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*ARCHITECTURAL  
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**PROPOSED NEW VEHICUAR ACCESS TO REPLACE EXISTING FARM  
ACCESS TOGETHER WITH NEW FARM TRACK (TO SERVE WHITE  
HOUSE FARM)**

**WHITE HOUSE FARM, CHURCH LANE, EARL STONHAM, SUFFOLK,  
IP14 5EA**

**FOR MR A DEACON**

**SUPPORTING PLANNING STATEMENT**

**REF: 2787/SPS01**

The submitted application for full planning permission follows a pre-application enquiry and written response from the planning officer Amelia Powell (Ref: DC/22/04463 - dated 1<sup>st</sup> December 2022).

The submitted application for the upgraded farm access at the eastern end of the existing layby on the A1120, all as shown on the submitted drawings, is to provide a much improved and safer access to the existing agricultural buildings and farmyard at White House Farm, which is currently accessed via the junction of Church Lane and the A1120. This junction is dangerous for slow moving large agricultural vehicles, and has sub-standard poor visibility in both directions (see photographs below showing existing junction of Church Lane/A1120).



**Junction viewed from A1120 (South)**



**Looking West from junction showing poor visibility**



**Looking East from junction showing poor visibility**



**Looking North from junction, up Church Lane (existing drive in to farm/farmyard is just North of the Black Wheelie Bin)**

See Photographs below showing siting of proposed vehicular access/upgrade to replace existing field access.



**Existing field access at Eastern end of Layby viewed from South (A1120)**



**Existing Layby viewed from East (at existing field access)**



**View from Layby (at existing field access) looking East along A1120**

### **SCC – Highways pre-app response comments**

The existing access is located within the splay/taper of a layby onto a high speed road. Whilst it is the preference of the Highway Authority for accesses to be located outside of laybys, where they are within the splay/ taper and can accord with visibility and layout requirements, they can be acceptable to the Highway Authority.

In this case, the existing access would need to be upgraded as follows:

- Evidence of visibility splays of 160m in both directions from a 2.4m set back at the centre of the access (within the highway or land controlled by the applicant). To the east, this could be from the layby access but to the west there would also need to be clear visibility for the length of the layby as well.
- Provision of a new SCC DM01 type shared access with at least a 4.5m wide entrance (at rear of access). Details of layout are shown on the DM01 drawing.
- A bound surface for the first 10 metres from the road edge with drainage at the highway boundary (drainage required if surface falls towards the highway).

- If the access also continues to serve agricultural use, the scale may need to be larger than the above shared domestic access dimensions.
- Pedestrian access should also be considered and a safe route to the local footway network and nearest Bus Stops should be included in any proposals.
- The lack of a suitable walking route to other nearby amenities may be considered negatively by the Highway Authority if consulted on this proposal.