

**Land to the rear of Lion House
The Street
Rickinghall
IP22 1DY**

Design & Access Statement



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Ref: 21074

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1.0 Introduction

- 1.1 This following report has been prepared on behalf of the owner of the land to the rear of Lion House.
- 1.2 The proposed development is for 2No. 4 Bedroom houses set to the rear of Lion House and Lion Cottage. The land ownership has its own land ownership which is owned by the client. There is an existing driveway down the side of the Lion House which will be used for access to the proposed dwellings.
- 1.3 Site boundary can be seen on Figure 1 below. This plan shows the boundary, proposed shared access road and neighbouring properties including some of the properties to the rear of other properties.



Block Plan 1:500

Figure 1 – Existing site boundary block plan.

1.4 Photos of the existing site



Figure 2 – View to rear of land



Figure 3 – Photo from site looking down site from site boundary line.



Figure 4 – Photo mid-way down site looking to the rear of the site.



Figure 5 – Photo from rear of site.



Figure 6 – Photo from rear of site.



Figure 7 – Photo from rear of site.



Figure 8 – Photo from mid-way up from rear of the site.



Figure 9 – Photo from mid-way up from rear of the site.



Figure 10 – Photo from front of the site.



Figure 11 – Photo from front of the site.



Figure 12 – Photo from mid-way up the site.



Figure 13 – Photo from mid-way up the site.

2.0 Site Description

- 2.1 The site as shown in Figures 1-13 shows the site as an empty site with the potential for developing some houses. Photos and block plan also show neighbouring properties with rear developments which has set the precedent.
- 2.2 Parking on site has been allowed in front of the houses and on the opposite side of the road. 3No. parking spaces allocated to each house.
- 2.3 The existing site slopes which has been considered within the design of the proposed houses.
- 2.4 Planting and shrubbery will be planted around the site to provide privacy for the neighbouring properties.

3.0 Development Proposal

- 3.1 The proposal is for 2No. 2 storey property installed on the land to the rear of Lion House. The design and character has be considered against the character of the surrounding area.
- 3.2 The proposed dwelling style of property has been considered against neighbouring properties with the use of materials.
- 3.3 Consideration to amenity impact on neighbouring properties has been considered and does not appear to have any negative impact on the neighbouring properties.
- 3.4 Parking will be allocated to both properties with a parking forecourt with 6No. parking spaces. Access will be via the shared access between Lion House and Ash House.
- 3.5 For existing & proposed drawings, please refer to drawings
21074_PL01_RevC_Proposed Site Plan_Land to Rear of Lion House
21074_PL02_RevB_Proposed Plans_Elevations_Land to Rear of Lion House
21074_PL10_Existing Site Plan_Land to Rear of Lion Cottage
21074_PL11_Existing Site Plan_Land to Rear of Lion Cottage
21074_PL12_Existing Site Elevations_Land to Rear of Lion Cottage
21074_PL13_Existing Site Elevations_Land to Rear of Lion Cottage
21074_PL14_Existing Site Views_Land to Rear of Lion Cottage
21074_PL20_Proposed Site Plan_Land to Rear of Lion Cottage
21074_PL21_Proposed Site Plan_Land to Rear of Lion Cottage
21074_PL22_Proposed Site Elevations_Land to Rear of Lion Cottage
21074_PL23_Proposed Site Elevations_Land to Rear of Lion Cottage
21074_PL24_Proposed Site Views_Land to Rear of Lion Cottage

4.0 Parking and Access Analysis

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, Rickinghall, 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, Rickinghall. 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.

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 Rickinghall, 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*.

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:

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

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.

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

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.

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

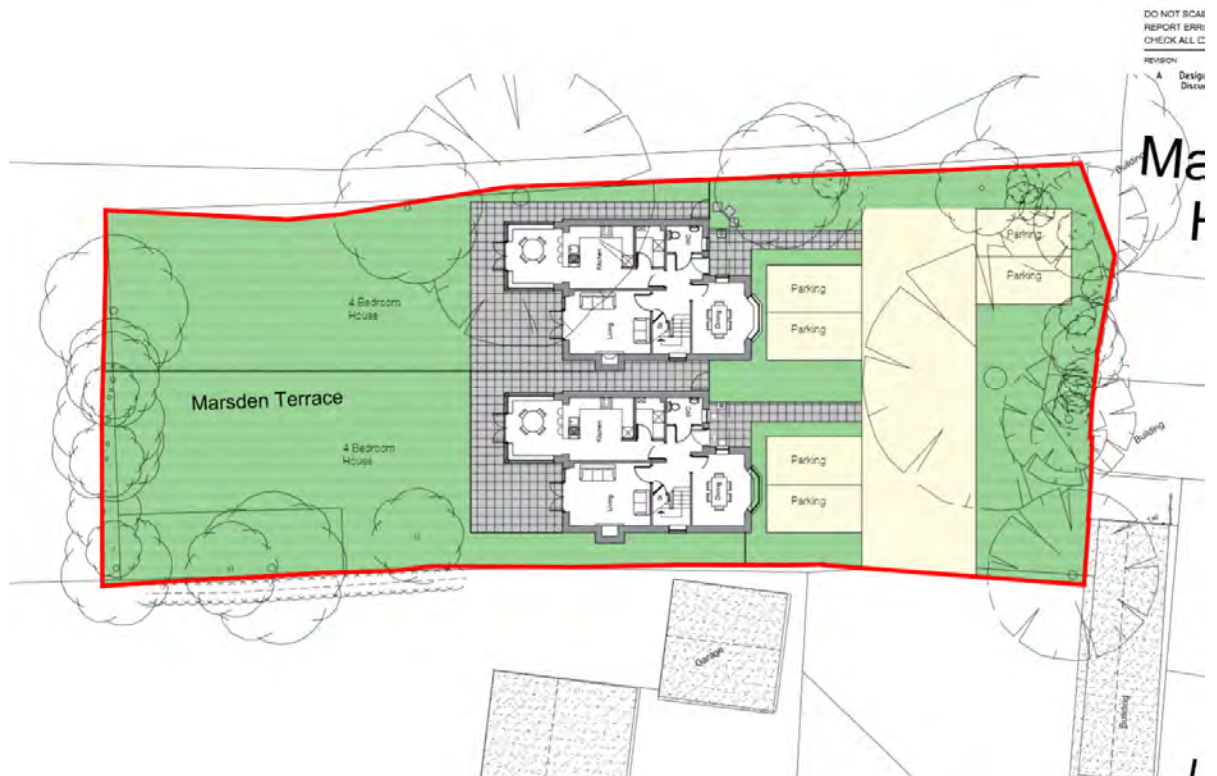
For and on behalf of G H Bullard & Associates LLP

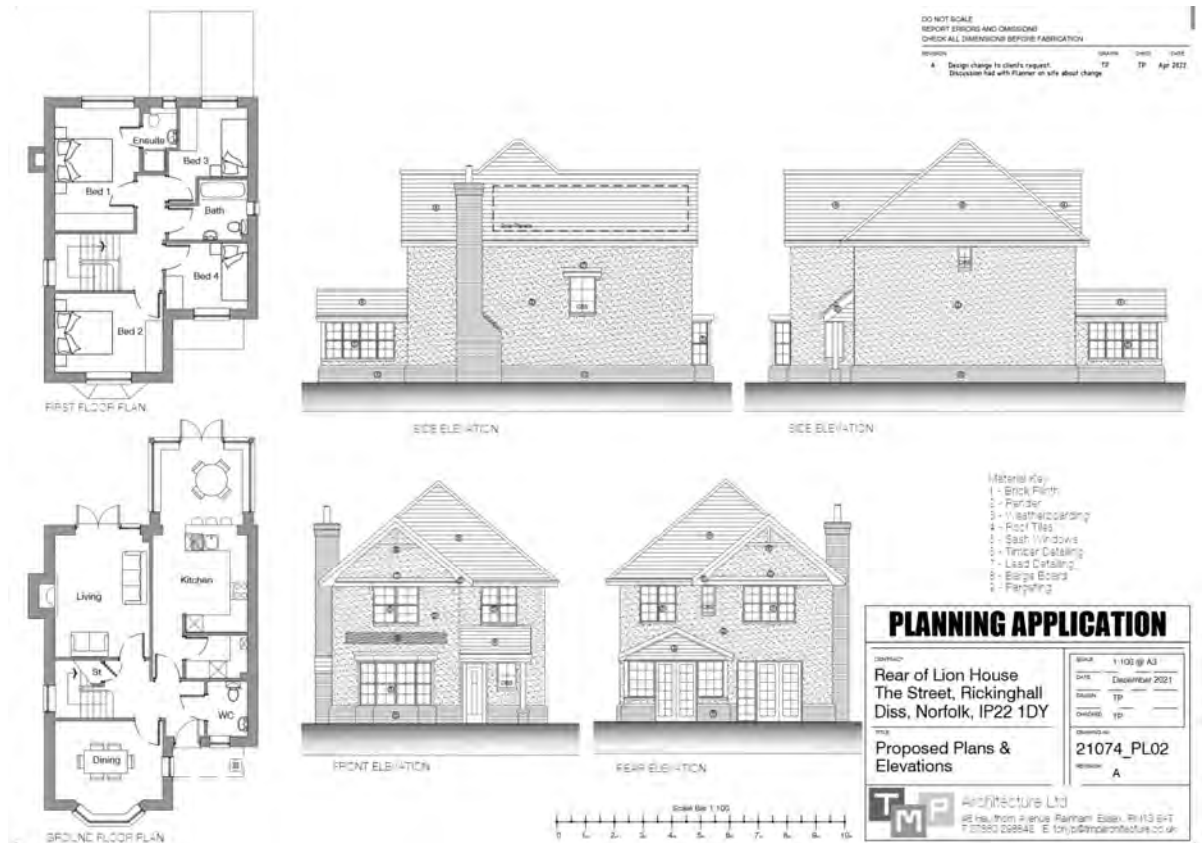
5.0 Pre-Application Advice PRE-APPLICATION ENQUIRY DC/22/00076

The Proposed Development and Site

The application site comprises an amenity area to the rear of Marsden Cottages. The surrounding area comprises residential development, with a retail unit to the north.

The proposal seeks the erection of two detached dwellings to the rear of Lion Cottage with provision for parking and access.





Relevant Planning History

REF: 0033/85/LB	Alterations to existing rear extension to form summer room	DECISION: GTD 24.06.1985
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Planning Policy

Emerging Local Plan – New Joint Local Plan

The Council is currently in the process of drafting the new Joint Local Plan. However, policies are not currently so sufficiently advanced as to be given much weight. However, as the plan emerges and undergoes the stages of consultation, the weight given to these policies will increase and may affect the considerations outlined within this advice. You are advised to review the progress of the Local Plan as it comes forward with regards to any impacts new policies may have on this proposal. Details are available on the link below.

<https://www.midsuffolk.gov.uk/planning/planning-policy/new-joint-local-plan/>

National Planning Policy Framework (NPPF)

The NPPF was revised in 2021, and includes, at its heart, a presumption in favour of sustainable development, however this does not affect the statutory status of the development plan (Local Plan) as the starting point for decision making. However, it is still a material consideration in decision making.

Five year housing land supply statement

Paragraph 11 of the NPPF requires the approval of proposals that accord with an up to date development plan; or where there are no relevant development plan policies, or where the policies which are most important for determining an application are out of date, granting permission unless the NPPF provides clear reasons for refusing the proposal, or adverse impacts outweigh the benefits.

Footnote 7 confirms that with regards to 'out of date' this includes demonstrating a five-year supply of deliverable housing sites.

The Council currently do have a five-year housing land supply such that the Local Plan and Core Strategy Policies are not considered to be out of date, and applications will be determined accordingly.

The report detailing the five-year land supply can be found on the links below <https://www.babergh.gov.uk/planning/planning-policy/evidence-base/annual-monitoring-report-amr/>

However, Local Plan Policies can also be considered out-of-date where Local Plan Policies are not consistent with the requirements of the NPPF. Assessment of this with respect to relevant policies will be included in the assessment of the principle of this proposal.

The Council's Adopted Development Plan is:

- The Mid Suffolk Core Strategy (2008) and Focused Review (2014)
- The Mid Suffolk Local Plan (1998) and Proposals Map
<https://www.midsuffolk.gov.uk/planning/planning-policy/adopted-documents/mid-suffolk-district-council/>

Relevant Policies include:

NPPF - National Planning Policy Framework
CS01 - Settlement Hierarchy
CS02 - Development in the Countryside & Countryside Villages
CS03 - Reduce Contributions to Climate Change
CS09 - Density and Mix
FC01 - Presumption In Favour Of Sustainable Development
FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development
GP01 - Design and layout of development
H15 - Development to reflect local characteristics
H16 - Protecting existing residential amenity
H17 - Keeping residential development away from pollution
T09 - Parking Standards
T10 - Highway Considerations in Development
HB08 - Safeguarding the character of conservation areas

Constraints

The site is located within the settlement boundary of Rickinghall.

The site is within the Conservation Area and close proximity to Grade II listed buildings.



Advice:

Principle of Development

This pre-application submission seeks an Officer's opinion in relation to the principle of the erection of 2No. 4 bedroom dwellings at Land To Rear Of Lion House, The Street, Rickinghall Superior.

This proposal would require a full planning application, or an outline planning application (followed by reserved matters).

Policy CS1 and CS2 of the Mid Suffolk Core Strategy are relevant to the principle of this development.

Policy CS1 relates to the settlement hierarchy of Mid Suffolk, the policy states that the majority of new development will be directed to towns and key service centres. Rickinghall Superior is classified as a key service centre and therefore will accommodate some development. This site is located within the settlement boundary of Rickinghall Superior and is therefore in accordance with this policy.

Policy CS2 relates to development in countryside and countryside villages however, as Rickinghall Superior is classed as a key service centre it does not fall into policy CS2.

Policy FC1 of the Mid Suffolk Core Strategy focussed review relates to the presumption in favour of sustainable development. The policy states when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. 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.

Design

Policy GP1 is relevant to design and layout of developments. This site is largely considered to be compliant with this policy subject to formal consultations.

I would recommend that further consideration is given to the size of the dwellings as they could be considered overbearing when compared to other properties along The Street.

For the site to be in keeping with the surrounding area I would recommend that the natural boundary treatment is utilised where possible.

Although there is enough parking provision for this site, in compliance with the SCC Parking Guidance, a formal consultation with SCC Highways will be needed for the manoeuvrability and access.

The materials for this development are generally likely to be considered appropriate. However, Officers are unsure about the use of parquetry at this stage. Formal advice should be sought from a Heritage Specialist to confirm material details prior to any application being submitted. These materials will also be reviewed by BMSDC's Heritage Team once an application is submitted.

The Historic Environment

This site is wholly within the Rickingham Superior Conservation Area and is therefore subject to additional restrictions in order to be considered appropriate. There are multiple Grade II listed buildings within this area, such that the proposed development may impact their setting.

It is recommended that the trees on the site plan are retained or planted as part of an application if one were submitted. These trees would add some natural screening to the development, reducing the harm to the heritage assets.

The materials for this proposal are appropriate within this landscape (as above), however this is subject to a formal consultation with Heritage to assess the potential harm to the listed buildings and the Conservation Area. In its current form, the mass and design of the dwellings has potential to cause harm to the conservation area, however this is subject to a full assessment from our Heritage Team once an application is submitted.

The Natural Environment

Due to this development sub-dividing residential garden space, an ecological report will be needed in order to progress any application that is submitted. Ecological impact mitigation plans will be appropriate for this site to minimise impact including but not limited to Swift nests etc.

Any trees on the site being felled must be clearly labelled on the site location plan in order for an assessment to be made regarding their value and any potential impacts on ecology. Due to the size of this proposal, a land contamination report and a questionnaire will be needed in order to address any concern. This proposal is in Flood Zone 1 which has limited history of significant flooding, as well as limited potential, therefore no assessment is required from a flooding point of view.

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.

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 be demonstrated 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.

Landscaping

This proposal is not in a designated landscape area. There are considerations to be made that will reduce potential landscape impacts. As recommended above, natural boundary treatments would be beneficial in order to screen the development and ensure that it is in keeping with the surroundings. Hard landscaping options would cause more harm to the landscape and depending on the height, could be seen as overbearing.

A scheme of soft and hard landscaping will be required to ensure that the proposal assimilates into the surrounding, responding to the character, biodiversity and heritage of the site and its surroundings. The landscaping scheme must mitigate the impact of the proposal on its surroundings and setting.

Residential Amenity

The location of this proposal minimises any light blocking concerns that would be expected from any two-storey development. The dwellings are Northwards of any residential neighbouring properties and are situated South of an access road to a commercial property, therefore no light blocking that could occur will affect any habitable spaces in residential properties. Any concerns with outlook that arise from this proposal are minimal given the distance of the new dwellings from neighbouring properties.

There is potential for overlooking with these two dwellings being situated in backland locations. The first-floor front elevation windows could potentially look into the neighbours' rear gardens to the East. This concern should be given consideration when submitting an application, potential solutions could include lowering the height of the dwellings or possibly stepping them into the ground to avoid any potential overlooking caused.

Conclusions/ Planning Balance

The proposal for the erection of two dwellings is acceptable in principle under the provisions of the Local Plan and NPPF.

Matters of design, ecology, heritage, highways, landscaping and residential amenity are as above and represent a risk to the acceptability of any future scheme.

The existing access and visibility raises real concerns and it is recommended that advice from the Highways Authority is sought prior to making an application. An objection would be sufficient to warrant refusal.

Any future application would be subject to a site visit as part of the formal application process where material considerations would be assessed in full.

On the basis of the above considerations and conclusions, should you wish to proceed with an application, a full planning application or outline application (followed by reserved matters) would be required.

Planning Risk Assessment

Matters of design, highways, ecology, highways, landscaping and residential amenity represent a risk to the acceptability of the proposal. Consultation with the relevant parties will take place as part of any future application and should any objections be raised, this may be sufficient to warrant refusal of the application.

Expected Supporting Material in the Event of a Planning Application

Our Joint Local Validation Checklist sets out the details required for each application and this is available at <https://www.babergh.gov.uk/planning/development-management/apply-for-planning-permission/national-and-local-validation-requirements/> However on the basis of the information provided I would particularly draw your attention to the need to provide:

- Land Contamination Questionnaire and Report
- Preliminary Ecological Assessment
- Planning Statement
- Design and Access Statement
- Red line site plan
- Proposed block plan
- Highway & Access Drawing
- Proposed elevations and floor plans
- Landscaping plan
- CIL Form

This is not an exhaustive list of all documents and information which need to support your application, as mentioned above please consult the Joint Local Validation Checklist.

- For all types of development you can submit electronically via the Planning Portal https://www.planningportal.co.uk/info/200232/planning_applications (please note that applying via this site may incur a submission charge)
- For all types of development you can download the relevant application form from the Planning Portal and send to us by email or post https://www.planningportal.co.uk/info/200126/applications/61/paper_forms

6.0 Conclusion

- 6.1 The proposed new dwellings are in keeping with the neighbouring properties and will not harm the characteristics of the terrace/street. A precedent has been set with neighbouring properties having land development to the rear of the street front houses.
- 6.2 Widths/heights have been constrained to reasonable widths/heights not to hinder the neighbouring properties.
- 6.3 Parking has been considered for both properties with 3No. parking spaces off-street parking each. Future electric charging points have been considered.
- 6.4 Figures 1-13 are photos and site plan showing the site. The photos show the site is suitable to house dwellings on the site which is in keeping with the surrounding properties.
- 6.5 The proposed drawings show the proposal in keeping with neighbouring properties and suiting the planners comments at Pre-Application Advice stage. The proposed 3D images give a good representation of what the proposal would look like and height relationships between neighbouring properties.
- 6.6 Access to and from the site have been considered with an assessment/analysis and replicates neighbouring rear developments. Splays and site access has been analysed and reviewed at Pre-Application Advice stage and appears to be acceptable to support the development.