

BRECKLAND LOCAL PLAN HEARING STATEMENT

MATTER 14 – STRATEGIC URBAN EXTENSIONS, HOUSING SITE ALLOCATIONS & SETTLEMENT BOUNDARIES: KENNINGHALL

Quality Assurance

Client name: Breckland Bridge Ltd

Type of report: Hearing Statement

Prepared by: Sarah Hornbrook MA(Cantab)MSc MRTPI

Signed



Date 26 March 2018

Reviewed by: Iain Hill BSc Hons DipTP MRTPI

Signed



Date 26 March 2018



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Appendix 1

RICHARD JACKSON ENGINEERING’S LETTER DATED 14 MARCH 2018

1.0 Background

- 1.1 This Hearing Statement has been prepared on behalf of Breckland Bridge Ltd, in support of representations to the Breckland District Local Plan (2011-2036) Pre-Submission Draft (August 2017). This Statement seeks to address Issues and Questions raised by the Inspector, specifically Issues 14.50-14.52, which relate to proposed site allocations in Kenninghall.

2.0 Response to Inspector's Issues

14.50 - Is there sufficient evidence to demonstrate that the development of the site allocation would not unacceptably affect highway and pedestrian safety?

- 2.1 Richard Jackson Engineering Consultants have prepared a report, which takes the form of a letter dated 14th March 2018, and assesses the likely access and transportation implications of the proposed site allocation. The report is submitted as Appendix 1 to this Hearing Statement.
- 2.2 The report considers a potential development of 17 dwellings, which is in excess of the 15 envisaged within the proposed Kenninghall Housing Allocation 1. It confirms that site access is likely to constitute a continuation of School Close, and that the minimum standard of the road between the site and Garboldisham Road is consistent with a Type 3 road, and consequently capable of serving up to 100 dwellings. The road currently serves approximately 70 dwellings, the primary school and village hall, and the proposed allocation would bring the total housing numbers to approximately 85, below the 100 unit threshold for a Type 3 road.
- 2.3 Access to the wider highway network would be via the junction between School Close and Garboldisham Road, and the Richard Jackson report confirms that the required visibility splays of 2.4m x 90m are already in place.
- 2.4 Whilst the site does not abut the existing highway, a right exists to connect to the highway across the third-party land, to an Adoptable standard, and for the road to be Adopted.
- 2.5 The report confirms that footway connections can be made to link with existing provision, to ensure that future residents are able to access the services and facilities in the village centre safely. Other than the doctors' surgery and facilities on Church Street, all other facilities are accessible via existing footways in the village. However, these facilities are on roads with designs that induce low speeds and are, therefore, safely accessible.
- 2.6 The report includes a Parking Survey, undertaken due to the proximity of the site to the Primary School, and in response to a comment made by a local resident during the Pre-Submission Consultation, raising concerns about parking congestion in the area at each end of the school day. The survey demonstrates that whilst School Close is used by parents for parking, the number of parked cars and their general locations means that the proposed development is unlikely to have a detrimental effect on the highway network of School Close/Powell Close in terms of trips or capacity. It is worth noting that there are two entrances to the primary school

which parents are able to use; the main entrance is on Lopham Road where there is a car park, and the School Close entrance is a secondary entrance.

- 2.7 Likely vehicle trip generation has been calculated from the TRICS database, and is likely to be 0.547 trips per dwelling in the peak hour. For a development of 15 units, this would equate to approximately 8 trips in the peak hour. The Richard Jackson report advises that Census data indicates that most traffic is likely to travel west, away from the centre of the village, and there would therefore be minimal impacts on traffic flows through the village.
- 2.8 In light of the above, it is evident that Kenninghall Housing Allocation 1 can be delivered without causing harm to either highway or pedestrian safety.

14.51 Is Criterion 1. consistent with national policy?

- 2.9 Criterion 1 of proposed policy Kenninghall Housing Allocation 1 states that “The scheme design, whilst preserving and enhancing, is complementary to the special interest of the designated heritage assets and the Conservation Area. The scheme design proposal will be informed via a detailed appraisal of the assets’ significance.”
- 2.10 This wording is considered to require amendment for two reasons. First, the reference to ‘designated’ heritage assets is erroneous; the NPPF and draft NPPF require consideration of both designated and non-designated heritage assets, which are referred to collectively as just ‘heritage assets’.
- 2.11 Second, the requirement for the scheme design to be ‘complementary’ to the special interest of the assets and Conservation Area is not consistent with the requirements of the NPPF, or the draft revised NPPF, in relation to the Historic Environment. Whilst the general duty for Local Planning Authorities to pay special attention to the desirability of ‘preserving or enhancing’ Conservation Areas, set out in the Planning (Listed Buildings and Conservation Areas) Act 1990, is acknowledged and understood, the NPPF provides further guidance on how applications affecting heritage assets should be dealt with. Paragraph 128 sets out a requirement for any applicant to describe the significance of any heritage assets affected by a proposal. The Local Planning Authority must then weigh up the likely harm that would be caused to the significance of the identified assets, attaching great weight to the asset’s conservation (para 132). Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal (para 134). Where a proposal affects a non-designated asset, a balanced judgement is required having regard to the scale of any harm or loss of significance.
- 2.12 Consequently, the current requirement of criterion 1 for any development to be complementary to the special interest of the designated heritage assets is not entirely consistent with national policy, as required by paragraph 182 of the NPPF, and is therefore not sound.
- 2.13 We would suggest that criterion 1 is reworded, as set out in paragraph 5.2 below, to require the development to have regard to heritage assets, in accordance with the NPPF, for consistency with national policy.

14.52 To be effective, should the criteria of Kenninghall Housing Allocation 1 refer to the need to have regard to heritage assets?

2.14 Please see paragraphs 2.9 - 2.13 above.

3.0 Conclusion

- 3.1 It is clear from the evidence provided above, that Kenninghall Housing Allocation 1 can be brought forward without causing any harm to pedestrian or highway safety.
- 3.2 In addition, with amendments to the wording of the policy, it is clear that the Allocation can also be brought forward in line with national policy in relation to heritage assets. We propose that the wording of Kenninghall Housing Allocation 1 is revised as follows (text which has been struck through indicates text to be deleted, and text in red represents new text to be inserted):

Kenninghall Housing Allocation 1

Land off Powell Close (LP[051]003)

Land amounting to approximately 0.6 hectares is allocated for a residential development of at least 15 dwellings. Development will be subject to compliance with adopted Local Plan policies and:

- ~~The scheme design, whilst preserving and enhancing, is complementary to the special interest of the designated heritage assets and the conservation area. The scheme design proposal will be informed via a detailed appraisal of the assets' significance;~~
Development shall maximise opportunities to preserve, enhance, or better reveal the significance of designated heritage assets and that of any other heritage assets subsequently identified through the development process;*
- Provision of safe highway access onto Powell Close;*
- The layout and design of the site will provide an appropriate response to the established pattern of development at Powell Close;*
- The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. As the site is under 1 hectare it is exempt from the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 – ‘safeguarding’, in relation to mineral resources. If the site area is amended in the future to make the area over 1 hectare CS16 will apply; and*
- A pre-application enquiry with Anglian Water Services is required for this site in accordance with the Water Cycle Study to demonstrate that sufficient capacity is available to transfer wastewater for treatment. Where insufficient capacity within the wastewater network is identified, financial contributions may be sought.*

APPENDIX 1
RICHARD JACKSON ENGINEERING'S
LETTER DATED 14 MARCH 2018

Our Ref: 47182/JP/MJD
Your Ref:

14 March 2018

Breckland Bridge Limited
c/o Mrs S Hornbrook
Bidwells
16 Upper King Street
Norwich
NR3 1HA

Dear Mrs Hornbrook

Re: Land at Powell Close, Kenninghall

I refer to our instructions to complete an overview of access and transportation matters in respect of the above site. A previous report compiled for the site in February 2016 was for 17 dwellings and this has been updated for presentation to the Local Plan, Examination in Public. It is acknowledged that the total number of units the site can accommodate will be determined at the detailed design stage. Our assessment for an access and the transportation elements has been made on the basis of 17No. dwellings.

We have also undertaken an onsite assessment of the local parking issues between the proposed site and the local primary school, extending to Garboldisham Road. This parking survey was to establish if there were overarching concerns in limiting access to the potential new development site.

This assessment considers current policy with regards to access for the development and accessibility issues, which are addressed in the following matters:

1. Access and the current situation.
2. Location and accessibility to services.
3. Transportation links including pedestrian, cycle and public transport modes.
4. Development trip rates.
5. Assessment of local parking issues.
6. Any highway/transportation improvements.

Cont'd.../

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The site is located off Powell Close in Kenninghall with a grid reference of 603780,285843 and an approximate postcode of NR16 2DZ.

The site is adjacent to existing developments of Powell Close with highway access via Powell Close/School Close. Also immediately adjacent, to the north east is an unused pumping station. To the south is agricultural land. To the north is currently building works of the new village hall and public open space, beyond that are residential units and the main road through the village, Garboldisham Road. The public open space to the north also has an unmade path across the grass to the centre of the village, however, this is not a public footpath. An area of scrubland lies to the east. To the west are residential units of Wood Close and beyond that the recreation ground that is accessible from Lopham Road.

Kenninghall is a civil parish of Breckland and is in the Ward of West Guiltcross, which has a population of 1309 (taken from the 2011 Census data for the Ward). The village is not located on any classified A or B roads but lies on Garboldisham Road which leads to the A1066 which stretches between Diss and Thetford. Kenninghall is approximately 10km west of Diss, 28km south-west of Norwich and 16km east of Thetford. The access to the site would lead from School Close with an amended highway layout of School Close/Powell Close. School Close would continue into the site and Powell Close would become a minor arm branching off.

Access and the current situation

Access parameters for the site have been considered for a development of up to 17No. dwellings. The site address is likely to form a continuation of School Close into the site, with Powell Close forming the minor arm of a new junction. The type of access required by the Norfolk Residential Design Guide (NRDG), would be a Type 5 or Type 6 road. However, as the access to the site is proposed to be a continuation of School Close, the access will continue as a 5.5m road, with 1.8m footway, before tapering down into a Type 6 road, as per the NRDG. The design speed for the internal road will be 20mph and designed according to the NRDG. The minimum standard of road between the site and Garboldisham Road is consistent with a Type 3 road and above as the widths are greater than 4.8m, on average 5.0m to 6.0m, which is capable of serving up to 100 dwellings. There are presently approximately 70 dwellings, primary school and village hall (the latter of which is under construction) served and the proposed development would take the total housing numbers off School Close to 87 dwellings, which is less than the 100 number referred to for a Type 3 road.

Highway boundary records have been reviewed and these indicate that the site does not abut the existing highway. However, we have been advised that the land has the right to construct an access road to connect to the adopted highway across the land owned by the third party, therefore it can be delivered.

The site access design may benefit from a footway along the north side of School Close connecting to existing provision at the village hall (under construction). Footways are already present on the southern side of School Close which could provide the necessary provision if a new footway could not be provided on the north side, or is deemed unnecessary. A short length of footway would also be desirable between No.1 School Close and the school gate, which we believe is within the ownership of Breckland District Council and could be provided for pedestrian enhancement if necessary.

Access to the wider highway network is via School Close junction with Garboldisham Road where an initial inspection of the junction indicated that visibility splays of 2.4m x 90m are available, which meet the standards required for this location in accordance with NCC guidance.

It can therefore be shown, that suitable highway access and footway links could be provided for the development.

Location and Accessibility to Services

To assess the ability for potential residents to access services, research has been undertaken to locate the local services and facilities, which are tabulated below and shown on **Figure 1**.

Facility/Services Table

Facility	Location	Km	Miles
School - Primary	Lopham Road	0.28	0.11
Village Hall (under construction)	(Off) School Close	0.17	0.18
Place of Worship	Church Street	0.90	0.56
Bus Stop	Garboldisham Road	0.35	0.22
Post Office/Shop	Garboldisham Road	0.58	0.36
Bus Stop	Garboldisham Road	0.34	0.21
Recreation Ground	Lopham Road	0.60	0.38
Public House	Garboldisham Road	0.58	0.36
Doctors	Quidenham Road	0.77	0.48
Public House	West Church Street	0.91	0.57

Accessibility to local services is very important in respect to transport planning. The conclusions that can be drawn from the table are that most of the facilities and services are available in the local area. A key aim of the NPPF is to promote sustainable travel choices and accessibility to shops, jobs and other facilities whilst reducing the need to travel, especially by car. Walking is identified as the most important form of transport at local level and the walking offers the greatest potential to replace the car for journeys of less than 2.0km. The guidance document (NPPF) also acknowledges that cycling has the potential to replace many car trips of less than 5.0km, which may also form part of longer journeys supported by public transport.

NCC Highways Officer's response from the initial assessment of the site states:

'The site is the most sustainable location among the sites that have been submitted through the Local Plan process'

The table above provides an indication of the distances that need to be travelled to the facilities and as a consequence the following list indicates the acceptability of the site in terms of distance, frequency of use and acceptability of need to travel.

Acceptability of Travel/Use Table

Facility	Location	Km	Likely Frequency of Use					
			Daily Km		Weekly Km		Greater than Weekly Km	
			<5.0	>5.0	<5.0	>5.0	<5.0	>5.0
School - Primary	Lopham Road	0.28	✓					
Village Hall	(Off) School Close	0.17			✓			
Place of Worship	Church Street	0.90			✓			
Post Office/Shop	Garboldisham Road	0.35	✓					
Bus Stops	Garboldisham Road	0.58			✓			
	Garboldisham Road	0.34	✓					
Recreation Ground	Lopham Road	0.60			✓			
Public House	Garboldisham Road	0.58			✓			
Doctors	Quidenham Road	0.77					✓	
Public House	West Church Street	0.91			✓			

The conclusions of the acceptability table for distance and frequency travelled indicates that most daily activities are within 2.0km of the development.

Whilst other activities and frequency usage of facilities are likely to be weekly or greater than weekly, the table shows that all are within 5.0km of the site and also less than 2km, indicating that there is a likelihood that walking and cycling could be used to travel to and from these locations.

Transportation Links including Pedestrian, Cycle and Public Transport

As stated previously, local, regional and national guidance for transportation and residential dwellings advises that proposed development should be readily accessed by all sustainable modes of transport.

Considering the different modes an assessment can be made in respect of the suitability of existing infrastructure.

Pedestrians

The routes for pedestrians are well served from the proposed site access to the primary school. There is access to the school from School Close which was used by students who walked and those who were dropped off, as observed during the parking survey on 07 March 2018. The footways along School Close have been recently improved by another developer, making the route to school safer. Other than the doctor's surgery and facilities on Church Street, all other facilities are accessible via existing footways in the village, however, the provision of these facilities are on roads with designs that induce low speeds, thus, are safely accessible.

An assessment of the safe route to schools could be undertaken at a detailed planning application stage but the initial assessment shows the primary school aged children do have a safe route to school.

Cyclists

The bicycle has become a much more widely used mode of transport in recent years, as promoting the healthier lifestyle and the current economic circumstances that affects the population. From assessing the locations of the facilities locally, all of them are well within the 5.0km cycling parameters that are recognised in NPPF.

The majority of the roads in the centre of Kenninghall have a 30mph speed limit and, thus, provide an appropriate network for cycle use in the village, to access local facilities.

Public Transport

To establish a criteria for public transport provision, guidance was sought from Norfolk County Council on the necessary bus service frequency. A benchmark guide for bus services can be found in the Norfolk Bus Strategy 2003/4 to 2008/9. Whilst this document is a few years old it has not been updated, but does give criteria for 'Target level of service in rural areas (all offering a return journey)'.

The table indicates that for a parish population of between 600 and 1500 the target service level should provide the following:

- Shopping service, five days a week;
- a Saturday service and;
- A Journey to Work service

The targets do not include a Sunday service or a specific frequency.

The closest stops to the proposed site are 0.35km from the proposed access from the site, opposite and adjacent to School Close. There are additional stops 0.58km from the site outside and opposite the post office.

Operator	Service	Frequency
Norfolk Coachways	1 Attleborough – Kenninghall –East Harling – Diss 1 Diss – East Harling – Kenninghall – Attleborough	Saturday: 0930 Saturday: 1232
H Semmence & Co.	10A East Harling – Buckenhams – Bunwell – Norwich 10A Norwich – Bunwell – Buckenhams – East Harling	Mon – Fri 0653, 0924 Mon – Fri 1418, 1711, 1846

The Norfolk Coachways service operates from the stops closest to the site whereas the Monday – Friday service operates using the stops at the Post Office. Additionally there is a service that runs to and from Old Buckenham High School (Bus 4 and Bus 12), five days a week during term time, which picks up and drops off at the stops near the post office. Also bus 12 stops at the bottom of Lopham Road which would be the closest stop to the site. The table above shows that Kenninghall does benefit from a desirable bus service required by the Norfolk Bus Strategy.

The frequency of service therefore for the public transport provision does meet the necessary targets set out for the Parish in the NCC Bus Strategy.

In addition to the NCC Bus Strategy, Breckland District Council have published a Topic Paper dated July 2017 on local Service Centres and this site accords with the public transport provision requirements in the published paper, thus, meeting the requirements of the Service Centre in public transport terms.

Development Trip Generation

The proposed development site vehicle trip generation can be calculated based on similar sites and data taken from a national data base (TRICS). An assessment of the trip generation from the proposed development site could also be taken from the local trips undertaken by the occupants of the dwellings already in the village. In general, the trip generation will be approximately 0.547 trips per dwelling in the peak hour. On this basis, the development is likely to generate approximately 9 additional trips in the peak hour. Evidence from the DataShine Commute Website, based on Census 2011 data, indicates the key areas of employment are Attleborough, Thetford and Diss, this would amount to almost all of the traffic travelling west, out of School Close, away from the centre of the village.

Based on the information above, which is an approximation at this stage, there should be minimal detriment to traffic flows through the centre of the village to the east. Traffic travelling to Attleborough, via the A11, would use Quidenham Road to the north and Diss and Thetford can be reached via Garboldiham Road or North Lopham Road to the A1066.

Parking Survey

Comments made on the Local Plan Pre-Submission forms dated November 2017 highlighted that the school access on School Close caused congestion during peak times. This has been investigated further via a site visit undertaken on Wednesday 7 March 2018 in the school's AM and PM peak. A parking survey was undertaken, to see what, if any, effect the proposed development flows would have on the highway network of School and Powell Close.

The AM survey was undertaken between 0815 and 0905 in wet and rainy conditions. Drawing **47182-PP-100** has been produced to provide a diagrammatical representation of the survey. The drawing shows the different areas that were used to park by parents/carers that were dropping children off at school.

An initial assessment was undertaken at 0805 to determine the number of cars present in the survey area during the beginning of the peak hour for departures to work. There were 9 cars present at the beginning of the peak, 7 of which did not move during the peak hour. Whilst onsite it was observed that one vehicle was using the road to park as there was a skip in the drive, this is likely to have only occurred because of the skip in the drive.

The greatest amount of cars present within the survey area occurred at 0857, a total number of 15 cars. Using the above, this means that there were an additional 8 cars that used School/Powell Close as a drop off point at the peak recorded time. Whilst onsite, it was noted that as traffic in Area B was parked on the south west side of the road, sometimes using the green space, there was ease of access in both directions. At the narrowest part of School Close, which provided a road width available of 5.0m, with the parked vehicles a width of 3.0m was still available for most vehicle types to access the development, including a cement mixer which is a maximum of 2.55m wide. There were no observed collisions and traffic was free-flowing.

The proposed development trip generation is estimated at 9 departures during the AM peak hour, one on average approximately every 6.5 minutes. Therefore, only one departure from the proposed development site would clash with the worst case scenario of parked cars. Therefore, the proposed development is not likely to cause a detrimental effect to the highway network of School/Powell Close in terms of trips or capacity.

Also, the peak hour of 0800-0900 is generally because of commuting to work, and as most workplaces start at 0900 or earlier. This means that the proposed development trips during the peak hour would likely occur in the earlier stages of the peak hour, nearer to 0800 and would not coincide with the increase in vehicle movements due to the school drop off, which occurred at the peak at 0857.

The PM survey was undertaken between 1445 and 1535 in damp but overcast weather conditions. Drawing **47182-PP-101** has been produced to provide a diagrammatical representation of the survey. The drawing shows the different areas that were used to park by parents/carers that were picking children up from the school.

An initial assessment was undertaken at 1435 to determine the number of cars present in the survey area during the beginning of the peak hour for departures from the school. There were 6 cars present at the beginning of the peak, 4 of which did not move during the peak hour.

The greatest amount of cars present within the survey area occurred at 1510, a total number of 14 cars. Using the above, this means that there were an additional 10 cars that used School/Powell Close as a pick up point at the peak recorded time. The area was also surveyed at 1515, and 13 cars were present. The cars present were parents/carers waiting for the school day to finish, which is at 1515.

Again, the most popular area to park was the south western side of the road in Area B, however, there was one car on the north eastern side that arrived is noted to have arrived at 1511, remain for two minutes, before moving to Area A where it remained during the survey at 1515.

As the PM peak hour for the proposed development is 1700 – 1800, and not during 1500 – 1530, when the PM school peak occurs, then there is likely to be less than the peak hour movements/trips of 9 from the proposed development, thus, not having a detrimental effect on the highway network.

It was noted that the available width along School Close during peak school pick up time was at least 3.0m. This would be sufficient for most vehicles to pass, thus, access is not hindered to and from the development, as similarly recorded for the AM peak.

Highway/Transportation Improvements

As assessment of the access shows that an appropriate access can be provided to serve the development, subject to confirmation of rights of access. Some minor footway enhancements along School Close are also recommended.

With regard to pedestrian links, a number of local facilities, including primary education, can be reached within 2.0km.

There are no specific offsite improvements required.

Conclusions

To collate the issues and highlight the matters that are relevant to transportation for the proposed development at Powell Close, Kenninghall, the following table shows the summary of benefits that this scheme includes:

Summary Table

Matters	Comment	Satisfactory	Needs some Upgrade	Not Satisfactory
Site Access	A satisfactory access can be achieved on the understanding we believe that rights of access are available.			
Local Junction Assessment	Based on a preliminary review, no upgrades are required offsite.			
Accessibility to Services	A number of daily and weekly services can be accessed by pedestrian, cyclists or public transport within 2.0km of the site.			
Pedestrian Links	Good safe routes to school and facilities are available.			
Cycle Facilities	There are no specific routes in the village but a 30mph speed limit is present.			
Public Transport	The current public transport provision meets the Norfolk County Council targets and those set out in the Breckland District Council Topic paper July 2017 on public transport provision for Service Centres.			
Parking Survey	Based on the surveyed data the parking at/around the school does not cause a detrimental effect upon access to the development			

It is therefore concluded that the site meets all the necessary criteria for access, accessibility to services, other modes of transport and the public transport provision.

The parking survey has also concluded there is no detrimental effect to access/egress the proposed development site.

I trust the foregoing is satisfactory but if we can be of any further assistance, please do not hesitate to contact us.

Yours sincerely



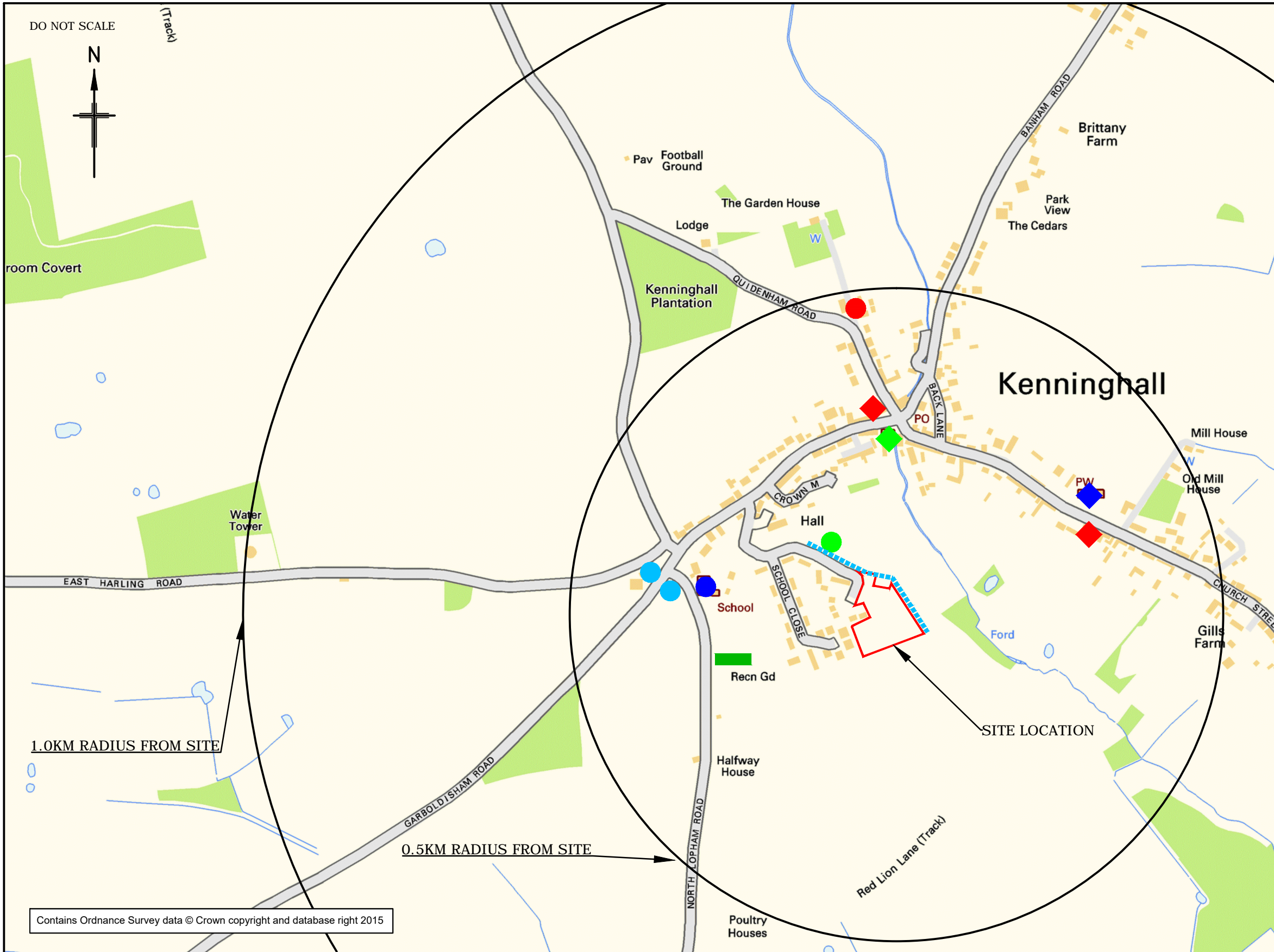
Joshua Pitcher
on behalf of Richard Jackson Limited



Checked by Martin Doughty (Director) – BEng (Hons), CEng, FICE, FCIHT, MAPM
on behalf of Richard Jackson Limited

encs - Figure 1
47182-PP-100
47182-PP-101

c.c Mr N Robson Breckland Bridge Limited



FACILITIES IN KENNINGHALL		
FACILITY	DISTANCE (KM)	KEY
PRIMARY SCHOOL	0.28	
RECREATION GROUND	0.60	
BUS STOP	0.35	
BUS STOP	0.35	
DOCTORS	0.77	
POST OFFICE/SHOP	0.58	
PUBLIC HOUSE	0.91	
PLACE OF WORSHIP	0.90	
PUBLIC RIGHT OF WAY	-	
VILLAGE HALL (UNDER CONSTRUCTION)	0.17	
PUBLIC HOUSE	0.58	

NOTES:
 1. DISTANCES ARE GIVEN FOR A PEDESTRIAN ROUTE ALONG A SURFACED ROUTE.

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A	14.03.18	PLAN UPDATED	JDP	MJD
REV	DATE	DESCRIPTION	DRAWN	CHKD

Project Title POWELL CLOSE, KENNINGHALL DISS, NORFOLK	
Drawing Title LOCAL FACILITIES PLAN	

Client Title BRECKLAND BRIDGE LTD			
Scale	Drawn	Date	
NTS	JP	19/01/16	
Job Manager	Checked	Approved	
MJD	DDP	MJD	

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.

Richard Jackson
 Engineering Consultants

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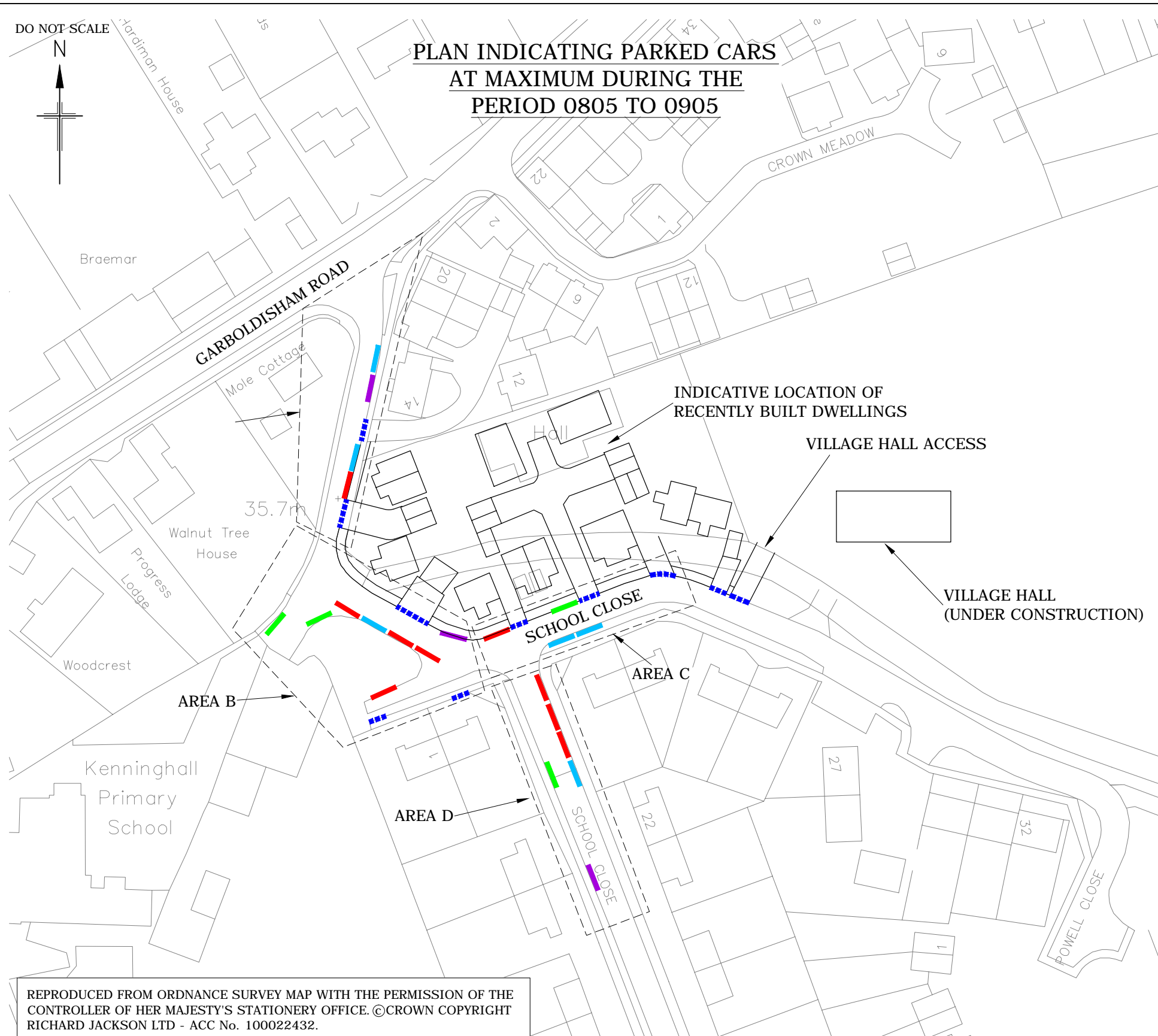
Email Address: mail@rj.uk.com
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Drawing No. FIGURE 1	Revision A
Drawing Status	
<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> APPROVAL
<input type="checkbox"/> TENDER	<input type="checkbox"/> CONSTRUCTION
<input type="checkbox"/> AS CONSTRUCTED	<input type="checkbox"/> COSTING

DO NOT SCALE



**PLAN INDICATING PARKED CARS
AT MAXIMUM DURING THE
PERIOD 0805 TO 0905**



KEY:

- CAR PARKED PRIOR TO ASSESSMENT (0805) AND REMAINED DURING PEAK (0847)
- CAR PARKED PRIOR TO ASSESSMENT (0805) AND LEFT BEFORE PEAK (0847)
- CAR PARKED DURING ASSESSMENT (0815 - 0905) BUT NOT PRESENT AT 0857
- CAR PARKED DURING PEAK RECORDED TIME (0857)
- - - DROPPED KERB FOR DWELLING ENTRANCE
- AREAS OF CAR PARKING

SCHOOL CLOSE/POWELL CLOSE - CAR PARKING SURVEY (AM)				
TIME OF ASSESSMENT	NUMBER OF CARS PARKED IN AREA			
	AREA A	AREA B	AREA C	AREA D
0805	3	2	2	2
0815	3	2	2	1
0823	2	3	2	2
0833	2	2	2	2
0840	2	1	2	1
0847	2	3	2	1
0853	3	3	3	2
0857	3	5	3	4
0859	3	1	3	2
0905	2	1	1	2

NOTES:

- PARKING SURVEY UNDERTAKEN ON 07 MARCH 2018.
- ASSUMED CAR LENGTH IS 6m.
- VILLAGE HALL LOCATION IS INDICATIVE.

REPRODUCED FROM ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. ©CROWN COPYRIGHT RICHARD JACKSON LTD - ACC No. 100022432.

REV	DATE	DESCRIPTION	DRAWN	CHKD

Project Title
**LAND AT POWELL CLOSE,
KENNINGHALL, NORFOLK**

Client Title
BRECKLAND BRIDGE LTD

This drawing is to be read in conjunction with all other Engineers' drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.

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The Wheelhouse, Bonds Mill, Stonehouse, Gloucestershire GL10 3RF
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Drawing No.
47182-PP-100

Revision

Drawing Title
**PARKING SURVEY - AM
(DATED 7 MARCH 2018)**

Scale APPROX 1:1,000@A3	Drawn J. PITCHER	Date 13/03/18
Job Manager M. DOUGHTY	Checked M. DOUGHTY	Approved M. DOUGHTY



Drawing Status

INFORMATION APPROVAL COSTING

TENDER CONSTRUCTION AS CONSTRUCTED

Drawing Status

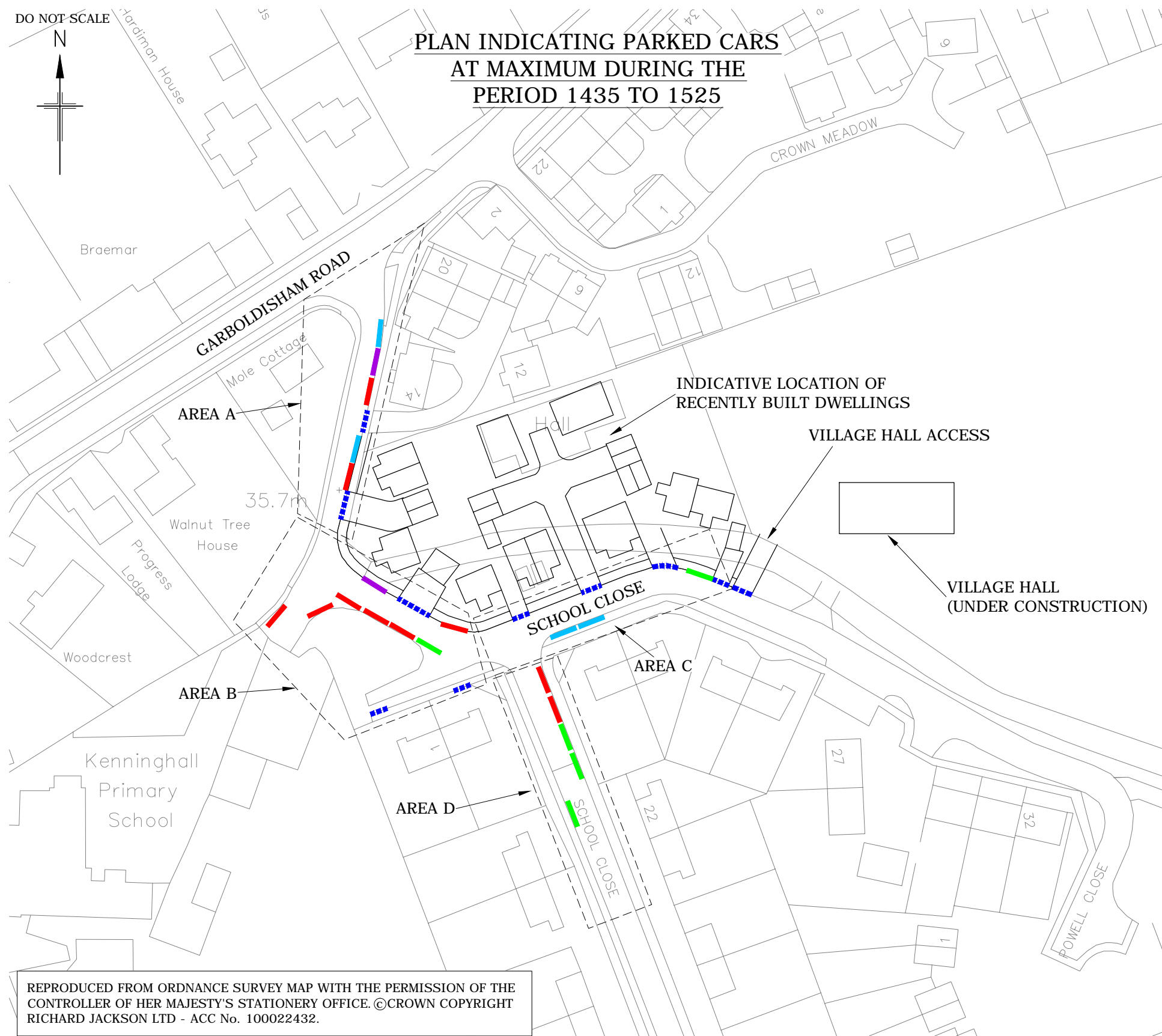
INFORMATION APPROVAL COSTING

TENDER CONSTRUCTION AS CONSTRUCTED

DO NOT SCALE



**PLAN INDICATING PARKED CARS
AT MAXIMUM DURING THE
PERIOD 1435 TO 1525**



KEY:

- CAR PARKED PRIOR TO ASSESSMENT (1435) AND REMAINED DURING PEAK (1510)
- CAR PARKED PRIOR TO ASSESSMENT (1435) AND LEFT BEFORE PEAK (1510)
- CAR PARKED DURING ASSESSMENT (1445 - 1525) BUT NOT PRESENT AT 1510
- CAR PARKED DURING PEAK RECORDED TIME (1510)
- - - - DROPPED KERB FOR DWELLING ENTRANCE
- AREAS OF CAR PARKING

SCHOOL CLOSE/POWELL CLOSE - CAR PARKING SURVEY (PM)				
TIME OF ASSESSMENT	NUMBER OF CARS PARKED IN AREA			
	AREA A	AREA B	AREA C	AREA D
1435	3	1	2	0
1445	3	1	3	1
1455	3	1	2	0
1500	3	0	2	0
1505	4	1	2	2
1510	4	6	2	2
1515	4	6	1	2
1520	4	4	1	0
1525	3	1	1	0
1535	3	2	2	1

NOTES:

1. PARKING SURVEY UNDERTAKEN ON 07 MARCH 2018.
2. ASSUMED CAR LENGTH IS 6m.
3. VILLAGE HALL LOCATION IS INDICATIVE.

REPRODUCED FROM ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. ©CROWN COPYRIGHT RICHARD JACKSON LTD - ACC No. 100022432.

REV	DATE	DESCRIPTION	DRAWN	CHKD

Project Title
LAND AT POWELL CLOSE,
KENNINGHALL, NORFOLK

Client Title
BRECKLAND BRIDGE LTD

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.

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Drawing No.
47182-PP-101

Revision

Drawing Title
PARKING SURVEY - PM
(DATED 7 MARCH 2018)

Scale APPROX 1:1,000@A3	Drawn J. PITCHER	Date 13/03/18
Job Manager M. DOUGHTY	Checked M. DOUGHTY	Approved M. DOUGHTY



Drawing Status

INFORMATION APPROVAL COSTING
 TENDER CONSTRUCTION AS CONSTRUCTED

Drawing Status

INFORMATION APPROVAL COSTING
 TENDER CONSTRUCTION AS CONSTRUCTED