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To whom it may concern.

Date: 25/10/17

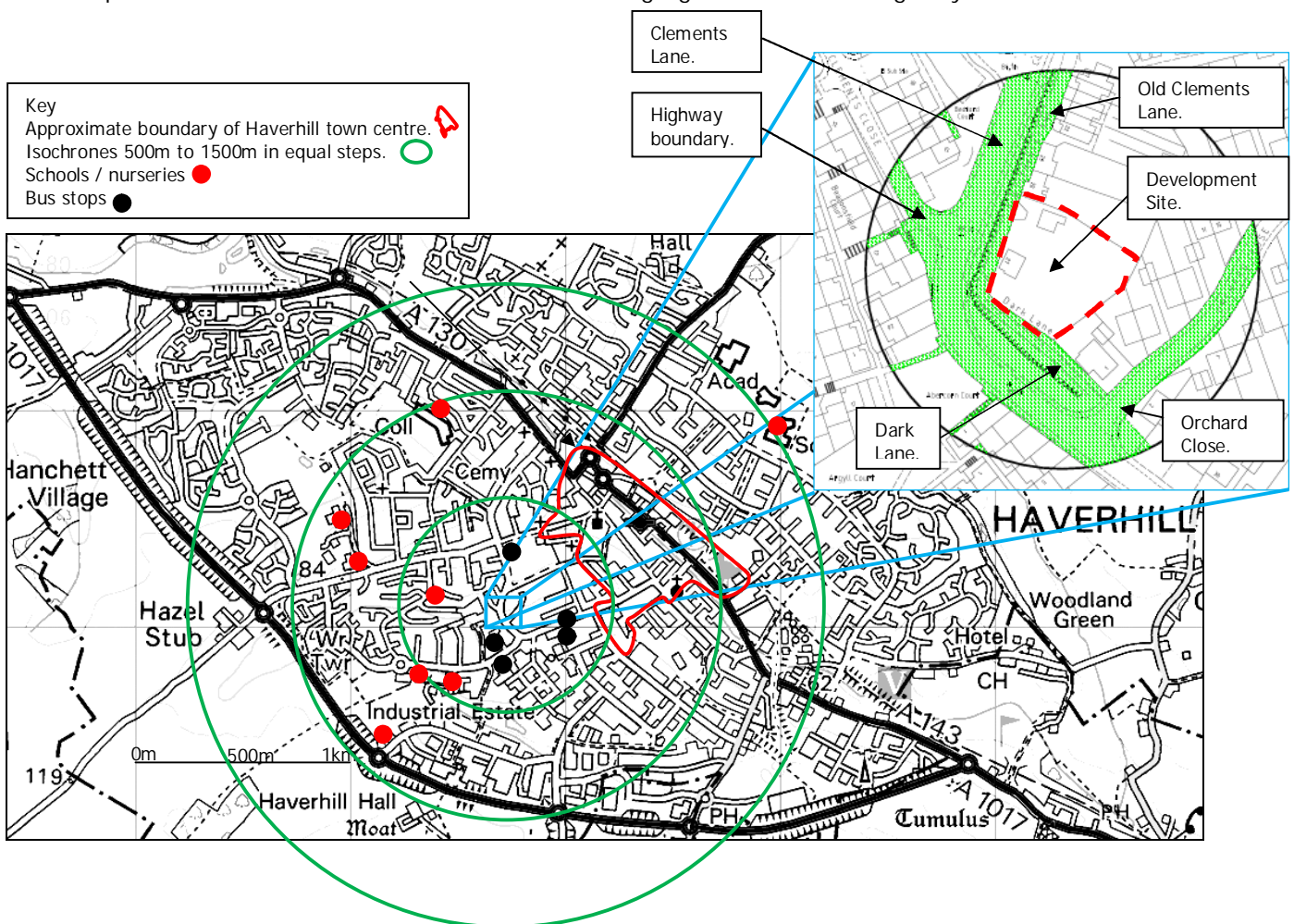
Dear Sir / Madam,

### OLD CLEMENTS LANE HAVERHILL RESIDENTIAL DEVELOPMENT

KingdomTP have been appointed in relation to the proposed residential development off Old Clement Lane, Haverhill to advise on the access strategy.

Currently the site consists of one dwelling which will be demolished and replaced by three x 4 bedroom dwellings. A masterplan / site layout has been submitted in support of this application and readers of this report should also make reference to that plan.

The plan below details the site in a local context and highlights the extent of highway land in the area.



Plan 1: Site Location and Extent of Highway Land

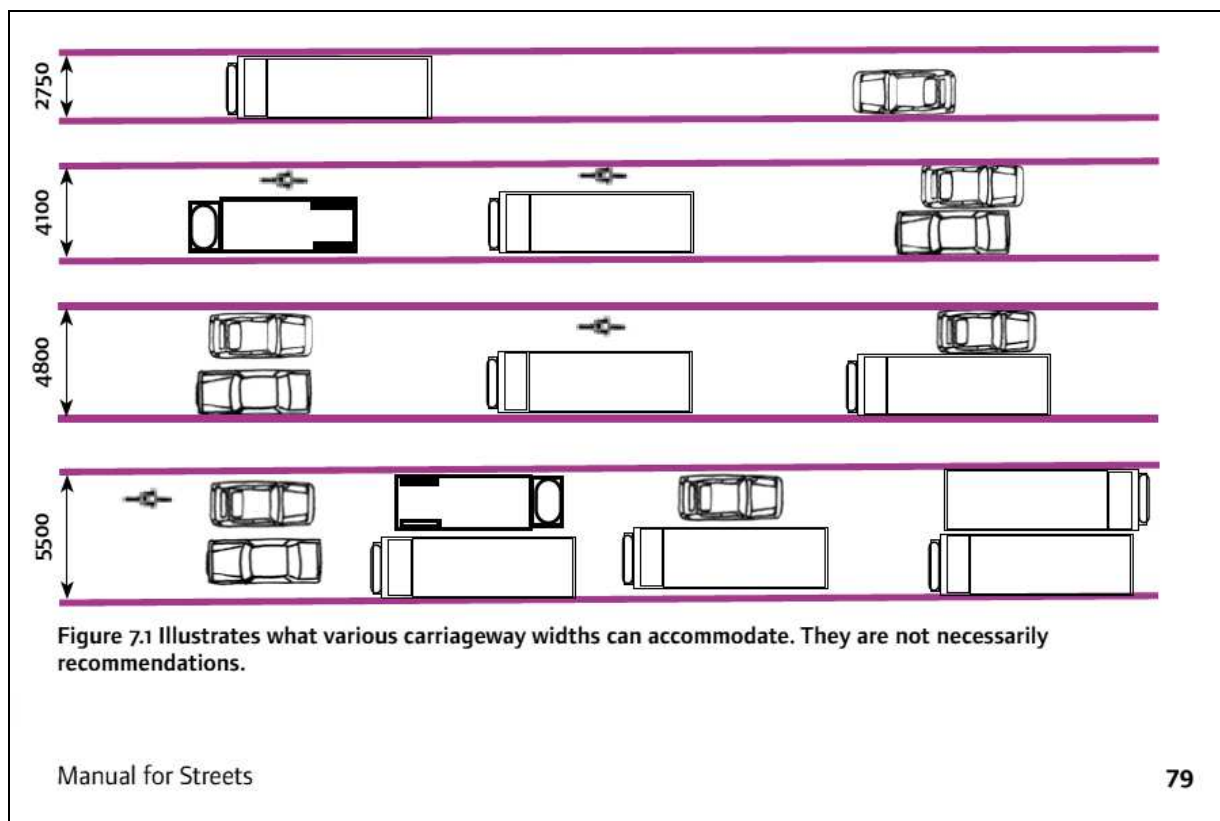
For ease of reference the following google link can be used to view the site online <https://www.google.co.uk/maps/@52.0788935,0.4315486,221m/data=!3m1!1e3>

### Brief Description of Local Area

The site is currently an existing dwelling which is located off Old Clements Lane. The site is located to the south west of Haverhill town centre.

Old Clements Lane varies in width from 5.5m at its northern end to 4.2m with a 20m stretch adjacent to 26 Old Clements Lane where the carriageway width is 3.1m. This narrowed stretch of carriageway only serves as a vehicle access to 26 Old Clements Lane and the site.

According to Manual for Streets page 79 a minimum 2.75m is required to provide access for a large vehicle. Given that a minimum of 3.1m is available and that the masterplan shows no new dwellings will be further south along Old Clements Lane than the existing dwelling on site; it is then considered that access via Old Clements Lane is suitable. Furthermore a turning facility for a car will be provided adjacent the proposed dwellings.



Extract 1: Manual for Streets page 79

Old Clements Lane is part of the highway boundary and maintained at the expense of the public, albeit not on a regular basis.

At the northern end Old Clements Lane forms a priority T / ghost island right turn junction with Clements Lane. In total Old Clements Lane is approximately 100m long.

Old Clements Lane serves 6 properties, including the site located at the southern end, and it is proposed to serve in total 8 dwellings following development.

Historically it is considered that Old Clements Lane may have been used in place of Clement Lane until it was built. From the end of Old Clements Lane there is an unmetalled narrow overgrown link known as Dark Lane which lies at the bottom of the embankment of Clements Lane and emerges onto Orchard Close adjacent to property no 1 Orchard Close. This could potentially be used as a pedestrian link but this is clearly not the case from on site observations.

### Car Parking Standards

Suffolk County Council car parking standards require 3 car parking spaces and 2 cycle storage spaces. One of the dwellings will have a 7m x 3m garage. A link to the car parking standards has been provided for ease of reference. [https://www.ipswich.gov.uk/sites/default/files/scd15\\_-\\_suffolk\\_advisory\\_parking\\_guidance\\_2014.pdf](https://www.ipswich.gov.uk/sites/default/files/scd15_-_suffolk_advisory_parking_guidance_2014.pdf)

Given the site is located within easy walking distance of the town centre and local services / facilities and bus services it is proposed to provide two car parking spaces per dwelling and one street visitor space.

In addition, cycle parking will be provided within the curtilage of each dwelling and a turning area will be provided to allow a car to undertake a turn in the road, see attached KTP drawing, which will be a benefit to local residents.

With reference to the reduced car parking provision, the car parking guidance sets out criteria by which new developments should be assessed against in order to consider if reducing the desired car parking is acceptable. The table below summarises the points that need to be considered along with an assessment.

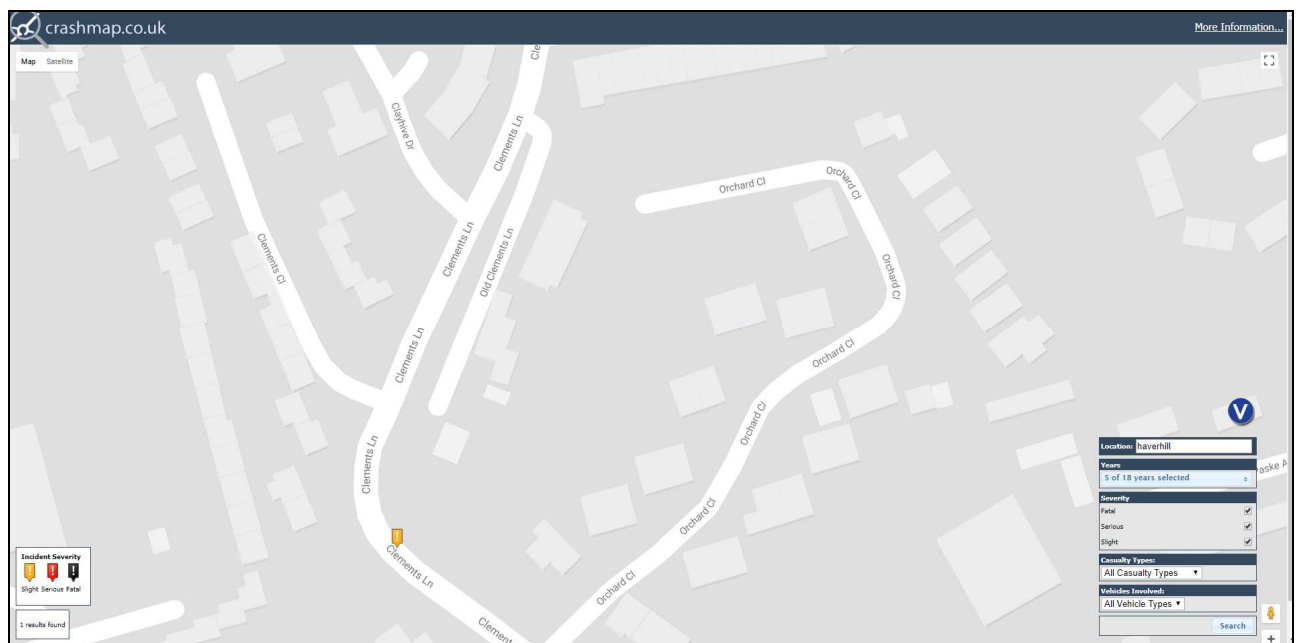
NCC car parking standards consideration for lowering parking provision	KingdomTP Response
Able to recommend a condition for suitable cycle storage and secure parking facilities;	Cycle storage will be incorporated into each dwelling.
Satisfied that servicing vehicles would be able to operate efficiently i.e. not restricted by loading restrictions or road layout;	Service vehicle will operate as they currently do now. Refuse vehicle collect the bins at the Old Clements Lane / Clements Lane junction.
Able to determine how highly sustainable the location is in terms of proximity to services, shops etc. and public transport (high frequency and wide ranging) and suitable cycling and walking routes;	The site is within easy walking distance of local services facilities and the town centre.
Made aware of the likelihood of a Car Club (the provision of a car club would need to be secured through a S106 Planning Obligation)	N/A. The development of two dwellings does not reasonably justify the provision of a car club.
Able to determine the possible impact that a single application may have in setting a precedent in an area;	The site is located within the built up area of Haverhill and therefore similar residential development is unlikely to occur.
Satisfied by the availability of visitor parking (off street public car parks may be acceptable for visitor use); and	One visitor parking space on street proposed.
Satisfied that the likely impact of additional road parking in the vicinity would not cause inconsiderate and unsafe obstructions to the surrounding road or footpath network or add pressure onto an already densely utilised parking network.	It is considered that there will not be any adverse impact on the local area

Table 1: Review Of Car Parking Standards Sustainability Criteria

In summary Old Clement Lane is a cul de sac that will serve, in total, 8 dwellings and the impact of building two further dwellings, in highways and transportation / car parking terms will not be materially noticeable on the local highway network.

### Accident Statistics Review

Using the website known as crashmap.co.uk a review of accident statistics for the local area has been undertaken. It is usually the case that road safety reviews assess the accident records for a particular area over a three or sometimes five year period. The plan below has been extracted from the website crashmap.co.uk and shows that there has only been one accident on the local highway network in the last 5 years, which was on Clements Lane. Crashmap uses data collected by the police about road traffic crashes where someone is injured. The data is approved by the National Statistics Authority and reported on by the Department for Transport.



It is considered one accident recorded on the local highway network does not constitute a highway safety issue and that the increase in traffic associated with two extra dwellings being built off Old Clements Lane will not lead to an increase in the propensity for accidents to occur.

In conclusion and in reference to the Governments National Planning Policy Framework it is considered that the building of two further dwellings will not have a severe impact, in highway and transportation terms.

Yours faithfully

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CC Ben Pridgeon Cheffins  
Enc Drawing H01183/15/001