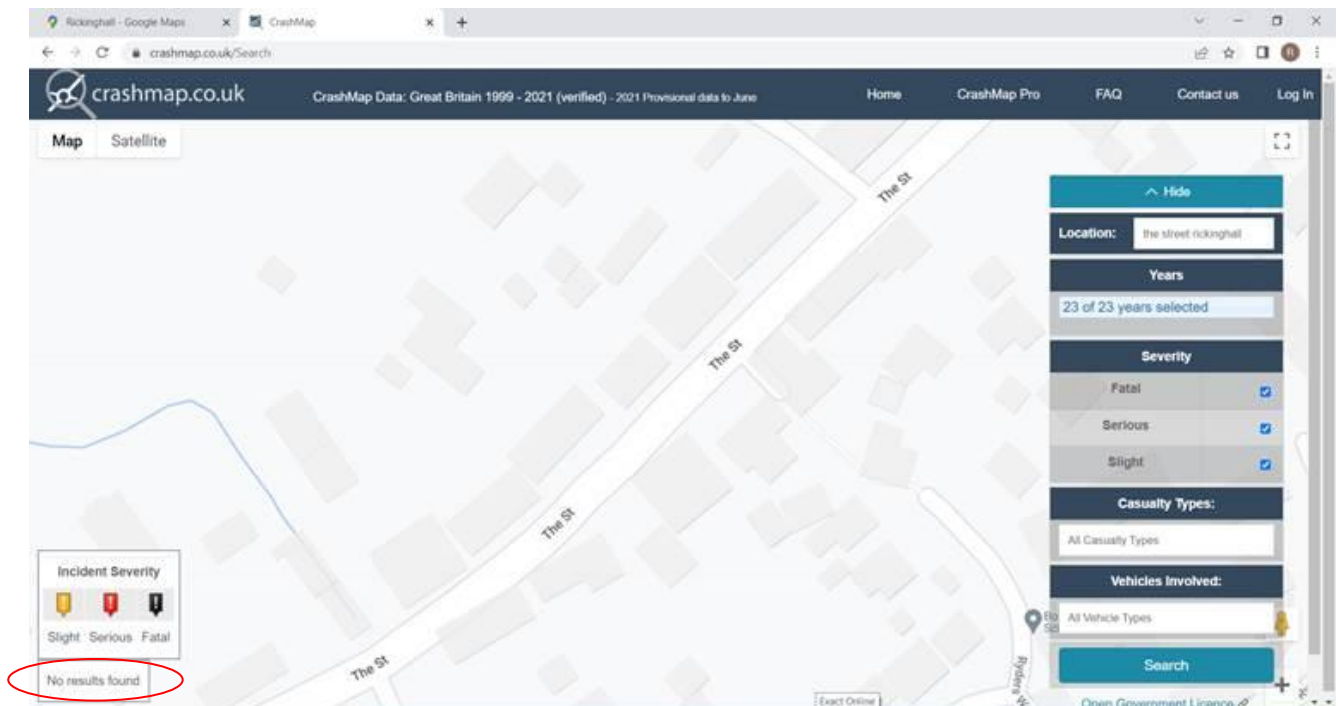


Figure 1: Injury accident data 23 years (Source: Crash map UK)

Given records show no injury accidents locally, including other nearby shared driveways, it can therefore be concluded there are no highway safety concerns in relation to the proposed redevelopment on the application site and use of existing access.

Parking

The residential development proposes two, 4 bedroom units. The onsite parking provision will be in accordance with the Suffolk Guidance for Parking (2nd Ed., 2019), which requires 3 spaces per dwelling.

Electric vehicle charging ducting and suitable consumer unit will be provided to allow the (later) installation of a wall charging unit, when required by householder.

Cycle Storage will be provided for.

Sustainability and Accessibility

As set out in the planning pre-application response, the site is considered to be sustainable because it is within safe walking distance to all local services including shops, church and the primary school. Footpaths to the services and regular bus services run through the village to other key services. The local infrastructure supports access to sustainable transport and the proposed development is accessible to all.

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Summary

In light of NPPF's presumption in favour of sustainable development, with an absence of injury accidents locally; and with the proposal meeting minimum safety requirements, demonstrates that this proposed development will not result in unacceptable impact on highway safety.

The proposal would comply with NPPF Paragraph 110 in those opportunities to promote sustainable transport modes can be taken up and safe and suitable access to the sites can be achieved for all users.

NPPF Paragraph 111 *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

It is considered that this is a safe location for these residential units. There is no evidence to suggest that this proposal will, result in unacceptable impact on highway safety, so it will not be in conflict with NPPF Paragraph 111. I believe that the proposed development is acceptable in highway.

I trust this letter addresses your brief, and I have no objection to you using this document as part of any submission in relation to the above site. However, if you have any queries or wish to discuss further, please do not hesitate to contact me.

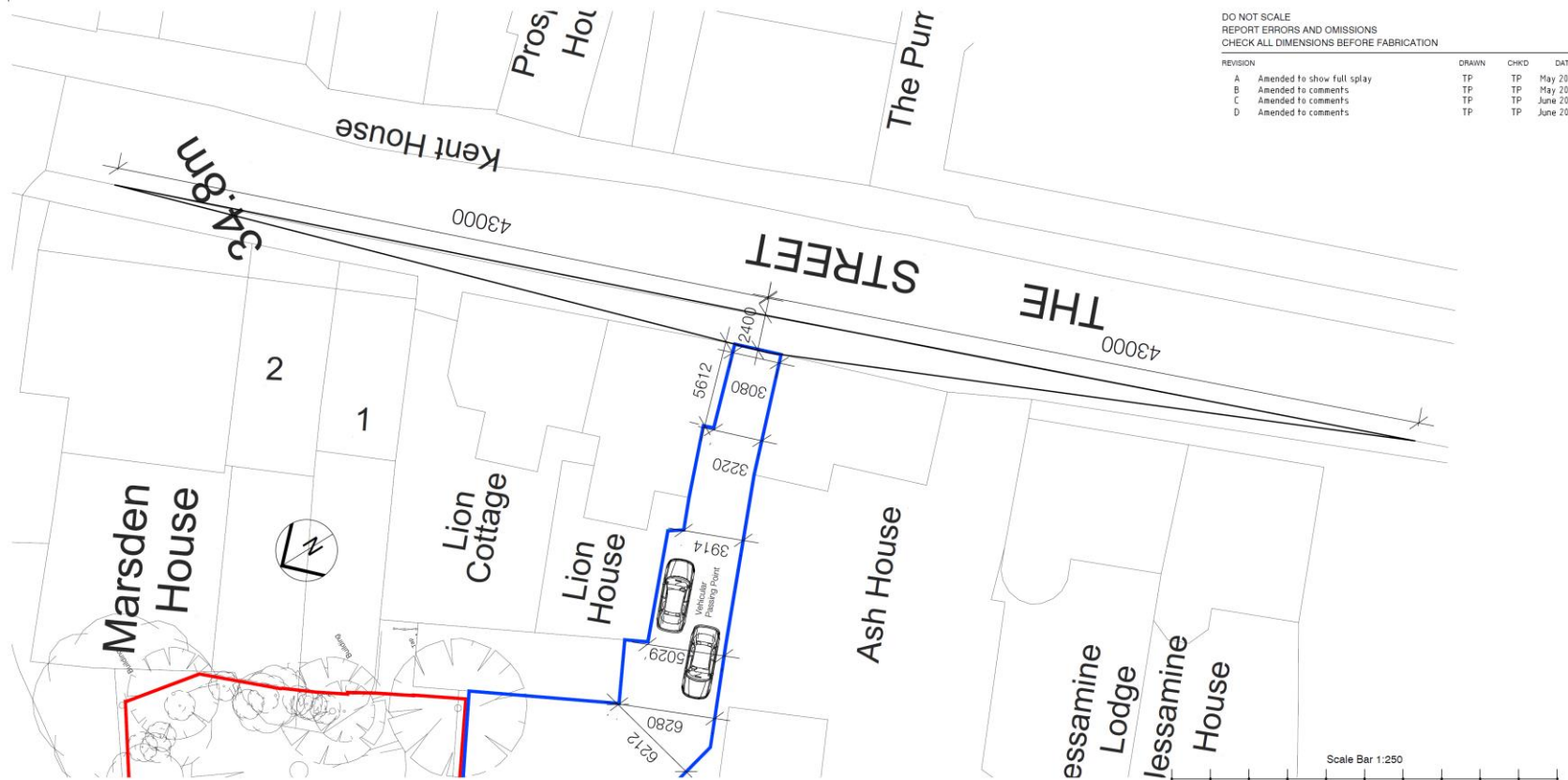
Yours sincerely



Carol Grimsey CEng CIHT
For and on behalf of G H Bullard & Associates LLP

Appendix A: Site layout Plans

Appendix A: Site Layout Plans



DO NOT SCALE
REPORT ERRORS AND OMISSIONS
CHECK ALL DIMENSIONS BEFORE FABRICATION

REVISION	DRAWN	CHKD	DATE	
A	Amended to show full splay	TP	TP	May 2022
B	Amended to comments	TP	TP	May 2022
C	Amended to comments	TP	TP	June 2022
D	Amended to comments	TP	TP	June 2022

Block Plan 1:250



Image 1 - Looking left out of site



Image 2 - Looking left out of site

PLANNING APPLICATION

CONTRACT		SCALE	1:250 @ A3
Rear of Lion House The Street, Rickinghall Diss, Norfolk, IP22 1DY		DATE	May 2022
TITLE		DRAWN	TP
Site Entrance Splays		CHECKED	TP
		DRAWING No	21074_PL04
		REVISION	D

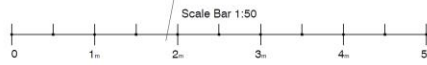
TMP Architecture Ltd
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DO NOT SCALE
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REVISION		DRAWN	CHKD	DATE
A	Amended to suit play requirements	TP	TP	May 2022
B	Amended to comments	TP	TP	May 2022
C	Amended to comments	TP	TP	May 2022

Plan 1:50



PLANNING APPLICATION	
CONTRACT	Rear of Lion House The Street, Rickingham Biss, Norfolk, IP22 1DY
SCALE	1:50 @ A3
DATE	May 2022
DRAWN	TP
CHECKED	TP
TITLE	Pedestrian Entrance plays
DRAWING No	21074_PL05
REVISION	C
Architecture Ltd 45 Hawthorn Avenue Rainham Essex RM13 9AT T 07860 298842 E tonyp@tmparchitecture.co.uk	