

# Traffic Report

Proposed development  
Junipers and White Lodge, Stonham Aspal

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## 1 **Introduction.**

- 1.1 This traffic report has been prepared to support full planning application for the construction of 5 new dwellings on land to the rear of Junipers and White Lodge in Stonham Aspal. An aerial photograph of the area is shown in Appendix 1.
- 1.2 This report looks at the development history, existing road conditions, access arrangements, accident records and visibility distances in place for the amended existing access which will be required for the new dwellings.
- 1.3 The CrashMap UK Accident record site was interrogated for details of injury accidents along The Street in Stonham Aspal, in the vicinity of the existing vehicular access to White Lodge and Junipers on the 29<sup>th</sup> December 2023. Since 2010 there have been no injury accidents along this section of the A1120, The Street.
- 1.4 Highway safety is an integral aspect of any vehicular access and the excellent accident record over the last 13 years demonstrates that there are no highway safety issues with this existing length of road.

## 2 **Development history**

- 2.1 There have been proposals for development of the land to the rear of Junipers and White Lodge in previous years and a site location plan has been shown in Appendix 2.
- 2.2 The current proposal has been developed in conjunction with the owners of both Junipers and White Lodge and is a joint venture by both landowners.
- 2.3 Junipers received Planning Approval for 4 new dwellings with garages and amendments to the existing access arrangements on 30<sup>th</sup> January 2023, under Planning Reference DC/22/06038.
- 2.4 White Lodge applied for a single two-storey detached dwelling with double garage and amendments to existing vehicular access to the rear of their property in 2008 and Planning Approval was granted on 17<sup>th</sup> December 2010 after appeal. Planning Reference 0214/08 refers, and this was activated some time ago by the occupiers.
- 2.5 The current proposal includes this approved dwelling.
- 2.6 Both these proposals had different access arrangements and included adjustments to the existing access to Junipers, which was deemed unsuitable on highway grounds in its current form. The previous vehicular access layouts at this location have been amended for the latest proposal to minimise the impact on White Lodge and improve visibility for vehicles using the new facility.
- 2.7 This in turn will improve visibility for vehicles using the A1120 in both directions to ensure vehicles entering the highway can be seen more easily.
- 2.8 As part of the development of the latest layout informal discussions took place with Suffolk County Council's Development Management Team in March 2023 and they were happy with the proposed new access layout and visibility splays which are covered later in this report.

### 3 Previous access arrangements.

- 3.1 The Street has a 30-mph speed limit and is 6.2m wide where the access is located. There is a 1.5m wide footway opposite the proposed development which runs along the southern side of The Street. Verges are 1.3m wide to the east and 1.2m to the west of the existing access.
- 3.2 The access previously used for Junipers was 11m wide at its junction with the A1120 and narrows to 3m a distance of 3.6m from the road.
- 3.3 Visibility for the old access has been assessed on site from a 2.4m set back as shown below:
- Looking east – 90m plus
  - Looking west – 12m
- 3.4 For roads with a 30 mph speed limit it is acceptable to have visibility splays of 43m in each direction and this principal has been accepted previously by Suffolk County Council. As can be seen the previous layout exceeded this to the east, but not the west.
- 3.5 The layout of the existing access does not meet current design standards for Suffolk County Council both in terms of layout / size and visibility distances.

### 4 Proposed access arrangements

- 4.1 The current proposal for 5 new dwellings on land to the rear of Junipers and White Lodge from Architects Howe and Boosey is shown in Appendix 3.
- 4.2 The new access layout for the additional dwellings and Junipers is shown in detail in Appendix 4 and this includes visibility splays previously agreed with Suffolk County Council’s Development Management Team.
- 4.3 The visibility splays for the new access achieved from a 2.0m setback are as follows:
- Looking west – 43m, this includes for a 1m offset from the nearside carriageway edge.
  - Looking east – 59m, although much further distance can be achieved.
- 4.4 The visibility to the east measures more than 90m.
- 4.5 The table below is used to determine the visibility distances required and reinforces the details shown on the drawings. This is seen as an acceptable method of assessing visibility in relation to design speeds recorded. The table below is reproduced from Manual for Streets (2007) and shows stopping site distances at speeds up to 37mph and is included here as a guide to visibility recommendations in new layouts.

Derived stopping sight distances (SSD) for streets:

Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SDD (metres)	11	14	17	18	23	25	33	39	43	45	59

- 4.6 Consequently, the visibility splay distances for eastbound traffic is 43m from the centre of the new access and with a setback of 2.0m, measured to a 1m offset from the nearside channel.

- 4.7 The splay for westbound traffic is 59m from the centre of the new access. These distances are measured along the nearside channel.
- 4.8 Normally the setback distance is 2.4m but this can be reduced to 2m in locations where both traffic flows and vehicle speeds are low with no record of personal injury accidents. This is known as a relaxation of standards.
- 4.9 Relaxation of standards are permitted within Manual for Streets, and they are related to the safety aspects and environmental benefits for users of the road. The following factors are considered when assessing a site for relaxation of standards:
- Proximity of other junctions
  - Subject to momentarily visibility impairment only
  - Only affects a small proportion of the traffic
  - On straight forward geometry readily understandable to drivers
  - On a road with no frontage accesses in the area
  - Where traffic speeds would be reduced locally due to adjacent road geometry or speed limits
  - Accident record in the area
  - Layout of existing access
- 4.10 From the list of factors above several apply to this location and a relaxation of standards related to set back from the existing carriageway is a reasonable assessment of this site.
- 4.11 Both visibility splays are achieved in both directions on land within the public highway and in land under the ownership of the applicants. The visibility splays do not fall in third party land as shown on the extract drawing in Appendix 4.
- 4.12 The new access will be constructed in accordance with Suffolk County Council requirements using the Minor Works License process under Section 278 of the Highways Act.
- 4.13 The works will then be undertaken by a competent contractor with all the relevant Traffic Management Act Notices in place prior to and during construction.
- 4.14 The new vehicular crossing and driveway will be built to ensure there is no discharge of surface water onto the highway beyond the 5m distance for the new vehicular crossing. Local drainage measures will be undertaken to prevent the escape of water onto the highway.

## **5 Summary and Conclusions**

- 5.1 This proposal combines two previous schemes which received planning permission in 2010 and 2023. This new layout streamlines the access arrangements for this combined development and minimises the impact and disruption to the frontage of White Lodge and their garage, which was to be demolished to create a new driveway.
- 5.2 It will retain some existing well established conifer trees which form an impressive boundary between the access into the development and their house.
- 5.3 The previous approvals demonstrate that there are no highway or transportation reasons not to approve the proposal and the current option is much better than the previously approved schemes in both highway and environmental terms.
- 5.4 The new layout offers additional highway safety benefit because the existing access for Junipers has sub-standard visibility when looking west.

- 5.5 The visibility splays that are achievable for the new upgraded vehicular crossing for the new dwellings and Junipers comply with the requirements of Manual for Streets, with a relaxation of standards to the west.
- 5.6 The area is very safe in highway terms and the CrashMap UK Accident Record Site results obtained on the 29<sup>th</sup> December 2023 reinforce this matter as there were zero injury accidents recorded since 2010 along this section of The Street in Stonham Aspal.
- 5.7 The accident record is a compelling factor in the overall consideration of whether a vehicle can enter the highway with sufficient visibility. Certainly, from assessment of the proposal and the nature and extent of the site access / egress arrangements the applicant is of the sound opinion that these proposals are acceptable for the proposed access location.
- 5.8 The report confirms that there is sufficient inter-visibility between approaching and emerging vehicles and that there is no additional unacceptable highways risk.
- 5.9 This Traffic Report demonstrates that the proposals have been developed in accordance with the aims and objectives of current policy as it relates to transport and will not have a significant impact on the efficiency or safety of the local transport network.
- 5.10 Paragraph 1.10 within the Promoting Sustainable Transport Section of the Revised NPPF September 2023 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the roads would be severe.
- 5.11 Paragraph 1.11 of the Revised NPPF September 2023 states that "it should be ensured that safe and suitable access to the site can be achieved for all users".
- 5.12 In this report it is considered that the development proposal will have no detrimental effect on road safety for either users of the new dwellings or the public highway at this location and would expect the Highway Authority to support the proposal accordingly.
- 5.13 In view of the foregoing, it is considered that there are no substantive highway or transportation reasons for not allowing the construction of additional dwellings on land to the rear of Junipers and White Lodge, The Street, Stonham Aspal.

**Appendix 1 – Aerial view**

**Junipers**

**White Lodge**



**Appendix 2 – Site location Plan**



Location Plan 1 / 1250

### Appendix 3 – Proposed development layout

Extract from Howe and Boosey Architects drawing





# Appendix 4 – New access with visibility splay information

Extract from Howe and Boosey drawing



