



Greenway Homes Ltd

GLEBE HOUSE, STOWLANGTOFT

Access Appraisal





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GLEBE HOUSE, STOWLANGTOFT

Access Appraisal

ACCESS APPRAISAL(P02) PUBLIC

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1 INTRODUCTION

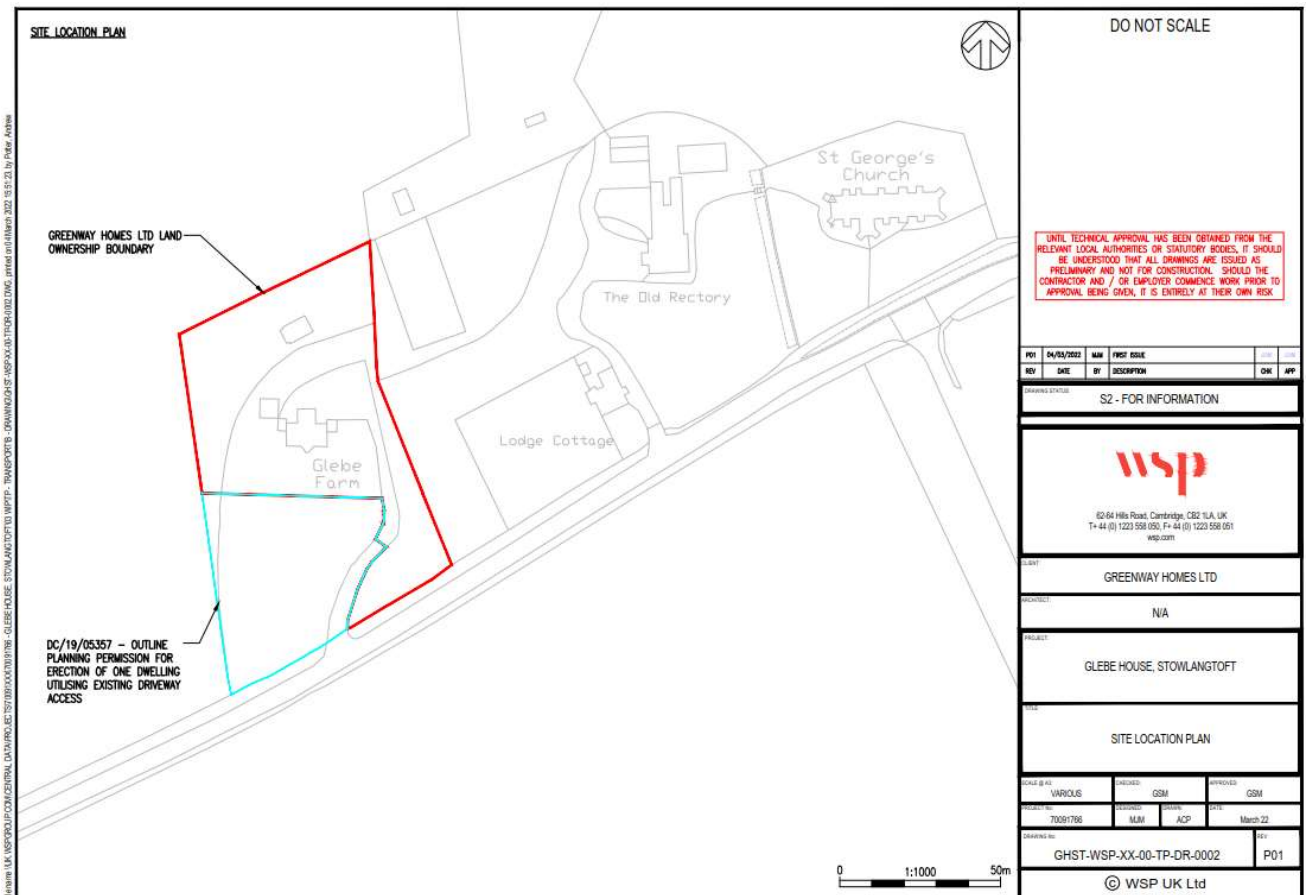
1.1 BACKGROUND

1.1.1. WSP has been appointed by Greenway Homes Ltd to provide transport and highways advice in relation to proposals to provide a private driveway access onto The Street, Stowlangtoft, Suffolk to serve Glebe House. The purpose of this report is to demonstrate that a suitable driveway access can be provided to serve Glebe House, whilst the existing access solely serves a new dwelling which has outline planning permission (Ref: DC/19/05337).

1.2 SITE LOCATION

1.2.1. Stowlangtoft is a small village located approximately 11km east of Bury St Edmunds and 3.5km south of Ixworth. The site is located to the west of the village and is bounded by a residential property to the east, open agricultural land to the north and west and The Street to the south. The existing site access (serving Glebe House and proposed to serve the dwelling with outline planning permission) is provided directly from The Street – a rural secondary distributor road with a speed limit of 30mph within the village and operating at the national speed limit (60mph) approximately 50m to the west of the existing driveway. A site location plan is provided as **Figure 1-1**.

Figure 1-1 Site location plan



1.3 PURPOSE & STRUCTURE

1.3.1. The *National Planning Policy Framework*¹ (NPPF) (Ministry of Housing, Communities and Local Government, July 2021) contains the Government's planning policies for England and how these are expected to be applied. When considering development proposals, the NPPF [paragraph 111] advises that development should ensure:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.3.2. This *Access Appraisal* assesses the site against the second of these considerations to evaluate whether a private driveway access from The Street can provide safe and suitable access to Glebe House.

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

2 SAFE & SUITABLE ACCESS

2.1 INTRODUCTION

2.1.1. This chapter assesses the highway network surrounding the site, including an analysis of Personal Injury Accident (PIA) data. It then provides information on the proposed private driveway access from The Street, in order to demonstrate whether safe and suitable access to the Glebe House can be achieved.

2.2 HIGHWAY NETWORK

THE STREET

2.2.1. An existing private driveway, currently serving Glebe House, and proposed to serve the additional dwelling (Ref: DC/19/05337), is provided directly from The Street – a rural secondary distributor road. The Street, approximately 5.8m wide, has a 30mph speed limit within the village and transitions into the national speed limit for single carriageway (60mph) approximately 50m to the west of the site. There is an existing Vehicle Activated Speed (VAS) Sign adjacent to the site, alerting eastbound vehicles of their speed on approach to the village. There is no footway provided on either side of the carriageway and street lighting is absent.

2.2.2. An Automatic Traffic Count (ATC) was undertaken on The Street, in the vicinity of the proposed private driveway access, from Wednesday 02 February 2022 and Tuesday 08 February 2022. The ATC recorded bi-directional vehicle volumes and speeds. The total vehicles and 85th percentile speeds on a virtual day for the AM peak (08:00-09:00), PM peak (17:00-18:00) and daily period (07:00-19:00) are summarised in **Table 2-1**, with the raw data provided in **Appendix A**.

Table 2-1 - Vehicle volumes and speeds on The Street

Direction	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily Period (07:00-19:00)	
	Total Vehicles	85 th Percentile Speeds	Total Vehicles	85 th Percentile Speeds	Total Vehicles	85 th Percentile Speeds
Eastbound	80	37.5mph	111	36.5mph	902	37.4mph
Westbound	179	42.2mph	81	42.9mph	1,116	42.1mph
Two-way	259	-	192	-	2,018	-

Source: MHC Traffic (February 2022)

SURROUNDING NETWORK

2.2.3. The Street becomes Bull Road after the junction with the A1088 (Ixworth Road), approximately 450m to the west of the site. The A1088 forms a north-south route from the A143 at Ixworth to the A14 outside of Elmswell. To the east of Stowlangtoft, The Street becomes Hunston Road after the priority T-junction with Westley Way. Bull Road, The Street, Hunston Road and Westley Way all provide connections between rural settlements such as Pakenham, Hunston and Badwell Ash.

2.3 PERSONAL INJURY ACCIDENTS

2.3.1. Accident data for the most recent five-year period (2017 to 2021) has been obtained from CrashMap² for Stowlangtoft, including The Street and the A1088 (Ixworth Road). Within the area analysed, there have been seven recorded PIAs – the data excludes “damage-only” accidents – between 2017 and 2021. **Figure 2-1** demonstrates the location of the PIA on the network, whilst **Table 2-2** provides a summary of the frequency and number of vehicles and casualties related to the different severity levels of accidents.

Figure 2-1 Location of PIAs (2017-2021)

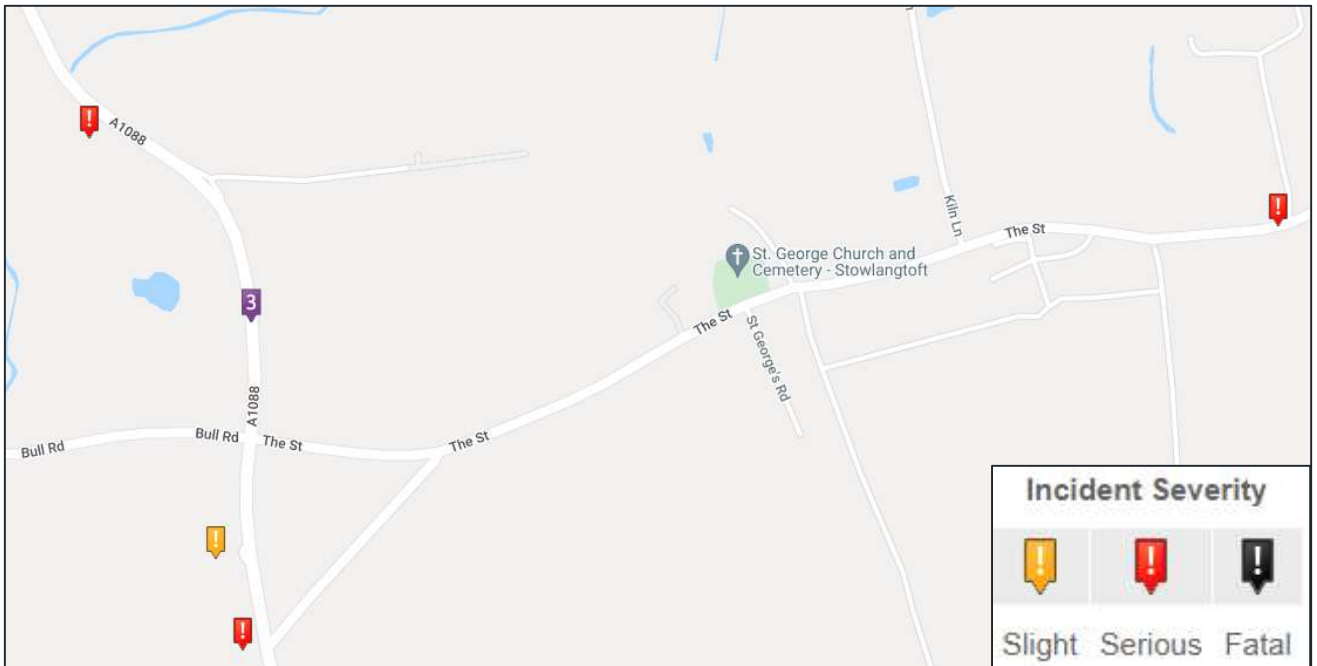


Table 2-2 Severity and casualties from PIAs (2016-2020)

Location	Slight		Serious		Fatal	
	PIAs	Vehicles (Casualties)	PIAs	Vehicles (Casualties)	PIAs	Vehicles (Casualties)
A1088	3	6 (8)	3	5 (5)	0	0 (0)
The Street	0	0 (0)	1	1 (1)	0	0 (0)

Source: CrashMap (March 2022)

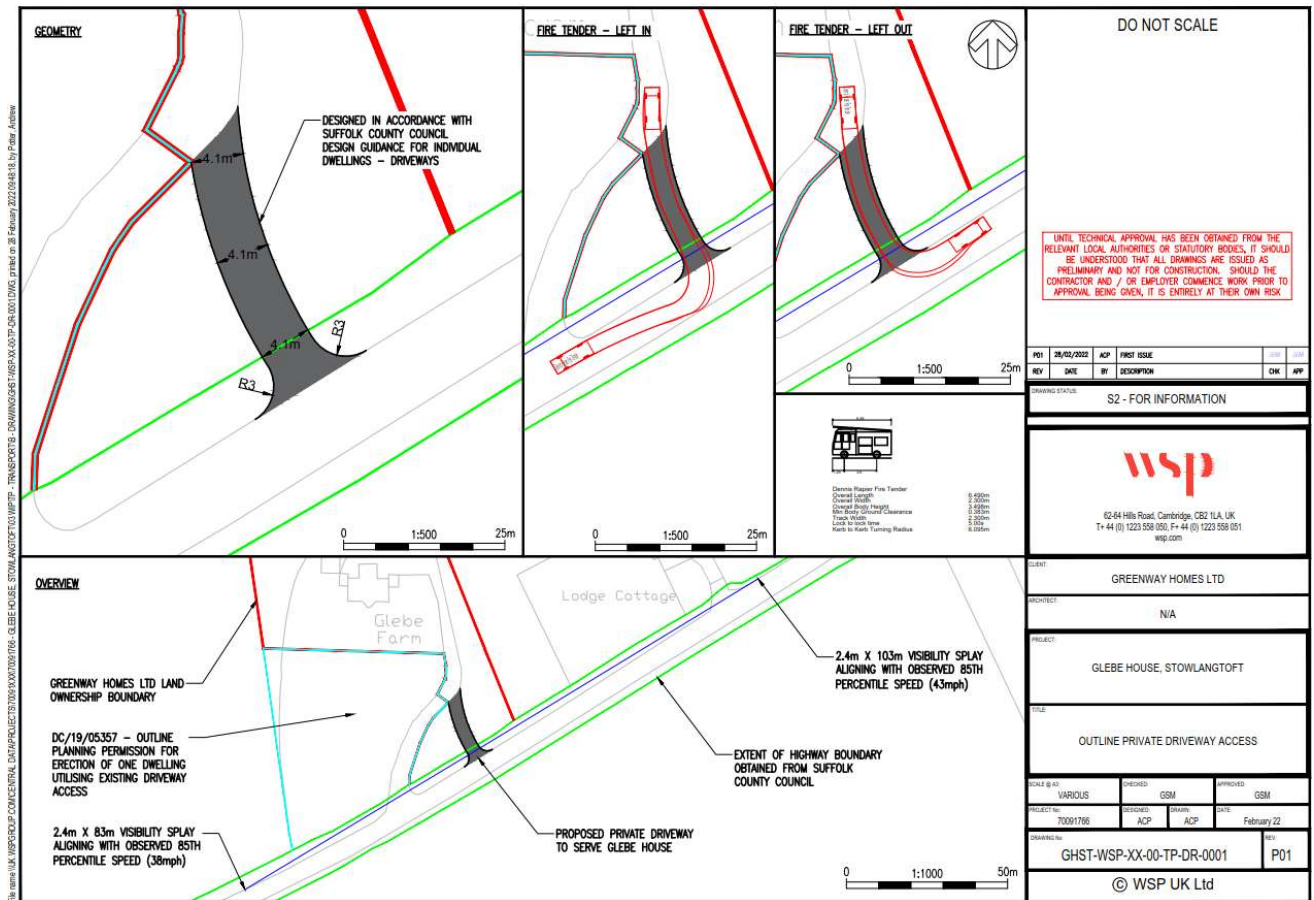
2.3.2. The PIA data indicates that no events occurred within the vicinity of the site. One serious PIA occurred on The Street approximately 850m east of the site. The remaining PIAs occurred on the A1088 – three of which were of serious severity, while the other three were of slight severity. An additional residential driveway will not intensify the usage of The Street, and therefore is deemed unlikely to have an adverse effect on highway safety records.

² <https://www.crashmap.co.uk/Search>

2.4 SITE ACCESS GEOMETRIES

2.4.1. The private driveway, shown in **Figure 2-2** (and replicated in **Appendix B**), has been designed in accordance with guidance for *Individual Dwellings – Driveways* contained within Suffolk County Council’s (SCC) *Design Guide*. The driveway will be 4.1m in width with kerb radii of 3m, in order to accommodate a fire tender.

Figure 2-2 Site access achievable visibility



VISIBILITY

2.4.2. The primary function of The Street is “movement” rather than “place”; therefore, visibility splays outlined within the *Design Manual for Roads and Bridges* (DMRB) (Department for Transport, 2007) are considered appropriate and should be accepted by SCC for the private driveway access.

2.4.3. Visibility splays at junctions ensure there is adequate inter-visibility between vehicles on the major and minor arms. Under DMRB guidance, visibility splays are measured using two parameters:

- **“X” distance:** 2.4m back along the minor arm (the site access) – this represents a reasonable maximum distance between the front of the car and the driver’s eye; and

- **“Y” distance:** represents the distance that a driver who is about to exit from the minor arm (the site access) can see to their left and right along the main alignment (The Street), measured to the nearside kerb. The Y distance is based upon Stopping Sight Distances (SSDs) which is the distance within which drivers need to be able to see ahead and stop from a given speed.

2.4.4. **Table 2-3** provides the required SSDs for different speeds, as outlined in DMRB. This Access Appraisal has assessed the required visibility splays based upon the observed free-flow 85th percentiles speeds of The Street. Subsequently, it has been calculated that visibility splays of 2.4m X 103m (east) and 2.4m X 83m (west) would be required for the private driveway access. **Figure 2-2** demonstrates that sufficient visibility for the 85th percentile speeds of The Street (43mph for westbound vehicles and 38mph for eastbound vehicles) can be achieved to the left and right, taking into consideration the extent of SCC maintained highway and site ownership (**Appendix C**).

Table 2-3 Visibility splay (Y) requirements

Design Speed (kph)	50kph	60kph	70kph	85kph	100kph	120kph
Stopping Sight Distance (m) <i>desirable minimum</i>	70	90	120	160	215	295
Stopping Sight Distance (m) <i>one step below desirable minimum</i>	50	70	90	120	160	215

Source: Table 2.10 Design speed related parameters, Design Manual for Roads and Bridges

SERVICING

2.4.5. Servicing will be undertaken directly from The Street as is currently the case for Glebe House, hence refuse vehicle tracking has not been undertaken. Emergency access for the site will be via the proposed vehicular private driveway access, for which swept path analysis has been undertaken, and is shown in **Figure 2-2**. The drawing demonstrates that a fire tender of 6.49m in length can safely access the site in a forward gear (in order to be within 45m of the site boundaries). There is sufficient space to the north of Glebe House for the fire tender to turn and egress via the proposed vehicular private driveway access.

3 CONCLUSIONS

3.1 SUMMARY

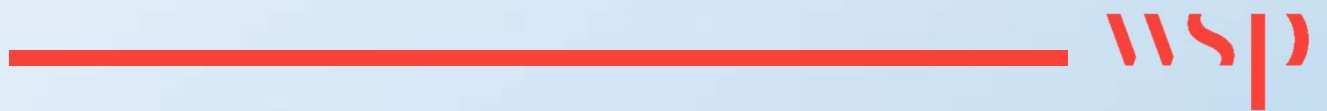
- 3.1.1. This *Access Appraisal* has been undertaken by WSP on behalf of Greenway Homes Ltd in relation to proposals to provide a private driveway access onto The Street to serve Glebe House. The purpose of this report was to demonstrate that a suitable driveway access can be provided to serve Glebe House, whilst the existing access solely serves a new dwelling which has outline planning permission (Ref: DC/19/05337).
- 3.1.2. An existing private driveway, currently serving Glebe House, and proposed to serve the additional dwelling (Ref: DC/19/05337), is provided directly from The Street – a rural secondary distributor road. The Street, approximately 5.8m wide, has a 30mph speed limit within the village and transitions into the national speed limit for single carriageway (60mph) approximately 50m to the west of the site. There is an existing Vehicle Activated Speed (VAS) Sign adjacent to the site, alerting eastbound vehicles of their speed on approach to the village. There is no footway provided on either side of the carriageway and street lighting is absent.
- 3.1.3. An Automatic Traffic Count (ATC) was undertaken on The Street, in the vicinity of the proposed private driveway access, from Wednesday 02 February 2022 and Tuesday 08 February 2022. The ATC recorded bi-directional vehicle volumes and speeds, demonstrating that The Street is relatively lightly trafficked and that speeds are elevated above the posted speed limit. Accident data for the most recent five-year period (2017 to 2021) obtained from CrashMap indicated that no PIAs occurred within the vicinity of the site access. Providing a new private driveway access will not intensify the usage of The Street, and as such, it is deemed unlikely to have an adverse effect on highway safety records.
- 3.1.4. The private driveway has been designed in accordance with guidance for *Individual Dwellings – Driveways* contained within SCC's *Design Guide*. The driveway will be 4.1m in width with kerb radii of 3m, in order to accommodate a fire tender. Sufficient visibility splays for the 85th percentile speeds (43mph for westbound vehicles and 38mph for eastbound vehicles) can be achieved to the left and right. Servicing would be undertaken directly from The Street, as is currently the case, whilst emergency access would be via the proposed vehicular private driveway access which can safely accommodate the manoeuvres of a fire tender.

3.2 CONCLUDING REMARK

- 3.2.1. The information provided within this *Access Appraisal* suggests that, in highways design terms, safe and suitable access can be provided to Glebe House via a new private access driveway from The Street.

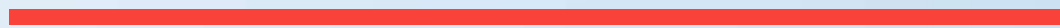
Appendix A

TRAFFIC COUNT DATA

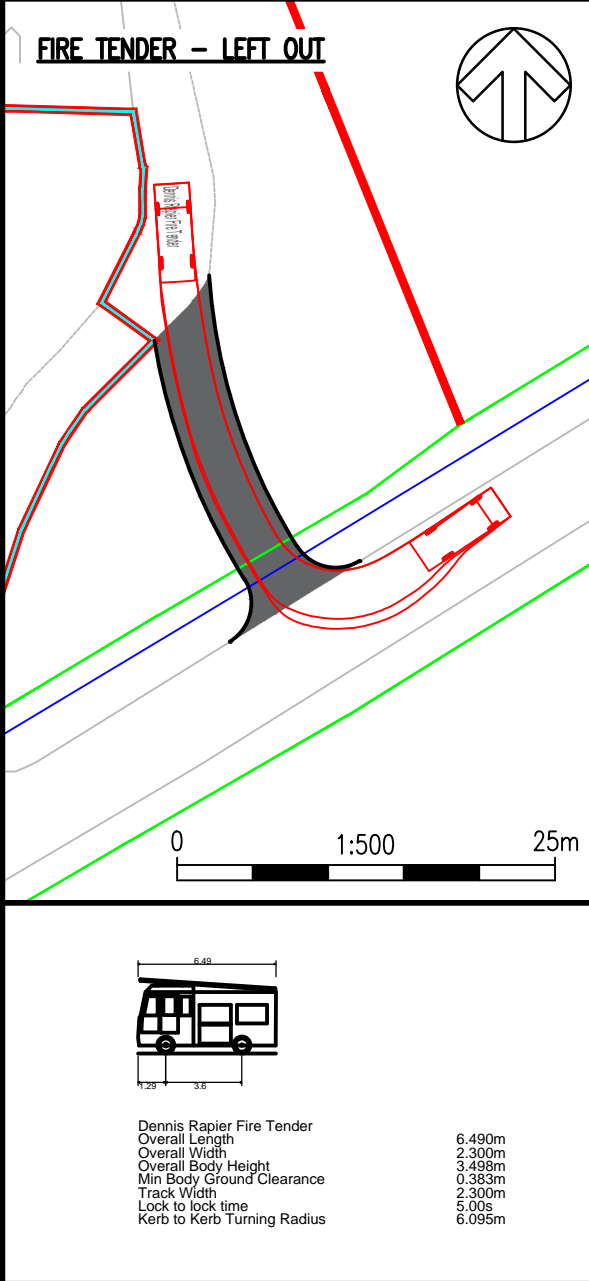
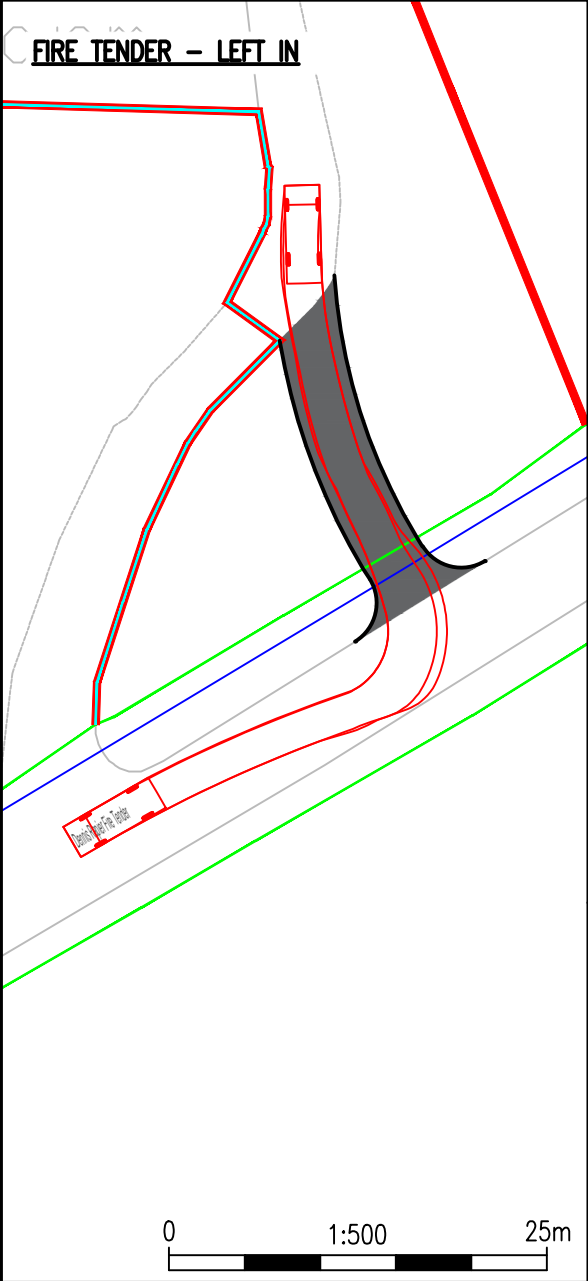
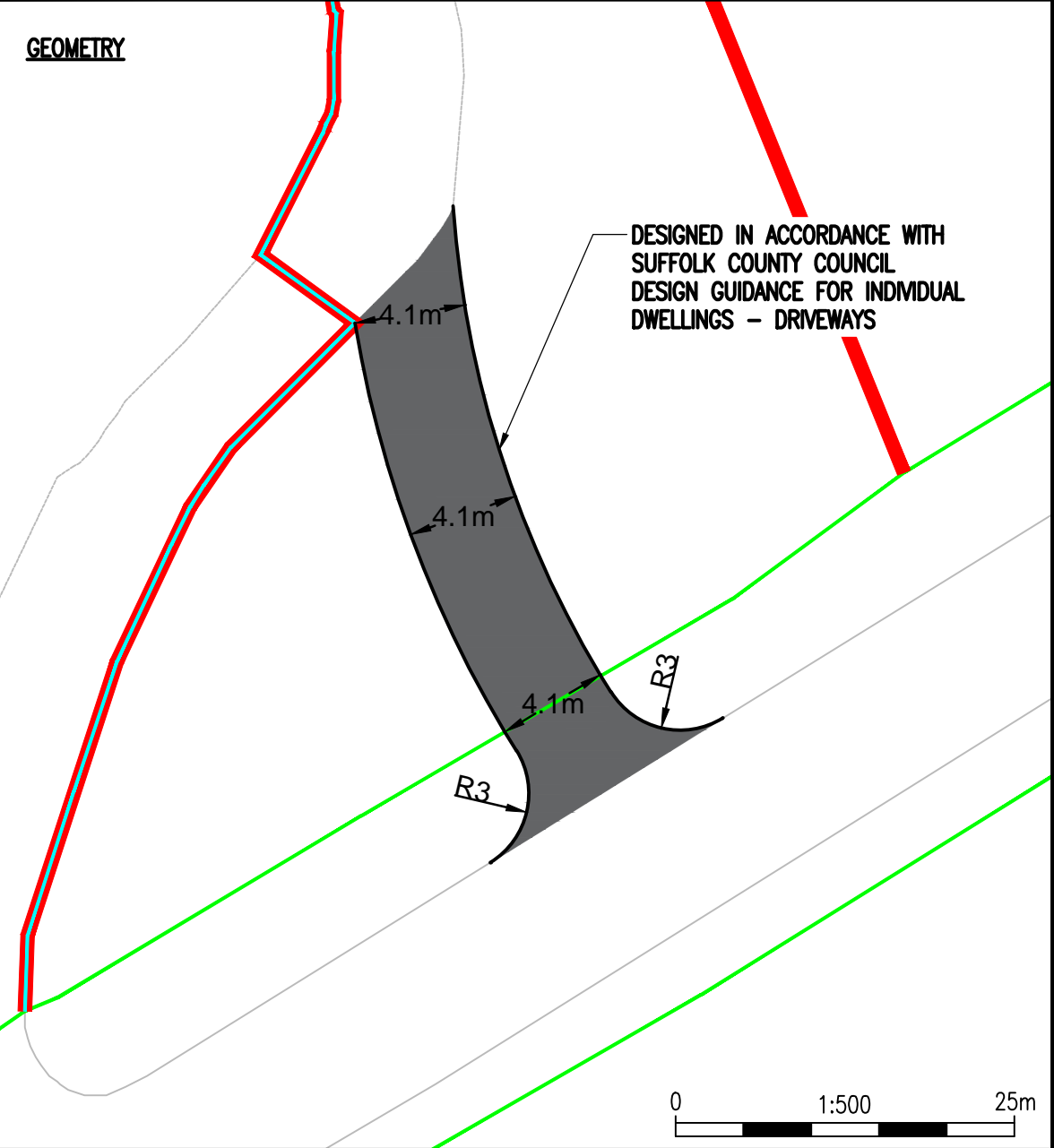


Appendix B

ACCESS DRAWING



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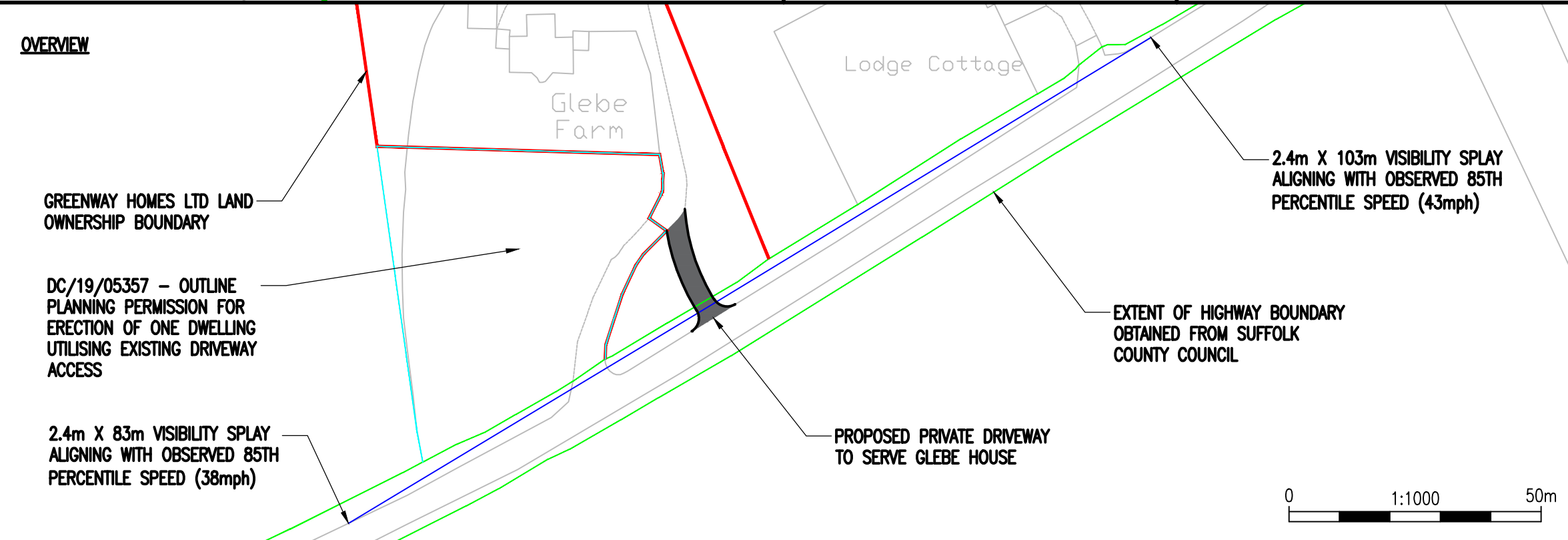
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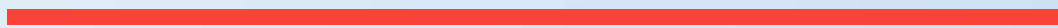
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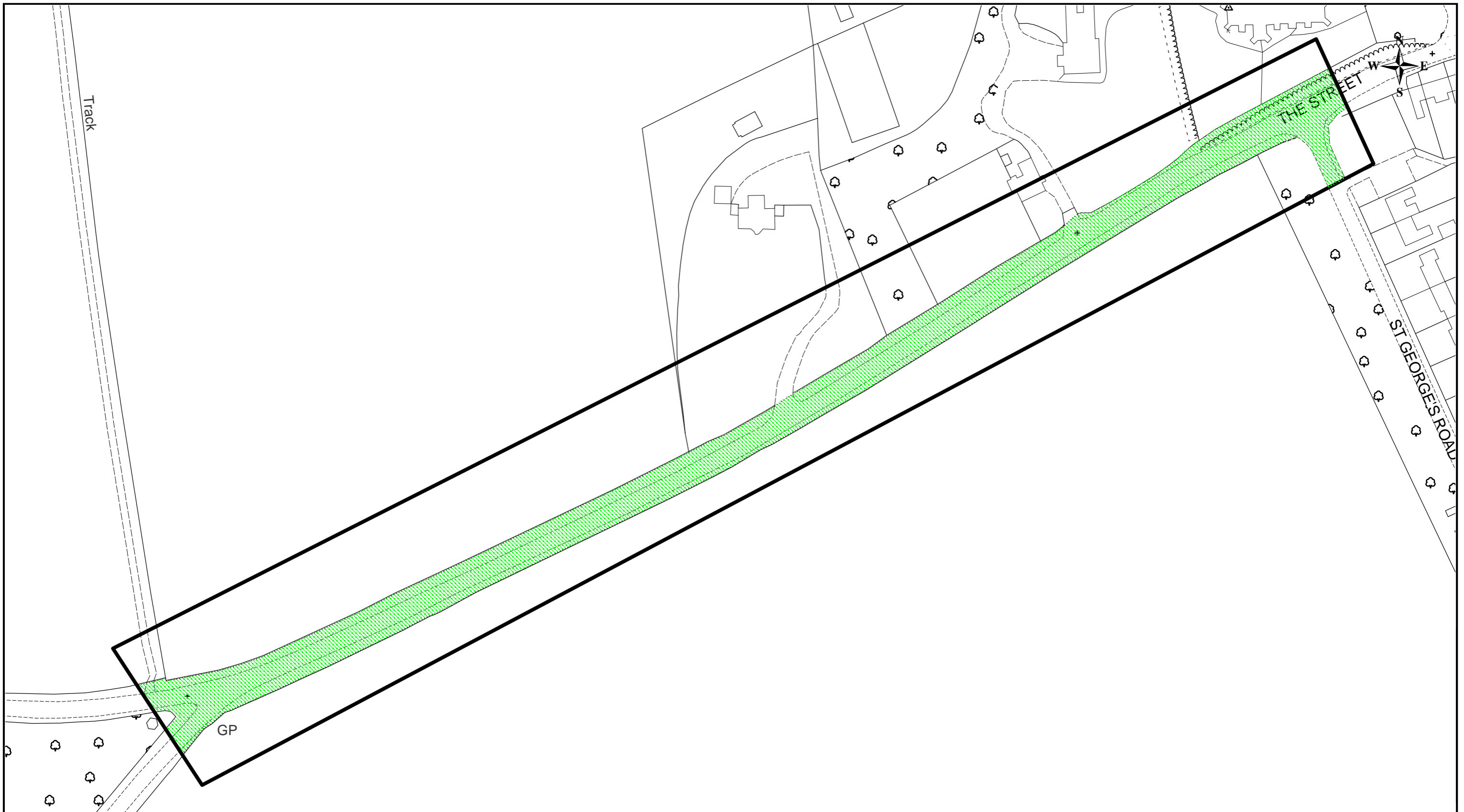
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Appendix C

HIGHWAY BOUNDARY DATA





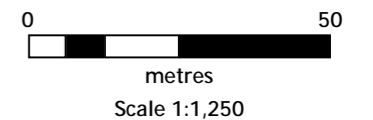
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