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APPENDIX A

Our Ref: 030/2024/01-CAG - Please quote in all correspondence.

30 January 2024

Dear James,

**Re: DC/22/1887/FUL | - Create access into All Saints Golf and Country Club | Land Off The Street
Fornham All Saints Suffolk- Transport Statement**

I have been instructed on behalf of the applicant to provide you with *highway advice* concerning the proposed application for the creation of an access into All Saints Golf and Country Club, on Land Off The Street, Fornham All Saints, Suffolk.

For Proposed layout plan refer **Appendix A**. I have undertaken a desk top review and can offer the following observations, to respond to the *highway* comments received through the planning consultation from members of the public and Parish Council.

It should be noted that the Highway Authority has no objection.

Planning Reference: DC/22/1887/FUL

Submitted: Mon 31 Oct 2022

Proposal: Planning application - create access into All Saints Golf and Country Club

Address: Land Off The Street Fornham All Saints Suffolk

Latest drgs submitted:

7400.AR01. rev D Reinstate Historic Access For Maintenance -General Arrangement

7400.AR02. rev C Reinstate Historic Access For Maintenance -Swept Path Analysis

Suffolk County Council (SCC), as Highway Authority has provided a response on four occasions:

- 16 Nov 22 objection;
- 13 Jun 23 suggested Conditions;
- 24 Oct 23 suggested Conditions; and
- 18 Dec 23 suggested Conditions

The latest (18 Dec 2023) SCC response suggests standard conditions including:

- **Visibility Splays:** Drawing No. AR01 Rev D with an X dimension of 2.4 metres and a Y dimension of 90 metres.
- **Access:** Drawing no. AR01 Rev D with an entrance width of 3m.
- **Gradient:** Shall not be steeper than 1 in 20 for the first five metres

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- Surfacing: Properly surfaced with a bound material for a minimum distance of 5 metres
- Drainage - Ditch: Ditch beneath the proposed access shall be piped or bridged in accordance with details submitted

Summary of highway related objection comments received since consultation on updated plans (plans received 29 Nov 2023) together with response / comment as follows:

1. No traffic surveillance for volume and speed along the B1106.

Response: The proposed access, following Suffolk County Council (SCC) consultation, as Highway Authority, is now a standard vehicular crossover private access. As a private access, and not a priority junction, major road vehicle flows are not a criterion used in the design.

The principal safety criteria for a private access is in the achievement of the required access visibility splays. This is a 30mph road. In absence of speed data SCC latest guidance requires a maximum visibility splays of 2.4 x 59m, to Manual for Streets (MFS) standards. The proposed access achieves greater, 2.4 x 90m, which also allows for speeding up to 37mph and applies the (higher) Design Manual for Roads and Bridges (DMRB) standards.

Given the proposed access more than complies with safety criteria, there is no requirement for traffic data evidence.



Photographs 1 & 2: Visibility achieved looking left/right

2. Additional traffic / road safety hazard as vehicles turn onto / off the B1106, in an area of already heightened risk, owing to the bend to the west, humped-bridge to the east, existing domestic access routes to the north and prevalence of speeding vehicles.

Response: Crashmap UK: Extract Figure 1: No evidence of reported road injury accidents in past 24 years. No evidence there is an underlying road safety issue on this road.

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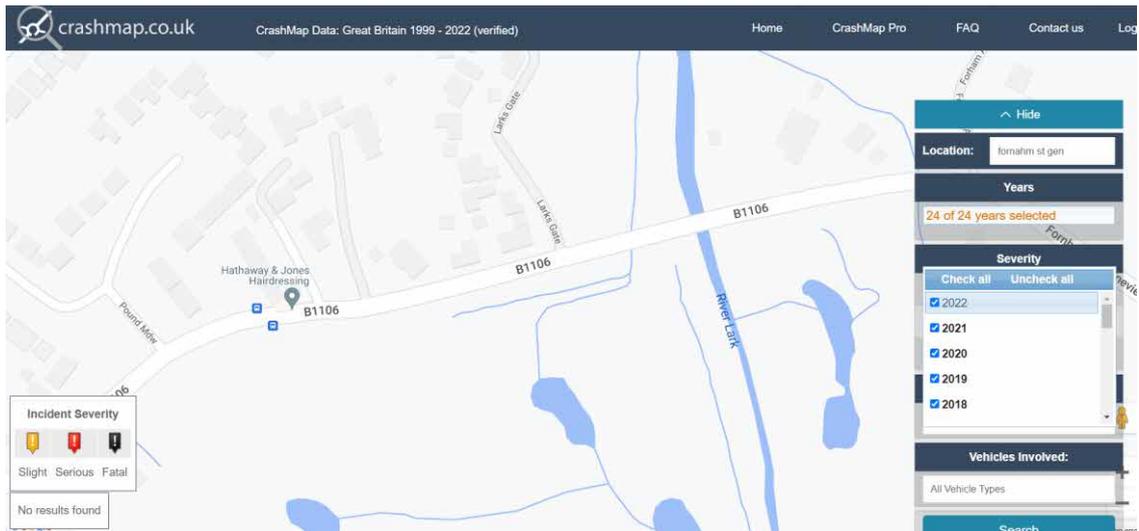


Figure 1: Source: Crashmap UK. No records personal injury accidents, past 24 years

3. Inappropriate for vehicles to swing over other side to gain access (7400-AR01-REV B). Tankers, lorries and double decker buses are frequent users of B1106.
Response: The applicant submitted tracking diagrams taken from another CAD file. The design-vehicle used in the submitted drawing was the smallest rigid-based lorry in the CAD library and thus is very much a worst-case scenario. In practice, the vehicles that would be using this access will be tractors and lawnmowers (which are not available in the CAD vehicle tracking library) and will be unlikely to need traverse the road centreline to complete the turn in/out.
4. We require advice on type of vehicles entering golf course.
Response: Generally tractors and lawnmowers.
5. No pinch points are evident 7400-AR01 REV D
Response: There are a number of traffic calming features along this road corridor to keep the speeds appropriate for the 30mph limit. Refer to Photographs 3 and 4 below. Photograph 3 identifies a slight narrowing pinch-point, located west of the proposed access location. This reduces the road width locally from 6.0m, to approx.. 5.5m. This does not affect the proposed access.



Photographs 3 & 4: Traffic calming features

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6. It is a dark stretch of road, and if lighting is used would add to further light pollution.
Response: *There is no lighting proposed. This is in line with the rest of the village and road corridor, which safely accommodates a number of existing accesses.*

7. There's only one pavement and it's on this one side of the road. Thought must be given for those walking/using mobility scooters through the village.
Response: *SCC response in Nov 22 suggested a standard vehicular crossover to be more appropriate, to prioritise pedestrians. This suggestion has been taken forward in the subsequent drawing revisions.*

Summary

This is an application for the creation of an access into All Saints Golf and Country Club, on Land Off The Street, Fornham All Saints, Suffolk.

The proposal drawing demonstrates that the proposed access meets in excess of the normally required safety standards. The access, which is within the 30mph speed limit, is proposed with visibility splays of 2.4 x 90m. This meets the higher DMRB standards and is appropriate for speeds up to 37mph. Additionally the private access takes the form of a *standard vehicular crossover* access across the footway, following early advice from SCC, in order to afford priority to the pedestrians utilising the footway.

There is no evidence that this is an inadequate road corridor. The accident records, looking as far back as 24 years, show that there have been no injury accidents locally on this road corridor, which suggests no underlying accident problem that needs to be addressed.

In terms of NPPF Paragraph 111, the proposed access will not result in '*unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

I believe that the proposed access is acceptable in highway terms and meets the highway design standards and policy.

I trust this letter addresses your brief, and I have no objection to you using this document as part of any submission in relation to the above site. However, if you have any queries or wish to discuss further, please do not hesitate to contact me.

Yours sincerely

