

**Job Title:** 5-7 Valley Road and 1 High Street, Leiston  
**Job No:** 2023-5252  
**File Ref:** CA5252-N01-DR-Transport Note (240327)  
**Date:** 27<sup>th</sup> March 2024

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**Subject: Transport Note**

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## Introduction

1. This Transport Note considers the transport and highway implications associated with the proposal to create a new residential development on land off Valley Road, Leiston.
2. It supports a planning application submitted to the Local Planning Authority (LPA), East Suffolk Council (ESC) and has been prepared on behalf of the Applicant, Western House Developments (WHD).
3. The application site (shown on the location plan included in **Appendix A**) currently comprises No. 5-7 Valley Road which is a vacant retail unit that fronts Valley Road and land to the rear of No.1 High Street. It also includes the existing residential dwelling at No.1 High Street. The location of the site is illustrated in **Figure 1** below.

**Figure 1: Site Location (Site Location Shown Indicatively)**



4. The proposals consist of a residential development comprising 4 detached residential dwellings with associated access and on-site / off-street parking provisions. The existing vacant commercial property at No. 5-7 Valley Road would be demolished to enable the construction of the proposed development. In addition, minor alterations to the boundary wall of No.1 High Street (located to the west of No. 5-7 Valley Road) are proposed to maximise visibility to / from the proposed new access.
5. The Architect's proposed site layout plan is presented at **Appendix B**. Further details relating to the proposed development are set out later in this note.
6. There is no requirement for a formal Transport Statement given the scale and nature of the proposed development. The traffic generation associated with the proposals would be negligible and the development is located close to a wide range of local amenities and services as highlighted later in this note. However, this note considers a number of pertinent highway issues to assist in the determination of the planning application.

## **The Site**

7. As highlighted above, the application site currently comprises the existing vacant commercial unit at No. 5-7 Valley Road vacant retail unit with frontage onto Valley Road and land to the rear of No.1 1 High Street. The land contained within the application site boundary is under the control of the Applicant.
8. The site is located within the town centre boundary of Leiston, as defined by the adopted Neighbourhood Plan (policy reference TC1 Leiston Town Centre).
9. Within the vicinity of the application site, the Valley Road is subject to double yellow line marking restrictions. The speed limit changes from 30mph to 20mph within circa 15 metres to the west of the centre of the proposed new access.
10. The properties surrounding the site are predominantly residential in nature. In addition, there are a range of commercial properties to the west and south west of the site, including a bank, a library, a pharmacy, a church, and a number of public houses / restaurants. In addition, there are a number of education facilities including a primary school and college to the south east of the site. As such,

there is significant scope for residents of the proposed development to travel to a wide range of amenities and services by foot or cycle.

11. In terms of access to public transport, residents of the proposed development would benefit from being located within very close proximity to the existing bus stops on Main Street to the west of the site. These bus stops are served by the 521, 522 and 64 which, at local level, provide access to Aldeburgh to the south / south east of Leiston and Saxmundham (and a railway station) to the west. The 521 and 522 services operate further to the north to Halesworth (521 and 522) and Beccles (522 only), while the 64 extends to Ipswich further to the south west via Wickham Market and Woodbridge.
12. The 521 and 64 services operate at an hourly frequency during peak times, while the 522 operates at a half hourly frequency during peak times.
13. These services provide access to railway stations which are served by trains operating between Lowestoft and Ipswich.
14. Given the site's location within close proximity to a range of local amenities, services and public transport facilities, it is considered that the site is ideally located for residential development.

## **The Proposals**

15. The proposed development comprises the following key elements:
  - The creation of a residential development comprising 4 residential (detached) dwellings.
  - The demolition of the existing vacant commercial / retail unit and creation of a new vehicular access.
  - The setting back of the boundary wall associated with 1 High Street to maximise visibility to / from the proposed new access.
  - On-site car parking provisions for residents and visitors; comprising 3 spaces for the proposed 4 bedroom dwelling and 2 spaces each for the proposed 3 bedroom dwellings, plus one visitor parking bay.

- Refuse and recycling stores and an on-site turning area for refuse vehicles.
- Associated internal landscaping arrangements.

## **Vehicular Access**

### **Design**

16. As highlighted on the plan included in **Appendix C**, access to the proposed development would be via a new access off Valley Road.
17. The proposed access comprises a 4.8 metre wide crossover leading to an internal access road with a width of 4.8 metres. The internal access road would widen on the approach to the on-site turning head.
18. It is proposed that the internal access road would be private with residents being responsible for the maintenance of the internal access arrangements.

### **Visibility**

19. As shown on the plan included in Appendix C, referred to above, pedestrian visibility splays can be provided either side of the proposed site access.
20. In addition, the following vehicle visibility splays can be achieved from the proposed new access:
  - A visibility splay of 2.0 metres x 26.4 metres in a westerly direction.
  - A visibility splay of 2.0 metres x 43.0 metres in an easterly direction.
21. According to Manual for Streets (MfS), the Stopping Sight Distance (SSD) for a 20mph road is 25 metres (adjusted for bonnet length) while the SSD for a 30mph road is 43 metres (adjusted for bonnet length).
22. Given the speed limit for the section of Valley Road within circa 25 metres to the west of the proposed site access is 20mph and the speed limit for the section of Valley Road to the east of the proposed site access is 30mph, the MfS required unobstructed SSDs of 25 metres and 43 metres respectively, can be achieved.

23. It is recognised that (according to MfS) a set-back distance of 2.4 metres at an access is normally required to '*represent a reasonable maximum distance between the front of a car and the driver's eye*'. However, paragraph 7.7.7 of MfS states that a minimum figure of 2.0 metres might be considered in some '*very lightly-trafficked and slow-speed situations*'.
24. The section of Valley Road in the vicinity of the site frontage has been observed to carry a very low level of traffic. In addition, vehicle speeds have been observed to be very low. As such, a reduced set back distance of 2.0 metres is considered acceptable in this case, especially as the proposed access would generate a very low level of traffic (as demonstrated later in this report) and therefore if some vehicles exiting the new site access were to protrude slightly into the carriageway it is unlikely to cause a significant highway safety issue as forward visibility on the approaches to the new access on Valley Road is very good and therefore drivers and cyclists would be able to manoeuvre around any protruding vehicles with relative ease, if necessary.
25. In order to further minimise the potential for the visibility splay to the west to be obstructed, a new bin storage area for No. 3 Valley Road is proposed along the new access road set back from the back of footway. This new bin storage area is shown on the proposed site layout plan referred to earlier and included in Appendix A.
26. The Applicant has confirmed that the works to create the proposed new access and the necessary modifications to provide the visibility splays shown would be made (as required by the Local Highway Authority, Suffolk County Council (SCC)), prior to first occupation of the proposed development (should planning permission be granted).

## **Parking**

27. The proposals incorporate 9 on-site car parking spaces (at 2 spaces per 3 bedroom dwelling and 3 spaces per 4 bedroom dwelling, in accordance with SCC's, adopted parking policy dated October 2023 ('Suffolk Guidance for Parking (2023)')). In addition, 1 on-site visitor parking bay is proposed.
28. In addition, and in accordance with local cycle parking policy guidance, secure and undercover cycle parking facilities for 2 bicycles per dwelling would be provided within the curtilages of each dwelling.

29. The proposed car parking facilities are shown on the plans that accompany the planning application.

### **Refuse Storage and Collection**

30. As highlighted earlier in this note, dedicated waste and recycling storage areas would be provided on site.
31. On or prior to bin collection days, or as necessary, residents would transfer their waste and recycling to the on-site turning area for collection by ESC's refuse and recycling collection services.
32. The swept paths for a large refuse truck are included in **Appendix D**. These demonstrate that a refuse vehicle would be able to enter and exit the proposed development in forward gear.

### **Traffic Generation**

33. In terms of traffic generation, it is commonly accepted that for dwellings of the nature and scale proposed, the typical trip rate is on average around 0.6 two-way vehicle trips per hour per dwelling during the peak hour, as a 'worst-case'. For the proposed development, this equates to around 2 to 3 vehicle movements an hour during peak times, say 1 vehicle movement every 20 to 30 minutes during the busiest periods. This level of traffic generation would be undetectable on the surrounding highway network and therefore it is not necessary to assess the effects of the proposed development on the operation of the local road network.

### **Summary and Conclusion**

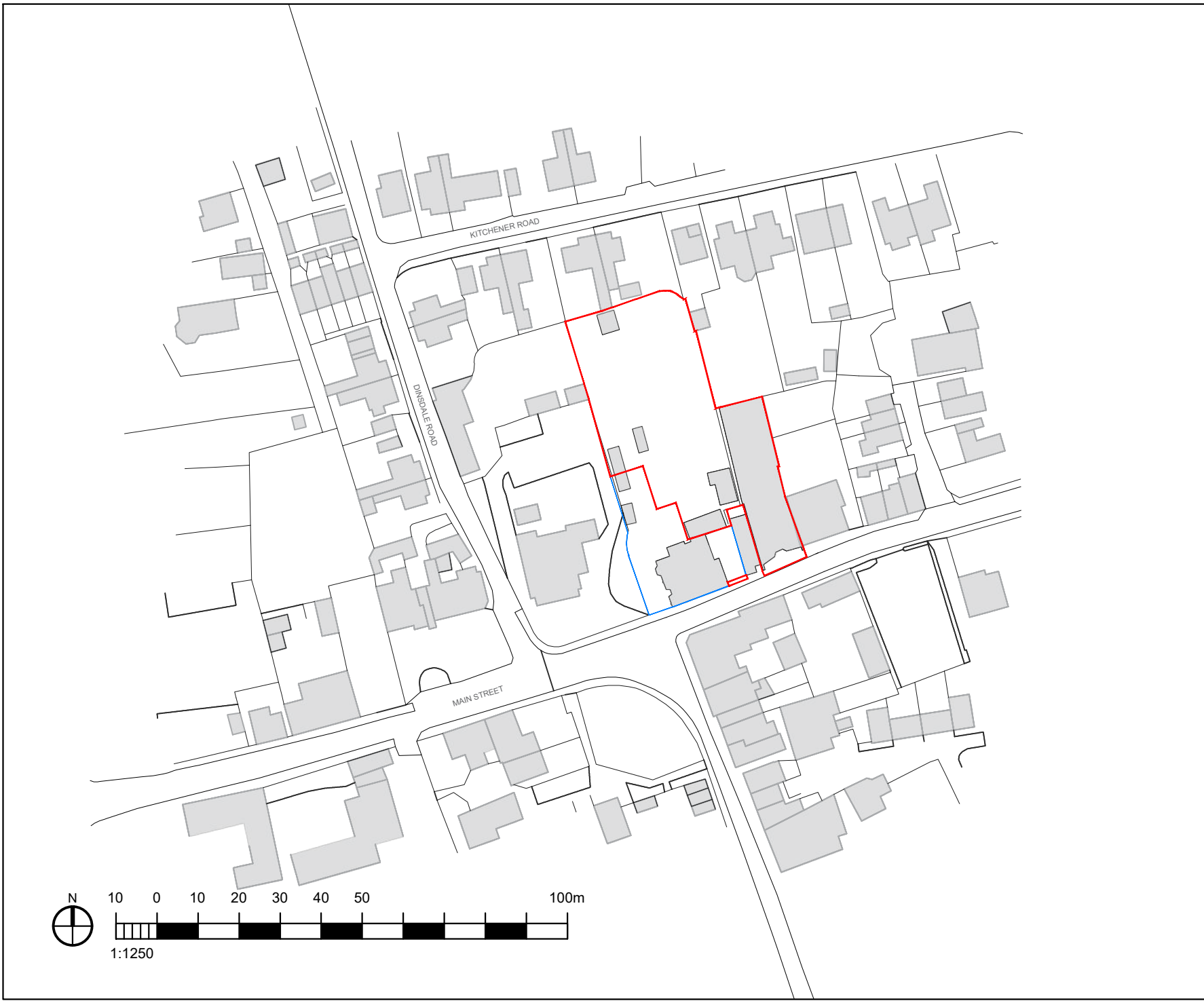
34. In summary, this Transport Note concludes that the proposed new residential development is acceptable in transport and highway terms given that the proposed development is located within close proximity to a wide range of local services and amenities including public transport services, incorporates a new vehicular access with adequate visibility splays, provides sufficient car and cycle parking facilities to meet policy requirements and would have a negligible effect on the operation of the surrounding road network.
35. In light of the above, it is concluded that the proposed development would not result in a material impact in highways and transportation terms. Furthermore, in accordance with NPPF paragraph

115, the residual cumulative impacts of the development would not be severe, and, as such, the proposed development should not be prevented or refused on highways grounds.

# **Appendix A**

Architect's Site Location Plan





**NOTES**

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These duties can be found at:  
<http://www.hse.gov.uk/construction/cdm/2015/responsibilities.htm>

It is your responsibility as client to make yourself aware of your role within CDM 2015 and act accordingly.

— SITE BOUNDARY - 0.2Ha  
— OWNERSHIP BOUNDARY

PURPOSE OF ISSUE <b>PL - PLANNING SUBMISSION</b>	RIBA STAGE <b>3</b>
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DRAWING STATUS <b>S2 - Fit For Information</b>
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PROJECT TITLE <b>High Street Leiston</b>
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CLIENT <b>Western House Developments</b>
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DRAWING TITLE <b>Location Plan</b>	SCALE <b>1:1250 @A4</b>
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DATE <b>Jun 2023</b>	DRAWN BY <b>EO</b>	CHECKED BY <b>DO</b>	APPROVED BY
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DRAWING NUMBER <b>PROJECT NO   DRAWING FIELD   REVISION</b>
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**4348-LAN-XX-XX-DR-A-0001-P01**

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# **Appendix B**

Architect's Proposed Site Layout Plan



KITCHENER ROAD

DINSDALE ROAD

VALLEY ROAD

Retained boundary wall

- KEY**
- Primary access road - Asphalt
  - Shared surface access - Permeable block paving
  - Private driveway - Permeable block paving
  - Patios & private footpath surface - Concrete flagstones, colour grey
  - Bike sheds - Internal dimension 1.8m x 2.0m, 1.8m max height
  - Bins store
  - Bins collection point
  - EV Charging Point
  - 1.8m height brickwork - Boundary wall
  - 1.8m height timber fence
  - Low hedging 1.0m
  - High hedging 1.8m
  - Proposed tree
  - Existing tree

- HOUSE TYPES**
- Plot 1 - 3b6p (109m<sup>2</sup>)  
2.5 storey  
Ref. drawing 4348-LAN-01-XX-DR-A-0301
  - Plot 2 - 3b6p (102m<sup>2</sup>)  
2 storey  
Ref. drawing 4348-LAN-02-XX-DR-A-0302
  - Plot 3 - 3b5p (98m<sup>2</sup>)  
1.5 storey  
Ref. drawing 4348-LAN-03-XX-DR-A-0303
  - Plot 4 - 4b8p (138m<sup>2</sup>)  
1.5 storey  
Ref. drawing 4348-LAN-04-XX-DR-A-0304

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0 2m 4m 6m 8m 10m  
As indicated

**Revisions**

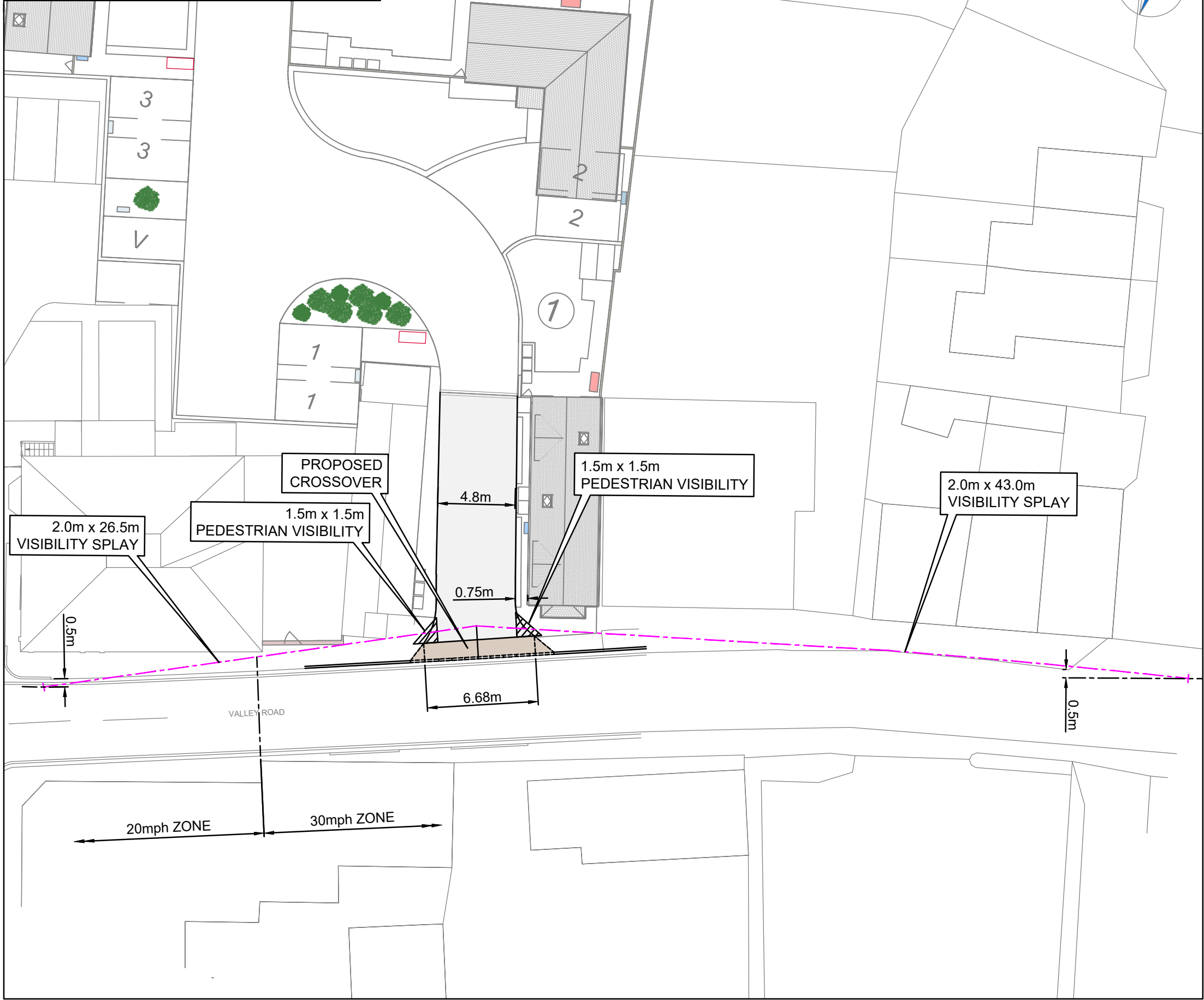
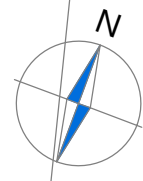
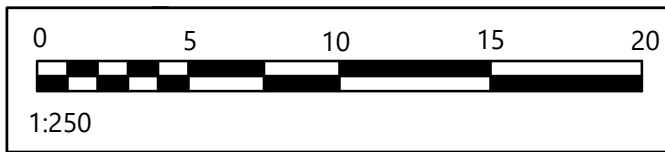
Rev.	Description	Date	Drawn By	Checked By
P01	Issue For Information	02.02.24	TO	DO
P02	Issue For Information	07.03.24	TO	DO
P03	Issue For Information	19.03.24	TO	DO
P04	Issue For Information	26.03.24	TO	DO

PURPOSE OF ISSUE				
IN - For Information				
DRAWING STATUS				
S2 - For Information				
PROJECT TITLE				
High Street Leiston				
CLIENT				
Western House Developments				
DRAWING TITLE				
Proposed Site Plan				
SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY
As Indicated	16/01/24	TO	DO	-
DRAWING NUMBER		SECTION		
4348 - LAN - ZZ - XX - DR - A - 0100		P04		
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**Proposed Site Plan**  
1 : 200

# **Appendix C**

Feasibility Highway Access Design



**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

Rev	Details	A	Updated scheme base plan added.	HE	DR	27.03.2024	
		<b>REVISION HISTORY</b>			Drawn	Checked	Date
Status:		<input checked="" type="checkbox"/>	Preliminary	<input type="checkbox"/>	Detailed	<input type="checkbox"/>	As Built

Client: **WH Developments**

Project: **5-7 Valley Road & 1 High Street Leiston**

Drawing Title: **Proposed Site Access and Visibility Splays**

Scale: 1:250 Size: A3

Drawn by: HE Checked by: DR Approved by: DR Date: 14.03.2024

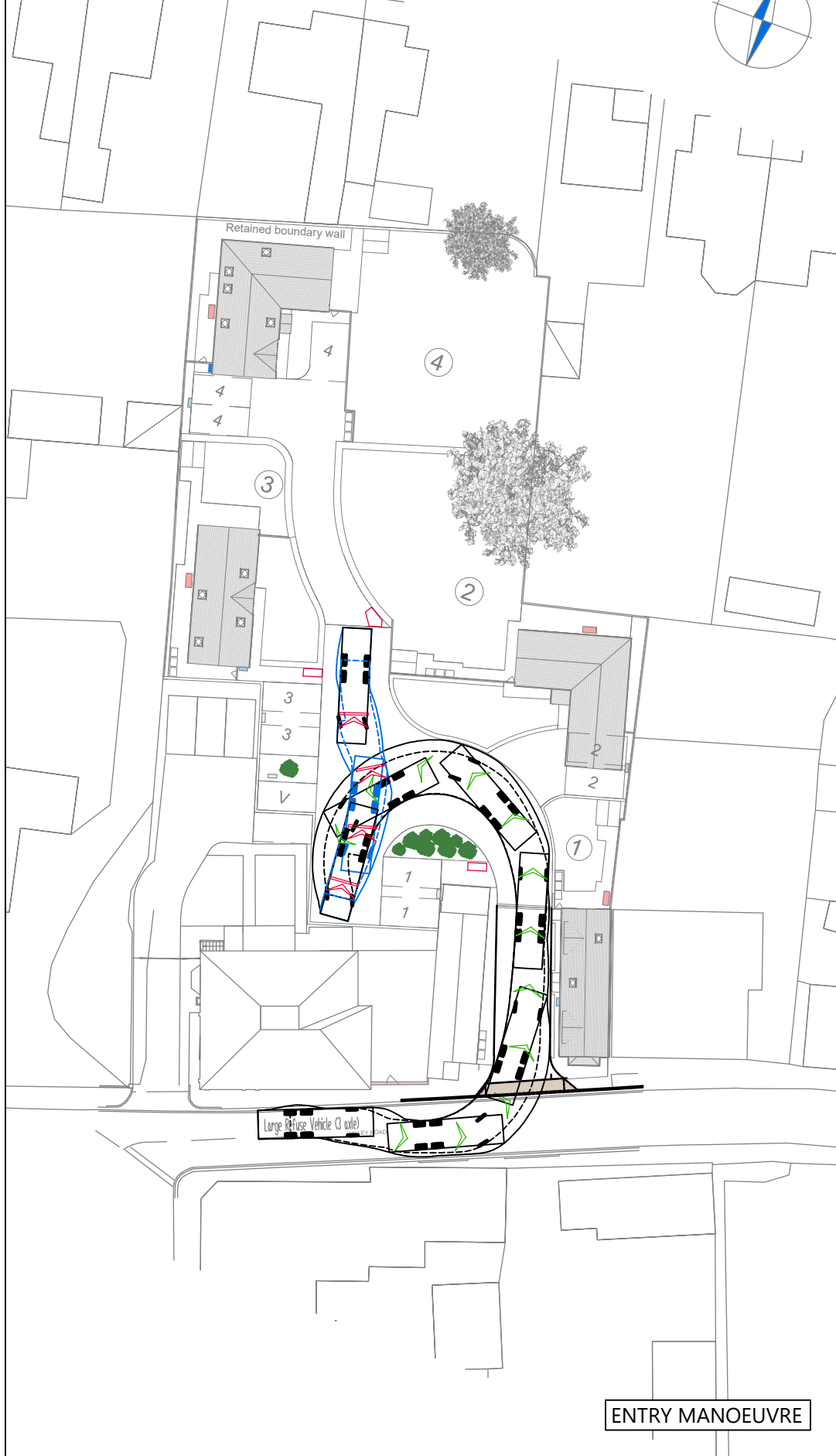
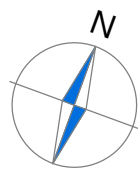
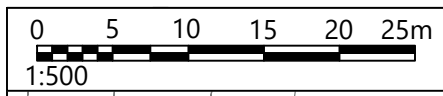
**CANEPARO ASSOCIATES**  
 Transport Planning & Highway Design  
 21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA5252	SK004	1 of 2	A

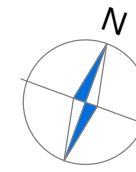
P:\2023\5252 - 1 High Street, Leiston\Drawings\CA5252\_SK004 A - Proposed Site Access, Visibility Splays & Swept Paths.dwg

# **Appendix D**

Refuse Truck Track Diagrams



ENTRY MANOEUVRE

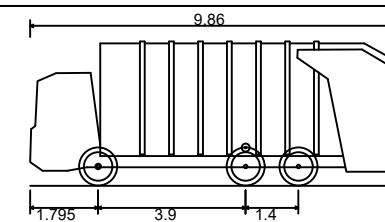


EXIT MANOEUVRE

**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5mph.

**LARGE REFUSE VEHICLE (3 AXLE)**



Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated scheme base plan added.	HE	DR	27.03.2024
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Rev	Details	REVISION HISTORY		Drawn	Checked	Date
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Status:  Preliminary  Detailed  As Built

Client: \_\_\_\_\_

**WH Developments**

Project: \_\_\_\_\_

**5-7 Valley Road & 1 High Street  
Leiston**

Drawing Title: \_\_\_\_\_

**Swept Path Analysis using a  
9.86m Large 3-Axle Refuse Vehicle**

Scale: **1:500** Size: **A3**

Drawn by: <b>HE</b>	Checked by: <b>DR</b>	Approved by: <b>DR</b>	Date: <b>14.03.2024</b>
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Scheme Ref: <b>CA5252</b>	Drawing No: <b>SK004</b>	Sheet: <b>2 of 2</b>	Rev: <b>A</b>
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