

Your Ref: F/2013/0329/OUT  
Our Ref: 570\CON\1547\13  
Date: 21 August 2013  
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The District Planning Officer  
Forest Heath District Council  
District Offices  
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IP28 7EY

**For the Attention of:** Julie Sheldrick

**CONSULTATION RETURN                      F/2013/0329/OUT**

**PROPOSAL:**                      **Outline application: erection of 7 detached dwellings (Departure from the Development Plan)**

**LOCATION:**                      **Land adjacent to, 1 & 2, Park Garden, West Row**

**ROAD CLASS:**

Notice is hereby given that the County Council as Highway Authority make the following comments:

Further to Sam Bye's previous correspondence with conditions, I submit the following information.

**Visibility on Friday Street**

Visibility from Parkers Drive onto Friday Street is good in both directions and on site visits I have been able to see for a distance of approximately 60m to the right (to the bend) and at least 200m to the left. Speeds at this location on Friday Street are relatively slow.

**Friday Street Road Width**

There is a concern that Friday Street is very narrow and large vehicles have difficulty turning the corner at the junction with Parkers Drive. However this proposed development is unlikely to result in a material increase in the traffic levels undertaking this manoeuvre.

**Parkers Drive Road Width**

The approximate road width of Parkers Drive is 4.1m up to the verges. The Suffolk Design Guide states that roads serving more than 5 houses should be at least a shared surface road; this requires the road to be at least 4.1m where there is no frontage development and 5.5m where there is. Therefore this road falls below adoptable standards. In fact, this road is more akin to a shared drive which in our standards is for up to 5 houses.

However, Manual for Streets states that this is the very narrowest road that can support side by side vehicles at low speeds. From site visits, it appears that speeds are low and therefore the safe operation of Parkers Drive should continue with a small increase in the number of houses severed on Parkers Drive.

Neither Parkers Drove, nor any road taking access from it, could be adopted by Suffolk County Council.

There are other potential developments which may use Parkers Drove to access the highway network. There is a maximum number of houses that Parkers Drove can safely support and the Local Planning Authority should be conscious of this.

The number of houses that could be supported is difficult to estimate – as it is a qualitative assessment about when the amount of vehicles using the road creates a safety issue. It would be between 5 dwellings (the number of houses that are certainly appropriate for this size of road) and 25 dwellings (the maximum number for a shared surface road). At this stage, I would estimate the number of houses that can be safely accommodated to be about 15 dwellings.

The application is for seven new dwellings off of an existing small development, which falls below this cut off.

### **Visibility on Parkers Drove**

Visibility from the site onto Parkers Drove has been shown on SK003 as 2.4m x 40m. However, the line has gone over land which does not belong to the applicant. Achievable visibility is therefore significantly less than this at approximately 2.4m x 20m. Again, speeds along Parkers Drove appear to be low. This level of visibility is appropriate for roads where most people travel at or below 17mph.

### **Conclusion**

We have considered this application on its merits alone – there may be issues for the Local Planning Authority when considering the overall area.

While visibility onto Parkers Drove is low, it is in line with the apparent speed of traffic using the road. Parkers Drove is narrow and can not support an indefinite increase in dwellings served from it. Had this development had been for more dwellings, then we would have recommended a refusal as the intensification of access road and Parkers Drove may be detrimental to highway safety.

However, in balancing the development within its location, our previous recommendation still remains. However, it recognition that the applicant does not have control over the land shown in SK003, the visibility condition should be removed.

Yours sincerely,

Jon Noble  
Senior Development Management Engineer  
Highway Network Improvement Services  
Economy, Skills & Environment