

Staszek Stuart- Thompson
AK Architects
Market Place
Hadleigh
Ipswich
Suffolk
IP7 5DN

Our Ref: 243/2022/01R-CAG - Please quote in all correspondence.

09 December 2022

Dear Staszek,

Re: Coblands Farm, Depden- Highways Statement

I refer to your request for highway advice concerning your proposed planning application for conversion of a barn into a winery at Coblands Farm, Depden, Bury St Edmunds, IP29 4BT. For Site Location Plan, Existing and Proposed Plans of the proposed barn conversion refer to Appendix A. I have undertaken a desk top review and can offer the following observations.

Proposed Development

It is proposed to convert a barn into a winery at Coblands Farm, Depden, Bury St Edmunds, IP29 4BT. Refer to Site Location Plan, Existing and Proposed Plans of the proposed barn conversion, all at Appendix A.

The winery proposal comprises barn, existing total gross area 642m² conversion to production and sales area, with a converted area of 497m².

The highway authority, in considering a planning application, will aim to assess the development against National Planning Policy Framework (NPPF) paragraphs 110 to 112, 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 for minor development, being safety.

Access

It is proposed to utilise the existing access to Coblands Farm, Depden. The local road network is subject to a 60 mph speed limit. In absence of speed data evidence, the Highway Authority will therefore normally require access visibility splays of x 2.4m and Y 215m in a 60mph rural location.

Cont:-

A pair of 7-day Automated Traffic Counts (ATC) were undertaken on the approaches to the access location, to achieve the speed profile across the frontage. I enclose with this document a summary of the ATC results for this period, Appendix B.

During the period 08/11/22 and 14/11/22 the current hourly 85th Percentile speeds were found to be:

ATC Location:	Northbound speeds:	Southbound speeds:
Site 1890 160m north of access	51.3mph	53.2mph
Site 1891 160m south of access	56.4mph	55.9mph

Table 1: 85th Percentile speeds

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 approaching speeds of 53.2mph southbound and 56.4mph northbound, visibility splays of 2.4 m x 166 m are required to the north and 2.4 m x 184 m are required to the south direction, using DMRB standards.

Suffolk County Council's (SCC) latest guidance, Appendix C, allows use of 'One step below desirable' DMRB standards, for Private Accesses. Thus for 85th Percentile approaching speeds of 53.2mph southbound and 56.4mph northbound, reduced visibility splays of 2.4 m x 127 m are required to the north and 2.4 m x 139 m are required to the south direction.

The Existing access visibility assessment plan 243-2022-010P1 at Appendix D demonstrates that the full DMRB visibility splay requirement 2.4 m x 166 m to the north and 2.4 m x 184 m to the south direction can be achieved, as based on the measured 85percentile measured speeds.

Reviewing the recent (and historical) injury accident history on the local road network, there have been no recorded personal injury accidents within the vicinity of the site in the past 23 years, refer to Figure 1.



Figure 1: Injury accident data 23 years (Source: Crash map UK)

It can be evidenced that this location does not have any injury accidents recorded. I can deduct from this that there is no underlying road safety concern to be addressed at this location.

Cont:-

Parking

The onsite parking provision will be in accordance with the Suffolk Guidance for Parking (2nd Ed., 2019), which requires: B1 Business: 1 car space per 30m². Cycle 2 spaces per 200m².

Thus, converted barn (497m²) requires minimum of 17 car and 6 cycle spaces. The drawing identifies formalised parking for 19 cars and 6 cycle spaces.

Electric vehicle charging is also identified on the plan, with an additional parking spaces with the infrastructure in place for future connectivity, 7.4kw.

Trips

The on-site farmer has set out that the existing vehicle trips are as follows:

There are 3 houses, 3 cars go to and from the site every day;
1 gamekeeper makes 2 trips in/out per day;
1 toyota hilux truck goes in/out per day;
They also have perhaps 12 vehicle movements per year, for farm deliveries/produce shipments (sheep etc).

The vineyard will require four years to establish and is currently in its third year so far. They have 30,000 vines, which might produce 25,000 bottles a year. This is likely to be accommodated in one or two lorry loads per year.

(Reference: <https://www.transportjournal.com/en/home/news/artikeldetail/1-container-22176-bottles-of-wine.html>)

The proposed use of winery has not been evaluated, and there are no expectations at the moment.

The Suffolk guidance for parking requirements would suggest car parking is required for a minimum of 21 cars. It is considered at this time that this will be more than adequate for the anticipated staff and visitor numbers.

Summary

In light of NPPF's presumption in favour of sustainable development, with an absence of injury accidents locally; and with the proposal meeting minimum safety requirements, demonstrates that this proposed conversion of a barn into a winery at Coblands Farm, Depden, will not result in unacceptable impact on highway safety.

The proposal would comply with NPPF Paragraph 110 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 111 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 the barn conversion. There is no evidence to suggest that this proposal will, result in unacceptable impact on highway safety, so it will not be in conflict with NPPF Paragraph 111. I believe that the proposed development is acceptable in highway.

Cont:-

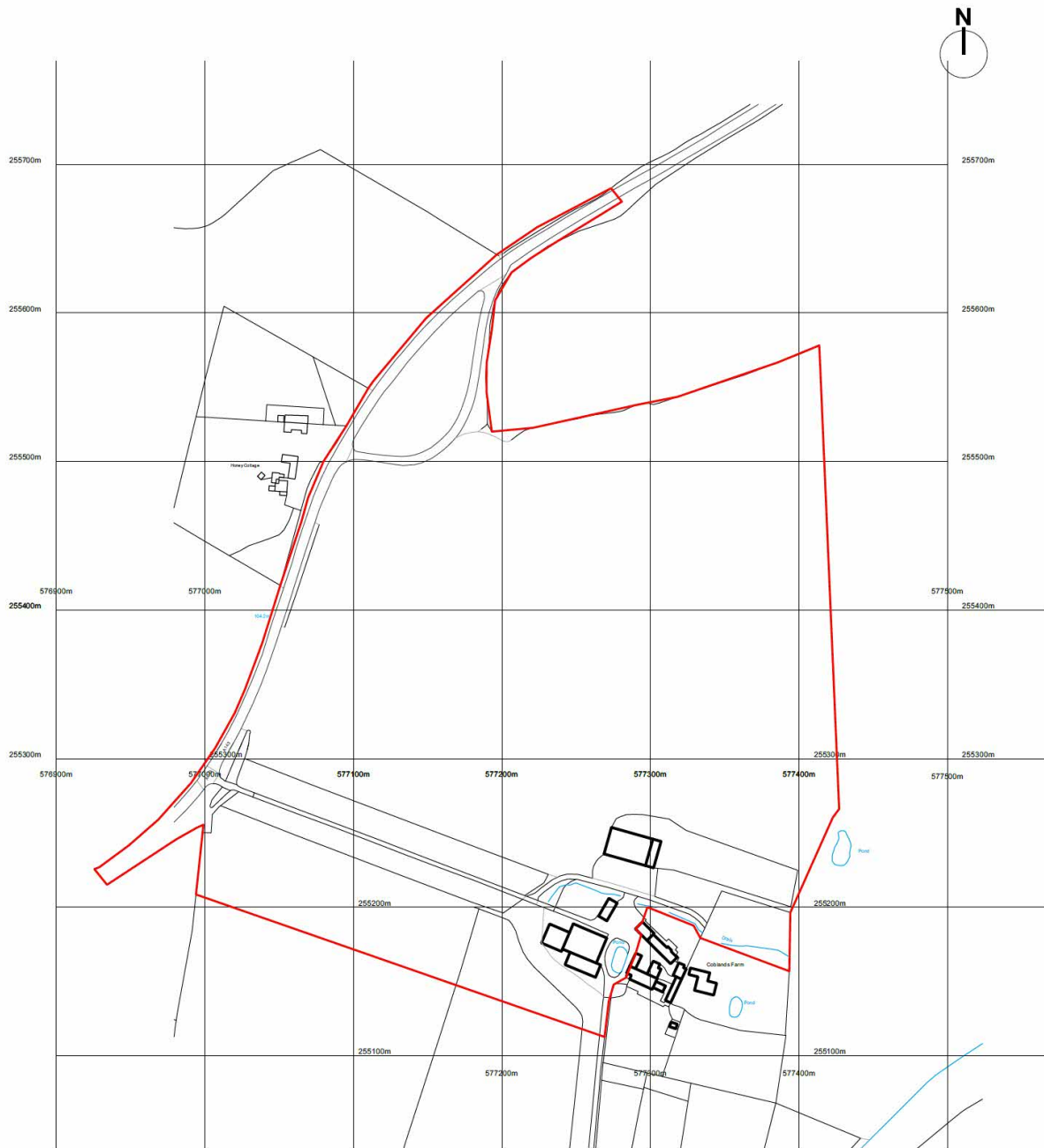
I trust this letter addresses your brief, and I have no objection to you using this document as part of any submission in relation to the above site. However, if you have any queries or wish to discuss further, please do not hesitate to contact me.

Yours sincerely



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

Appendix A: Proposals drawings



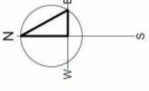



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 Do not scale from drawing; work to figured dimensions only.
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 5744_Site Plan_2.vwx

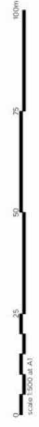
PROJECT FARM DIVERSIFICATION
 COBLANDS FARM,
 DEPDEN, BURY ST EDMUNDS, IP29 4BT
 CLIENT Mr & Mrs P. Hughes
 STATUS FEASIBILITY

TITLE Site Location Plan
 SCALE 1:2500 SHEET SIZE A3
 ISSUE DATE 22/04/2022
 AUTHOR SST CHECK CW

REVISION	DESCRIPTION	DATE	DRAWN	CHECK
5744	FE_01			

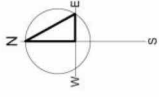


BARN
Ground Floor Gross Internal Area: 642 sq.m



5744	PA_02
Existing Site Plan	AI
1500	1/2/2022
S. Spahr-Thompson	C. Weston
FRANK KIRBY ARCHITECTS	DEPEREN BAY ST EDWARDS, IP29 4BT
M. & Mrs P. Hughes	PLANNING

FRANK KIRBY ARCHITECTS
RIBA #



BARN

PRODUCTION, SALES AND STORAGE

Converted floor area: 497 sq.m

KEY

- Production
- Storage
- WC
- Delivery
- Public

5744 PA_03

Proposed Site Plan

1500

1/2/2024

S. Stuart-Thompson C. Western

FARM DIVERSIFICATION

COBLANDS FARM,

DEPDM, BURY ST EDMUNDS, IP29 4BT

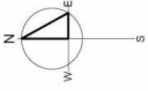
M. & M. P. Hughes

PLANNING

MUNICIPALITY
KIEVENAAR

RIBA **HR**





KEY

- Production
- Storage
- WC
- Delivery
- Public
- Private vehicle
- Public car
- Construction provision

5744 PA_04 A

Proposed Site Plan

Scale 1:500

Date 10/02/22

Client S. Smart-Thompson with C. Weston

Project FARM DIVERSIFICATION

Location CORBLANDS FARM, DEPIEN BAY, ST EDMUNDS, 509 ABT

Prepared by M. & B. P. Hughes

PLANNING

WINNER KIEVENAAR RIBA #8

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Appendix B: ATC summary

Site 1890: 160m north of farm access

Summary 1 of 3

Site Name 1890
Description A143, Bury Road, Depden approx 160m N of Farm Access [60MPH]
Filter Start 2022-11-08T00:00:00
Filter End 2022-11-15T00:00:00

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	5	0	0	2	3	0	0	0	0	0	0	0	50.2
0100	3	0	1	2	2	1	0	0	0	0	0	0	48.3
0200	4	0	0	2	2	2	0	0	0	0	0	0	45.1
0300	5	0	0	2	4	1	0	0	0	0	1	0	51.0
0400	8	0	0	2	6	2	0	0	0	0	1	0	49.9
0500	38	0	1	15	19	2	1	0	1	0	2	1	50.1
0600	123	0	2	39	74	6	1	0	1	0	1	0	46.7
0700	318	0	2	135	166	9	2	1	2	0	3	1	46.1
0800	395	1	2	176	195	14	2	0	1	0	6	1	45.1
0900	248	0	3	104	124	12	2	1	2	0	3	3	45.4
1000	191	0	1	72	98	14	2	0	1	0	4	1	44.9
1100	208	0	2	78	104	13	1	1	2	0	6	3	44.1
1200	198	1	3	76	101	13	1	2	2	0	3	2	45.3
1300	202	0	2	73	104	16	1	0	1	0	6	1	45.5
1400	221	1	2	73	118	18	1	0	4	0	4	1	45.5
1500	265	0	3	92	144	18	2	1	2	0	4	1	45.1
1600	336	1	2	120	199	10	2	0	2	0	2	2	44.2
1700	278	0	1	122	148	5	0	0	2	0	1	1	42.5
1800	149	0	1	62	81	4	0	0	0	0	2	0	44.2
1900	77	1	0	30	44	3	0	0	0	0	2	0	46.6
2000	43	0	0	20	23	1	0	0	0	0	1	0	48.8
2100	37	0	0	12	23	3	0	0	1	0	0	0	49.0
2200	22	0	1	9	12	1	0	0	0	0	0	0	49.0
2300	10	0	1	3	5	2	0	0	0	0	1	0	49.3
07-19	3009	4	23	1183	1583	148	15	6	21	0	42.97	15.52	44.8
06-22	3289	5	25	1284	1746	161	16	6	23	0	46.97	15.52	45.6
06-00	3322	5	27	1297	1763	164	16	6	23	0	47.97	15.52	46.0
00-00	3384	5	29	1321	1798	171	17	6	24	0	51.97	16.52	46.7
AV5 AM	395												
AV5 PM	278												
AV5 24h	3384												
AADT	3615					%CV	8.2%						
											VP85₂₄₋₇	51.3 mph	
											SSD	156 m	

Summary 2 of 3

Site Name 1890
Description A143, Bury Road, Depden approx 160m N of Farm Access [60MPH]
Filter Start 2022-11-08T00:00:00
Filter End 2022-11-15T00:00:00

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	8	0	1	4	4	1	0	0	0	0	1	0	48.5
0100	5	0	1	2	3	1	0	0	0	0	0	0	51.2
0200	4	0	0	1	3	0	0	0	0	0	0	0	53.9
0300	5	0	0	2	3	1	0	0	0	0	0	1	50.7
0400	7	0	0	1	4	2	0	0	1	0	0	1	50.2
0500	24	0	1	11	9	2	0	0	1	0	2	1	50.8
0600	96	1	2	36	45	5	2	1	4	0	2	1	48.1
0700	383	0	2	159	203	12	1	1	2	0	4	3	46.8
0800	302	0	0	107	165	22	2	2	3	0	2	2	46.8
0900	210	0	1	73	109	19	1	0	3	0	4	2	47.3
1000	158	1	1	58	82	10	1	1	3	0	4	1	47.4
1100	169	0	3	66	83	12	1	0	2	0	3	1	47.0
1200	190	0	2	75	94	13	1	1	3	0	2	1	46.9
1300	207	0	3	85	99	14	2	1	3	0	2	1	47.0
1400	229	0	2	95	113	14	1	0	2	0	3	1	46.7
1500	280	0	3	114	150	9	1	0	2	0	2	1	46.4
1600	326	0	4	145	164	9	1	1	2	0	2	1	46.5
1700	310	0	3	155	146	5	0	1	1	0	2	0	44.1
1800	169	0	1	81	82	5	1	0	2	0	1	0	46.7
1900	108	0	0	49	56	3	0	0	1	0	1	0	48.5
2000	73	0	1	33	39	2	0	0	0	0	1	0	48.5
2100	62	0	1	27	34	1	0	0	0	0	0	0	50.5
2200	44	0	2	19	23	1	0	0	0	0	1	0	49.5
2300	19	0	0	8	11	1	0	0	0	0	0	0	52.5
07-19	2934	1	24	1212	1489	145	13	8	28	0	30	14	46.6
06-22	3274	2	28	1357	1663	156	15	9	32	0	35	16	47.2
06-00	3337	2	30	1384	1697	158	15	9	32	0	36	16	47.6
00-00	3390	2	33	1405	1723	165	15	9	34	0	38	19	48.4

AV5 AM	302												
AV5 PM	310												
AV5 24h	3390												
AADT	3599					%CV	8.0%						
											VP85 ₂₄₋₇	53.2 mph	
											SSD	166 m	

Summary 3 of 3

Site Name 1890
Description A143, Bury Road, Depden approx 160m N of Farm Access [60MPH]
Filter Start 2022-11-08T00:00:00
Filter End 2022-11-15T00:00:00

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	12			1	6	7	1					1	49.4
0100	8			2	4	5	2						49.8
0200	7				3	5	2						49.5
0300	10				4	7	2					1	50.9
0400	15				4	10	4			1		1	50.0
0500	62			2	26	28	3	1		2		4	50.4
0600	219	1		4	75	119	11	3	1	5		3	47.4
0700	701			4	294	369	21	3	2	4		7	46.5
0800	697	1		2	282	360	36	4	2	4		8	45.9
0900	458			4	177	233	32	3	1	5		6	46.3
1000	349	1		2	130	180	25	3	1	4		8	46.2
1100	377			5	144	187	25	3	1	5		8	45.5
1200	388	1		5	150	194	26	2	3	4		6	46.1
1300	409			5	158	203	31	3	1	5		8	46.3
1400	450	1		4	169	231	32	2		6		7	46.1
1500	545			5	206	294	27	3	1	4		6	45.8
1600	661	1		6	265	362	20	3	1	3		4	45.4
1700	588			4	277	294	10		1	3		3	43.3
1800	318			2	143	163	8	1		2		3	45.5
1900	186	1			79	100	6			1		3	47.5
2000	116			1	53	62	3					2	48.7
2100	99			1	40	56	4			1			49.7
2200	66			3	28	35	2					1	49.2
2300	29			1	12	16	3					1	50.9
07-19	5943	5	47	2395	3072	293	29	14	48	0	73	30	45.7
06-22	6563	7	53	2641	3410	317	31	15	55	0	82	31	46.4
06-00	6659	7	57	2681	3461	322	31	15	55	0	84	31	46.8
00-00	6774	7	62	2726	3521	337	32	15	58	0	90	35	47.6
AV5 AM	697												
AV5 PM	588												
AV5 24h	6774												
AADT	7213					%CV	8.1%						

Site 1891: 160m south of farm access

Summary 1 of 3

Site Name 1891
Description A143, Bury Road, Depden approx 160m S of Farm Access [60MPH]
Filter Start 2022-11-08T00:00:00
Filter End 2022-11-15T00:00:00

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	4	0	0	2	3	0	0	0	0	0	0	0	55.4
0100	3	0	1	2	2	1	0	0	0	0	0	0	54.9
0200	4	0	0	2	2	2	0	0	0	0	0	0	51.4
0300	5	0	0	2	4	1	0	0	0	0	1	0	55.9
0400	8	0	0	2	7	2	0	0	0	0	1	0	53.8
0500	38	0	1	12	23	2	1	0	1	0	2	0	54.4
0600	125	0	2	33	82	6	0	0	1	0	1	1	51.5
0700	324	0	1	120	190	9	1	1	1	0	3	1	50.2
0800	401	1	3	164	217	12	2	1	1	0	4	1	49.2
0900	249	1	3	89	142	12	2	1	1	0	2	2	49.6
1000	193	0	1	68	107	13	2	0	1	0	2	1	49.3
1100	209	1	3	78	110	13	1	1	2	0	3	3	48.4
1200	203	1	3	74	110	13	1	1	2	0	2	2	49.7
1300	206	1	2	71	112	16	1	0	2	0	5	1	49.6
1400	220	1	3	71	123	17	1	0	3	0	3	1	50.1
1500	267	0	2	90	152	17	1	1	2	0	3	1	49.9
1600	338	1	2	107	214	11	1	1	2	0	2	1	49.0
1700	262	0	1	109	147	6	0	0	1	0	1	1	44.3
1800	145	1	1	56	84	3	0	0	0	0	1	0	48.0
1900	76	1	0	24	48	3	0	0	0	0	3	1	51.9
2000	44	0	0	16	27	1	0	0	0	0	1	0	54.6
2100	37	0	0	12	24	2	0	0	0	0	0	0	54.8
2200	23	1	1	8	14	1	0	0	0	0	0	0	54.4
2300	11	0	1	3	5	2	0	0	0	0	1	0	55.6
07-19	3017	8	25	1096	1706	141	13	7	17	0	31.27	14.77	48.9
06-22	3299	9	27	1181	1887	153	13	7	18	0	36.1	16.77	50.0
06-00	3333	10	29	1192	1906	156	13	7	18	0	37.1	16.77	50.6
00-00	3396	10	31	1212	1947	164	14	7	19	0	41.1	16.77	51.5

AV5 AM	401												
AV5 PM	262												
AV5 24h	3396												
AADT	3626					%CV	7.4%						
											VP85 ₂₄₋₇	56.4 mph	
											SSD	184 m	

Summary 2 of 3

Site Name 1891
Description A143, Bury Road, Depden approx 160m S of Farm Access [60MPH]
Filter Start 2022-11-08T00:00:00
Filter End 2022-11-15T00:00:00

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	8	0	1	3	5	1	0	0	0	0	1	0	51.9
0100	5	0	1	1	4	1	0	0	0	0	0	0	53.3
0200	4	0	0	1	3	0	0	0	0	0	0	0	57.4
0300	5	0	0	2	3	1	0	0	0	0	0	1	53.2
0400	7	0	0	2	4	2	0	0	1	0	0	1	53.4
0500	24	0	1	8	12	2	0	0	1	0	2	1	54.2
0600	97	1	2	29	53	4	2	1	4	0	2	2	51.1
0700	386	1	2	127	238	13	1	2	2	0	3	1	49.8
0800	307	0	0	93	184	23	2	2	2	0	2	1	49.2
0900	215	0	1	57	130	20	2	1	3	0	2	2	50.1
1000	162	0	0	52	93	11	1	0	3	0	4	2	50.1
1100	173	1	2	57	95	13	1	0	3	0	3	2	49.8
1200	193	0	3	65	107	13	1	1	3	0	2	2	49.7
1300	210	1	4	74	111	15	1	1	2	0	3	1	49.7
1400	227	0	2	82	127	13	1	0	2	0	3	1	48.8
1500	281	2	2	91	172	10	1	0	2	0	2	1	48.5
1600	328	0	3	117	194	10	1	0	2	0	2	1	48.3
1700	289	2	3	127	153	5	0	0	1	0	1	1	42.6
1800	170	1	1	69	94	5	0	0	1	0	1	0	44.5
1900	108	0	0	39	67	3	0	0	1	0	1	0	51.3
2000	73	0	1	26	45	2	0	0	0	0	1	0	51.7
2100	63	0	1	22	39	1	0	0	0	0	0	0	54.2
2200	44	0	2	13	29	1	0	0	0	0	0	0	54.3
2300	19	0	0	7	12	1	0	0	0	0	0	0	56.0
07-19	2941	8	22	1010	1698	152	12	7	26	0	27	14	48.4
06-22	3282	9	26	1126	1902	161	13	8	31	0	31	16	49.3
06-00	3345	9	28	1146	1943	164	13	8	31	0	31	16	50.0
00-00	3398	9	31	1162	1973	171	13	8	33	0	34	19	51.0

AV5 AM	307												
AV5 PM	289												
AV5 24h	3398												
AADT	3607					%CV	7.9%						
											VP85 ₂₄₋₇	55.9 mph	
											SSD	181 m	

Summary 3 of 3

Site Name 1891
Description A143, Bury Road, Depden approx 160m S of Farm Access [60MPH]
Filter Start 2022-11-08T00:00:00
Filter End 2022-11-15T00:00:00

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	12			1	4	8	1					1	53.7
0100	8			2	3	6	2						54.1
0200	7				3	5	2						54.4
0300	10				4	6	2					1	54.6
0400	16				4	11	4			1		1	53.6
0500	63			2	20	35	3	1		2		4	54.3
0600	222	1	4	62	135	11	2	1	5			4	51.3
0700	710	1	3	247	428	22	2	3	3			5	50.0
0800	708	1	3	257	401	35	3	3	3			6	49.2
0900	463	1	4	146	272	32	3	2	4			4	49.8
1000	355		1	119	200	23	3		4			6	49.7
1100	382	2	5	134	205	26	3	1	5			5	49.1
1200	397	1	6	139	217	26	2	2	5			4	49.7
1300	416	2	5	145	223	31	2	1	3			8	49.7
1400	447	1	4	153	250	30	2		5			6	49.4
1500	548	2	5	181	324	27	2	1	4			5	49.2
1600	665	1	5	224	408	21	2	1	3			4	48.7
1700	552	2	4	236	299	11			2			2	43.5
1800	315	2	3	125	178	8			1			2	46.3
1900	185	1		63	114	6			1			4	51.6
2000	116		1	42	72	3						2	53.2
2100	100		1	33	63	3							54.5
2200	67	1	3	21	43	3							54.3
2300	30		1	10	18	3						1	55.8
07-19	5958	16	47	2106	3404	293	24	14	43	0	58	29	48.7
06-22	6581	18	53	2306	3789	315	26	15	49	0	67	33	49.7
06-00	6678	19	57	2338	3849	320	26	15	49	0	68	33	50.3
00-00	6795	19	62	2375	3920	335	27	15	52	0	75	36	51.2
AV5 AM	708												
AV5 PM	552												
AV5 24h	6795												
AADT	7233						%CV	7.7%					

Appendix C: SCC 'Suffolk Design Streets Guide' 2022 edition extract

kph	Measured 85 th 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) = Y5		
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

Appendix D: Existing access visibility assessment plan

