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Our Ref: 220/2021/01-CAG - Please quote in all correspondence.

02 November 2021

Dear James,

Re: Triangelwood, Herringswell – Highway Statement

I refer to your request for highway advice concerning your proposed planning application for a Nursery, located at Triangelwood, Herringswell. For proposed site plan refer **Appendix A**. I have undertaken a desk top review and can offer the following observations.

Planning application for Nursery

The highway authority, in considering a planning application, will aim to assess the development against NPPF paragraphs 108 to 110, including these specific objectives:

- i. Road Safety* – That it is safe for all users.
- ii. Sustainability and Accessibility* – That it promotes sustainable, high-quality alternatives to the private car and to achieve developments accessible to all vehicles and people.
- iii. The Impact on Highways and Transportation Infrastructure* – With the main considerations being safety and congestion.

Road Safety

Kennett Road, Herringswell is an unclassified road (U6201). The road is subject to the national speed limit (60mph), but actual vehicle speeds are significantly slower given the characteristics of the road.

In order to evidence the currently 85th Percentile speeds, a 7-day Automated Traffic Count was undertaken at the access.

During the period 29/08/21 and 04/09/21 the current hourly 85th Percentile speed was found to be **41.8 mph** north bound and **42.1 mph** south bound. I enclose with this document a summary of the ATC results for this period, **Appendix B**.

The proposed access makes use of the existing access. Refer to photographs 1-3 below. The access is proposed to be improved, including improved surfacing and widening. All access works to meet Suffolk County Councils requirements.

Cont:-



Photograph 1: Existing access



Photographs 2 and 3: Existing visibility

The existing achieved access visibility is limited, due to overgrown hedgerows in the verges. Refer photographs 2 and 3.

In accordance with the basic formula for calculating the stopping sight distance, as detailed in Design Manual for Roads and Bridges (DMRB), for 85th Percentile speeds of **41.8 mph** and **42.1 mph**, visibility splays of **2.4 m x 110 m** are required in both directions, using DMRB *desirable* standards.

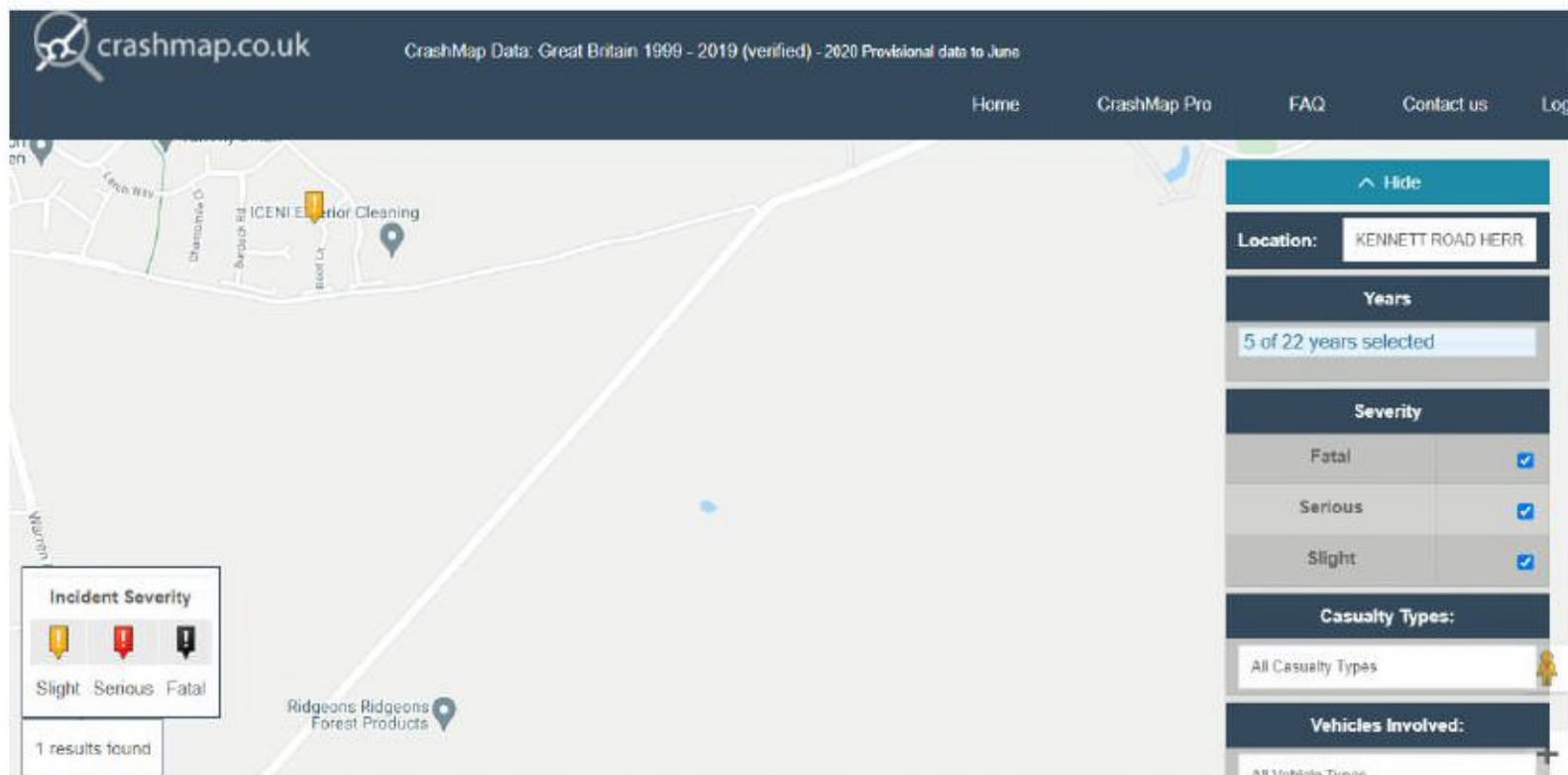
Suffolk County Council's (SCC) latest guidance 'Suffolk Design Streets Guide' 2020 edition, refer **Appendix C**, accepts '*one step below*' DMRB desirable standards for measured 85th percentile speeds less than 53mph, for *private accesses*. Given the proposed access is to remain private, SCC guidance therefore requires visibility splays of **2.4 x 90m** in both directions, for proposed private access, in this location with 85th Percentile speeds less than 53mph.

The visibility slays required to meet the measured speeds can be achieved, refer site layout plan **Appendix A**. This proposed improved visibility will be achieved and then maintained.

Cont:-

Collision history

Reviewing the recent injury accident history on Kennett Road, there has been only one recorded slight personal injury accident within the vicinity of the site in the past 5 years, refer to Screen shot 1 below. This occurred within Reed Lane cul-de-sac, remote from the site access. The existing use of Kennett Road is thus considered safe.



Screen shot 1: Injury accident record Herringsell Road (Source: Crash map)

Parking

The development proposes a nursery school and in the first year of opening (year 1) pupil numbers are expected to be around 24 and a staff of 8.

In the next two years of operation (years 2/3) they hope this will rise to an overall total of 46 pupils, with staff numbers rising to 12.

The onsite parking provision will generally be in accordance with the Suffolk Guidance for Parking (2nd Ed., 2019), refer to Table 1 for the proposed Nursey /creche use.

Use	Car <i>Minimum</i>	Cycle <i>Minimum</i>	PTW <i>Minimum</i>	Disabled <i>Minimum</i>
Nursery	Teaching staff: 1 space per 4 pupils (in session) plus 1 visitor space per 20 pupils (in a session)	2 spaces per 5 staff	1 space plus 1 per every 20 car spaces	1 bay or 5%
Creche/childcare	1 space per full time equivalent (plus drop-off facilities)	2 spaces per 4 staff plus 2 spaces per 10 child spaces	1 space plus 1 per every 20 car spaces	1 bay or 5%
TOTAL	14	14 spaces (7 stands)	N/A	N/A

Table 1: Summary of potential Parking Requirements (SCC Guidance 2019)

Cont.: -

In strict compliance with Suffolk guidance, car parking space requirement would be 14 spaces (12 staff plus 2 Visitor, if assuming 'Nursery' use). The development proposes 20 car spaces and an accessibility space. This is in accordance with the guidance.

A safe and convenient 'drop-off' location is also proposed, in line with the Creche guidance.

Sustainability and Accessibility

Walking and cycling

The proposal includes an internal path linking the proposed Nursery to Red Lodge residential area. This will encourage walking to the facility.

A covered cycle stand is proposed, conveniently located close to the main building, together with an internal staff shower room that is also proposed.

Impacts

The proposed application falls under the normal threshold requiring transport impacts assessment.

Once fully operational, year 3, it is anticipated that 46 pupils and 12 staff will be in attendance daily (Mon-Fri).

The arrival/departure timings for staff will be from 7.00am onwards and leaving after 18:00pm. Children are likely to arrive at staggered timings, between 7.30-8.30am, i.e. before the traditional peak hour (AM).

Children staying a half day will be picked up from 12.30 to 1.00pm. Full day children are likely to be collected from 17.00 - 18.00pm.

Approximately 70% of children will stay all day and 30% half-day, probably morning only. Thus approximately 32 children will be collected during the PM peak.

The 7 day ATC recorded only 41 two way vehicle movements on Herringswell Road in the PM peak, (**Appendix B**) thus the road is currently operating significantly under capacity.

The proposed access and drop off arrangements will not adversely impact the public highway.

The proposed Nursery would not result in an unacceptable impact on highway safety, or a residual cumulative impact on the road network that would be severe.

Summary

In light of NPPF's presumption in favour of sustainable development, with an absence of injury accidents locally; and with the proposals meeting minimum safety requirements, demonstrates that this proposed Nursery will not result in unacceptable impact on highway safety.

Highway mitigation is proposed in the form of improved access, including widening and visibility splays, to meet measured speed requirements. A private path links to the residential area for improved sustainable access. Ample on site cycle and car parking is proposed, together with safe drop off arrangements. Shower facilities will be available to staff to encourage cycling.

Cont:-

The proposal would comply with Paragraph 108 National Planning Policy Framework (NPPF) in those opportunities to promote sustainable transport modes can be taken up and safe and suitable access to the sites can be achieved for all users.

NPPF Paragraph 109 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

It is considered that this is a safe location for this Nursery use. There is no evidence to suggest that this proposal will result in unacceptable impact on highway safety. I believe that the proposed development 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.

Kind regards

Yours sincerely



Carol Grimsey CEng CIHT
For and on behalf of G H Bullard & Associates LLP
Enc.

Appendix A: Proposed site layout

Appendix B: ATC summary

Summary 1 of 3

Site Name 1653
Description Kennett Road, Herringswell, approx 320m SW Herringswell BOAT 002 [60mph]
Filter Start 2021-08-29T00:00:00
Filter End 2021-09-05T00:00:00

Weekday Traffic

Capital Road Safety Northbound + Average

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean
0000	1	0	0	1	1	0	0	0	0	0	0	0	37.6
0100	1	0	0	1	1	0	0	0	0	0	0	0	35.7
0200	2	1	0	0	3	0	0	0	0	0	0	0	27.6
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	1	0	0	1	0	3	0	0	0	0	0	25.9
0500	2	1	0	1	1	0	1	0	0	0	0	0	37.4
0600	5	1	0	2	4	0	1	0	0	0	0	0	38.1
0700	10	2	0	2	6	1	0	0	0	0	0	0	32.1
0800	13	2	0	3	9	1	0	0	1	0	1	0	31.7
0900	12	0	0	2	7	1	1	0	0	0	2	1	31.5
1000	17	2	0	5	9	1	2	0	1	0	0	0	29.6
1100	13	1	1	3	8	1	1	0	1	0	1	0	33.4
1200	21	2	1	5	13	2	1	0	0	0	1	1	32.0
1300	21	1	1	5	13	1	1	1	1	0	1	0	32.2
1400	17	2	1	5	10	1	0	0	0	0	1	1	32.1
1500	18	1	1	6	10	2	0	1	1	0	0	1	34.5
1600	27	2	1	6	18	2	0	0	1	0	0	0	35.3
1700	21	1	1	6	14	1	0	0	0	0	0	1	32.4
1800	20	1	0	6	15	1	0	0	0	0	0	1	37.0
1900	15	1	0	4	11	1	0	0	0	0	1	0	36.4
2000	6	1	0	2	5	0	0	0	0	0	0	0	35.0
2100	3	0	0	2	3	0	0	0	0	0	0	0	37.5
2200	3	0	0	1	2	0	0	0	0	0	0	0	41.3
2300	2	0	0	1	1	0	0	0	0	0	0	0	38.0
07-19	210	16	7	53	132	16	6	2	6	0	7	6	32.8
06-22	239	19	7	63	154	17	7	2	6	0	8	6	33.8
06-00	244	19	7	65	157	17	7	2	6	0	8	6	34.4
00-00	252	22	7	68	164	17	11	2	6	0	8	6	34.1
AV5 AM	13												
AV5 PM	21												
AV5 24h	252												
AADT	212					%CV	18.9%						
											VP85_{24.7}	41.8 mph	

Summary 2 of 3

Site Name 1653
Description Kennett Road, Herringswell, approx 320m SW Herringswell BOAT 002 [60mph]
Filter Start 2021-08-29T00:00:00
Filter End 2021-09-05T00:00:00

Weekday Traffic

Capital Traffic Southbound + Average

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean
0000	2	0	0	1	1	0	0	0	0	0	0	0	36.0
0100	1	0	0	1	1	0	0	0	0	0	0	0	39.3
0200	1	0	0	2	1	0	0	0	0	0	0	0	51.1
0300	4	1	0	2	2	1	0	0	0	0	0	0	34.7
0400	2	0	1	2	2	1	0	0	0	0	0	0	41.8
0500	4	0	0	2	2	1	0	0	0	0	0	0	37.7
0600	10	0	1	2	7	1	0	0	0	0	1	0	38.4
0700	18	1	0	6	10	3	1	0	0	0	1	0	35.0
0800	20	1	0	8	11	0	0	0	0	0	1	1	32.6
0900	16	1	0	4	9	2	0	1	1	0	2	1	33.4
1000	18	1	0	6	10	2	1	0	1	0	0	1	31.2
1100	17	1	2	4	10	2	1	1	0	0	1	0	30.3
1200	22	3	1	7	11	1	3	1	0	0	2	0	32.3
1300	21	1	1	8	10	2	0	0	1	0	0	1	33.6
1400	17	1	0	6	10	1	1	1	0	0	1	0	31.2
1500	19	2	1	7	9	1	0	0	0	0	0	0	31.1
1600	20	1	1	7	11	1	0	0	0	0	0	0	32.4
1700	20	1	0	9	10	1	0	0	0	0	1	0	33.1
1800	12	1	0	5	7	0	0	0	0	0	0	0	30.8
1900	10	1	1	4	5	0	0	1	0	0	0	0	34.3
2000	5	1	0	2	2	0	0	0	0	0	0	0	37.2
2100	8	0	0	3	5	0	0	0	0	0	0	0	36.2
2200	5	0	1	1	3	1	0	0	0	0	0	0	40.7
2300	2	0	0	1	2	0	0	0	0	0	0	0	34.8
07-19	220	16	6	76	118	17	7	4	3	0	9	4	32.2
06-22	253	18	8	88	137	18	7	5	3	0	10	4	33.3
06-00	259	18	9	90	142	19	7	5	3	0	10	4	33.8
00-00	274	19	10	101	151	22	7	5	3	0	10	5	35.4

AV5 AM	20
AV5 PM	20
AV5 24h	274
AADT	224
	%CV 18.2%
	VP85 ₂₄₋₇ 42.1 mph

Summary 3 of 3

Site Name 1653
Description Kennett Road, Herringswell, approx 320m SW Herringswell BOAT 002 [60mph]
Filter Start 2021-08-29T00:00:00
Filter End 2021-09-05T00:00:00

Weekday Traffic

Combined														
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	
0000	4				2	2							36.8	
0100	3				2	2							37.5	
0200	3	1			2	4							39.4	
0300	4	1			2	2	1						34.7	
0400	4	1	1		2	3	1	3					33.9	
0500	6	1			3	3	1	1				1	37.6	
0600	15	1	1		4	10	1	1				1	38.2	
0700	27	3			8	16	4	1				1	33.5	
0800	33	3			11	20	1			1		2	1	32.2
0900	28	1			6	16	4	1	1	1		4	2	32.4
1000	35	3			11	19	3	3		2			1	30.4
1100	30	2	3		7	18	3	2	1	1		2		31.9
1200	43	5	2		13	24	3	4	1			3	1	32.2
1300	42	2	2		13	23	3	1	1	2		1	1	32.9
1400	35	3	1		10	19	3	1	1			2	1	31.6
1500	37	3	2		13	19	3		1	1			1	32.8
1600	47	3	2		13	29	3			1				33.9
1700	41	2	1		14	24	2					1	1	32.7
1800	32	2			11	22	1						1	33.9
1900	25	2	1		8	16	1		1			1		35.4
2000	10	2			4	7								36.1
2100	11				5	8								36.9
2200	7		1		2	5	1							41.0
2300	4				2	3								36.4
07-19	430	32	13		130	250	32	12	6	9	0	16	10	32.5
06-22	492	37	15		151	291	34	13	7	9	0	18	10	33.6
06-00	503	37	16		155	299	35	13	7	9	0	18	10	34.1
00-00	526	41	17		169	316	38	17	7	9	0	18	11	34.7
AV5 AM	33													
AV5 PM	41													
AV5 24h	526													
AADT	436						%CV	18.5%						

Appendix C: Suffolk County Council Guidance 2020: Extract from Suffolk Design Streets Guide

kph	Measured 85%ile speed (mph) ¹	Nominal Speed limit (mph)	Private Accesses	Junctions		
				U class roads	C class roads and heavily trafficked U class roads ³	A and B Roads
				Place function dominates ²		
				Movement function dominates ²		
				X=2.4m ⁴		X=4.5m ⁴
				Stopping sight distance (m) = Y ⁵		
32	20	20	25	33	43	43
40	25	30	33	33	43	43
48	30		43	43	43	70
60	37		59	59	70	90
70	43	40	90	120		
85	53	50	120	160		
100	62	60	160	215		
120	75	70	215	295		

Table 1: Stopping sight distances and recommended visibility for various 85th percentile speeds