

John Shepherd Road - Fressingfield

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I. INTRODUCTION

The planning application for the land off of John Shepherd Road - 1432/17 (Additional reference PP-05983761) will adversely effect the access of existing properties alongside and served by John Shepherd Road.

II. JOHN SHEPHERD ROAD

By looking at the aerial photograph (Image A) you can see both the proposed site and its relation to the existing road. The highlighted properties are all served by this road, and if we use the new average household size for Mid Suffolk from the SHMA, of 2.36 persons per household, we can start to estimate road traffic. If we make the assumption of 2 motor vehicles per household, then the current number of cars would be around 80. 80 cars, would be 160 daily journeys on a road which is approximately 134m in length (Image B), a road which currently is also used for parking due to the lack of suitable parking when the John Shepherd Road estate was passed. It can be observed that around half of that number are served by Samuel Vince Road, an offshoot nearer the entrance of the estate, yet still served by this road, adding to traffic turning in and out.

If we add to these numbers the possible number to be added from application 1432/17, outline for up to 99 dwellings we can add an additional 198 cars using the same approximate above. an additional 396 journeys daily. This is a huge number, not least because the road has various offshoots, for both pedestrians and cars. This is also before we look at visibility for some of these offshoots. Due to how the road is designed, with a long sweeping right, then left turn, and how existing boundaries such as hedging and walls already make the visibility splays poor for residents, it can be difficult turning out onto the road. This would only be made worse if these new houses were passed, adding to the back and forth traffic not only from the residents but also from deliveries, and if it ever was developed, all the works traffic for the years to come making household access more difficult.

It is also surprising that although the existing local plan identifies a balance of urban and rural development to the ratio of 70/30 in favour of urban, in reality it is closer to 60/40 in favour of rural (Joint Local Plan, both pages 30 & 41), which almost feels like the rural areas are taking up the slack from the more urban areas. Development has to occur in order for the housing demand to meet requirements, but in these rural areas it does feel that we are having more built, further from 'A' road coverage than would be desirable, especially if the plans for MHD3 Transport Corridor focused development (Joint Local Plan page 31) are to be brought forward, stating that more consideration would be given to communities within Approx 2km of an 'A' road junction or mainline train station (Something Fressingfield does not meet).

Another area of concern is that Suffolk does not seem to have any cap on cul-de-sac housing size. For example, Kent has maximum dwelling numbers per road type (Kent Design Guide - Movement Step 3), for example if a Minor Access Road "if a cul-de-sac, serve no more than 50 dwellings

unless an alternative emergency access route, to serve also as a pedestrian and cycle route, can be provided" or for the case of Minor Access Way "in some circumstances can be a cul-de-sac; generally serves a maximum of about 50 dwellings (or 25 if a cul-de-sac), including those dwellings from other areas feeding onto it". These policies ensure that the housing built can be served by emergency services, and the risk that if



IMAGE A - JOHN SHEPHERD ROAD HOUSES (RED) & APPLICATION 1432/17 (BLUE)

an additional 99 houses were to be built behind John Shepherd Road that you then run the risk of emergency vehicles not being able to serve a large chunk of the local community. I have already witnessed Fire Appliances and Ambulances struggle to get past parked cars on this estate, before you add even more traffic into the mix.

Using the Suffolk Design Guide for Residential Areas, it also seems to point towards both having Developments in scale with the local area (Image C) which can be argued that the scale of 1432/17 does not meet, but also that there should be road design rules followed for road widths. The Suffolk Design Guide again gives information on this, as looking at the current width on John Shepherd Road, we are right on the cusp of widths allowed (5.5m kerb to kerb), although with parked cars along the carriageway, you would not be able to regularly get HGV easily passing, especially when you account for the turns in the road. (Image D)

Should a link road be considered, going through John Shepherd Road and joining onto Post Mill Lane, the road traffic estimates skyrocket. You will have vehicles not only



IMAGE B - JOHN SHEPHERD ROAD LENGTH
133.91M (439.35FT) GOOGLE MAPS

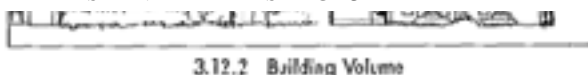
from the possible development at Post Mill Lane (1648/17 or PP-05933453) using this link road to get round towards the B1116, as well as village traffic that know if the link road. Even if not signposted on the main road, local knowledge will allow for traffic to pass through on the estate road, rather than down New Street. This increase of traffic, on a road not designed for this usage seems like an unsafe choice to make. Using the Suffolk Design Guide for Residential Areas, we can also see that a through road is considered when 300 or more dwellings are served, where 6.7m minimum is satisfactory if widening occurs as tighter bends. The current roadway is not this width along the length of John Shepherd Road, and footways must be maintained on both sides of the road, meaning it is not possible to both increase the width of the road, add a path and have a verge for safety (Page 96+97)

Due to these reasons, it is my opinion that the planning application Land off John Shepherd Road (1432/17) should not be approved, as it will adversely impact the existing housing along the road, increasing traffic and negatively affecting both the pedestrian safety and ease of access for the road access for the housing off the road, as well as increasing the likelihood of parked cars along the road.



IMAGE D - JOHN SHEPHERD ROAD PARKING

IMAGE C - SUFFOLK DESIGN GUIDE FOR
RESIDENTIAL AREAS PAGE 31



3.12.2 Building Volume



3.12.3 Relative Scale - impact of development of a given size



3.12.3 Large development benefiting by breaking down scale.

Relative Scale

3.12.3 It is important to consider the scale of the site relative to its surroundings. For example, a development of a given size will have a greater impact on a small village than on a large town. In a small scale development a single identity may be appropriate, whereas a large development may benefit from being broken down into smaller areas each with its own identity.

Shape

3.12.4 It is often appropriate for a development to adopt distinctive characteristics of an existing settlement pattern. This is especially true for small sites closely associated with existing town or village centres.

