

Kathryn Oelman
Babergh District Council
Corks Lane
Hadleigh
Ipswich
Suffolk
IP7 6SJ

Our Ref: 196/2017/02-CAG - Please quote in all correspondence.

18 October 2017

Dear Kathryn,

Re: 1-6 The Street, Kersey – BDC Ref B/15/01196 Highways Advice.

Introduction

As Planning Authority, you have been considering this proposed development since it was first submitted on 20 Aug 2015. Refer **Appendix A** for site layout at 2015 and **Appendix B** for latest site layout submitted in 2017. One area of outstanding consideration relates to highways considerations, in particular the safe access arrangements. The two Highway Authority (Suffolk County Council-SCC) consultation responses received in 2015 and 2017, from different officers, are in conflict. This has left you, as the planning officer, uncertain as to the appropriate way forward in terms of recommendation.

To receive professional highway advice on this matter you have therefore commissioned GHBullard and Associates *'for highways advice relating to the safety of the proposed access & visibility splays on a Planning application where we have received conflicting advice from Suffolk County Council Highways Department. In your opinion do you regard the access to be safe and suitable for all people?'*

I have visited the site and undertaken a 7 day Automatic Traffic Count (ATC) survey across the site frontage. I comment as follows:

In considering highway and transport impacts we will always include a review of:

- Road and personal safety: To achieve developments that are safe for all users;
- Accessibility: To achieve developments accessible to all vehicles and people; and
- Sustainability (tends to be for larger sites): To promote sustainable, high-quality alternatives to the private car and to encourage using sustainable materials wherever possible.

Road and personal safety

The first Highway Authority (Suffolk County Council-SCC) consultation response was from Andrew Pearce (SCC Highways) on the 7th December 2015, **Appendix C** and another from Kyle Porter (SCC Highways) received on the 29th June 2017, **Appendix D**, following the submission of revised layout and a reconsultation.

Cont.: -

The 2015 response sets out:

'This site has an access onto The Street which has limited visibility which is below standard requirements and therefore has a potential to create a hazard for drivers when pulling out onto the highway. For this reason the Highway Authority would not support intensification of use from this access.

But having undertaken a site visit it is my opinion that vehicles using The Street are generally travelling below 30mph and although the access does have restricted visibility, there are natural calming features in Kersey which keep speeds low, such as the ford at the bottom of the street and the tight bend at the top. Indeed, this road is quite unique, not a through route and vehicle numbers are particularly low. The village of Kersey has a very historical feel. There have been no recorded accidents in The Street which reinforces my opinion that even though there are a number of sub-standard accesses the current situation naturally creates a low speed environment and therefore is not unsafe in Highway terms.

Therefore although this proposal may not be desirable in highway terms, the Highway Authority will not defend a refusal under highway safety grounds since there is no evidence to suggest that this proposal would have a severe impact on the Highway in this location.'

The 2017 response sets out:

'Notice is hereby given that the County Council as Highways Authority recommends that permission be refused for the following reasons:

The amendments to the application have resulted in further reviewal of the proposal allowing a more pragmatic approach to the proposed development. Taking into consideration; visibility splays onto The Street and ease of access/egress.

Visibility splays from the Southern access has visibility splays of x=2.4m by y= 14 (to the North) and y=7m (to the South). The access to the North of the site only has visibility splays of x=2.4m by y=9m (to the North and y=10m (to the South). In the absence of measured speeds, Manual for Streets 2 recommends that a road with a 30mph speed limit would require visibility splays of x=2.4m by y=43m in each direction.

The standard cannot be achieved due to obstructions outside of the applicant's ownership boundaries. Therefore, there can be no guarantee that safe and suitable access can be achieved (National Planning Policy Framework para.32). This highway safety concern is heightened by the intensification of use that the current proposal would create.

In regards to the access layout and subsequent access width, the access at the North of the site would need to be laid out in accordance with Suffolk County Councils standard construction drawing DM03 with an entrance width of 4.5m. This width would need to be for a minimum distance of 5m to allow for two vehicles to safely pass one another without disrupting the free flow of pedestrian or vehicular traffic.

Due to the proposed parking layout, this is not achievable, the driveway width at a 10m setback is 3.9m. therefore, two vehicles would not be able to pass one another safely especially when a delivery vehicle is entering/exiting the site.

It is anticipated that the aforementioned highway safety concerns cannot be overcome to meet current standards therefore Suffolk County Council will be upholding this recommendation for refusal unless sufficient evidence can be provided to suggest otherwise'.

Cont.: -

Discussion

The 7-day Automated Traffic Counts (ATC), during the period 05/10/17 to 11/10/17, evidence that the current hourly 85th Percentile speed was found to be **23.39 mph** north bound and **25.12 mph** south bound. The road has a natural traffic calming feature in the historic street scene and ford across the road, **Photographs 1 and 2.**



Photograph 1: Historic street scene



Photograph 2: The ford

Regarding 'x' distance, Manual for Streets paragraph 7.7.7 states: '*A minimum figure of 2 m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.*'

The ATC data also evidenced the road to be a very lightly-trafficked (less than 30 vehicles in peak hour) and slow speed location, thus reduced visibility splays of **2 x 31m** and **2 x 34m** respectively are appropriate for a *new* access onto public highway. Refer to letter 196/2017/01 at **Appendix E.**

It is proposed that both vehicular and pedestrian access to the proposed development is provided via the two existing accesses to the north and south corners of the site. Reviewing the Kersey Tithe Map of 1841 and The Second Edition 25 inch Ordnance Survey of 1902, in the *Design And Access Statement*, shows that these accesses have served development to the rear of 1-6 The Street since the 1800's. Thus they are *existing* accesses, as also demonstrated by the presence of dropped kerbs. The building to the south also depicts the historical use of this as an access, in the profile shape of the gable end.



Photograph 3: Existing access to the south



Photograph 4: Existing access to the north

Cont.: -

The visibility achieved at the southern access was 2.4 x 43m north, partially obscured by the telegraph pole and 2.4 x greater than 43m to the south. This is more than is required, as evidenced by the ATC data. In reviewing the splays as measured by SCC in **Appendix D** it is not known how their lower measurements were derived. Refer **Photographs 5** and **6** below.



Photograph 5: Southern access view north



Photograph 6: Southern access view south

Regarding the telegraph pole, Manual for Streets paragraph 7.8.6 states: *'The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.'*

The visibility achieved at the northern access was less, 2.4 x 4m north, obscured by the remaining brick wall within the developers' ownership and on street parking; and 2.4 x 10m to the south, obscured by the protruding wall of 1-6 The Street. Refer **Photographs 7** to **10** below.



Photograph 7: Northern access view south



Photograph 8: Protruding wall from 1-6 The Street

Regarding on street parking and visibility splays, Manual for Streets paragraph 7.8.5 states: *'Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.'*

Cont.: -



Photograph 9: Northern access view north



Photograph 10: Brick wall on developers' land

There would appear to be potential for improvement of these existing visibility splays if the developers owned frontage wall was to be removed up to the adjacent land boundary (3.3m length); and, subject to listed buildings consent, there may be opportunity to improve the visibility south.

To achieve splays of 31m and 34m respectively would require the driver to be positioned approx. 1.24m back from the kerb line (to see to the *nearside* channel line, view to left) assuming the frontage red brick wall was removed, refer **Appendix F** North Access snap shot. This would require slight projection of the bonnet into the road. However, the traffic approaching the access from the left (travelling south) will be on the *far* side of the road, under normal driving conditions and thus a vehicle emerging from the northern access will be aware of this approaching vehicle ordinarily *before* reaching 1.24m set back. In addition, the evidenced, very low peak hour, traffic flow demonstrates that the *frequency* of residual risk as a result of this would be low. Consideration could be given to the addition of white 'H' markings at the access to also provide some protection from obstructive on street parking.

Parking

The proposed development is for seven, two bedroomed units. In strict accordance with SCC parking guidance this requires 11 car parking spaces if unallocated, plus 2 visitor spaces. The 2017 proposal identifies 18 car parking spaces, some identified for use of the existing 1-6 The Street. This is therefore exceeding the requirement (in a positive way) and provides additionally to remove some on street parking, potentially at the benefit of improved visibility, particularly at the northern access.

Access Width

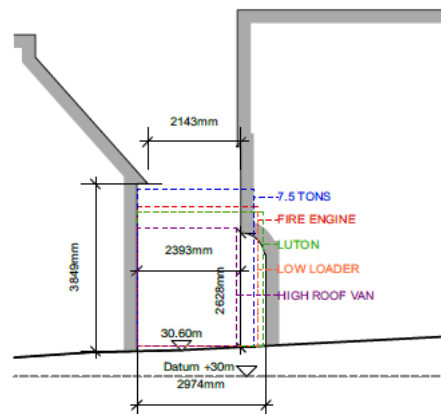
The 2017 Highways response states that the North access required a DM03 (a SCC standard access that includes for pedestrian visibility splay as well as vehicular) with entrance width 4.5m for minimum 5m set back. It goes on state that the Parking layout does not allow sufficient width at 10m set back. This is at odds with the first requirement of 4.5m width at 5m set back, to enable vehicles to pass safely in the entrance.

In any event, by potentially removing one of the proposed off road parallel parking spaces nearest the Street (provided over and above SCC parking guidance requirement, for the use of No 1-6 The Street) this provides for additional width and greater set back, should this continue to be SCCs requirement (not strictly necessary given that 4.5m width at 5m setback is achieved). The proposed private drive width of approx. 4.2-4.5m is considered an appropriate width for a higher standard *shared surface road* (4.1m is the minimum). This access is therefore appropriate for two-way vehicular and pedestrian use.

Cont.: -

The southern access being approximately 3m wide does not provide sufficient width for two cars to pass. As such, although extremely lightly trafficked (accessing only two car parking spaces) *may* give rise to very occasionally a car being required to wait to allow passage of pedestrian or car.

This access could potentially provide a suitable 'out only' option (i.e. one directional), providing acceptable exiting visibility, if it was to be incorporated with an 'in only' at the northern access, to overcome the northern access visibility concerns. With single direction traffic flow and 3m width this would additionally allow for the safe passage of pedestrians, 3m being the guidance width for a driveway. A bollard would be required to protect the building over-hang for taller delivery vehicles (typically 2.55m wide). Refuse collections are proposed to be made from the road side. Due to the overhang, it would restrict the type and size of vehicle that can use the southern access, refer to **Figure 1** below, 7.5 tonnes, Fire engine and Luton vehicles could not fit. This considered option to have all vehicles leave the proposed development via the southern access is therefore not viable and not considered further.



1-6 THE STREET SECTION

Figure 1: Building overhang restricts vehicle use

SCC accident records

Suffolk County Council (SCC) has been approached to obtain the most recent five-year period injury accident record, as recorded in the national STATS19 database. SCC has confirmed that there have been no recorded personal injury accidents in the last 5 years on this section of The Street. There is therefore an absence of any current evidence of a safety issue with current use of the accesses.

Accessibility

The DM03 Drg SCC access standard provides for pedestrian visibility. The access widths, as discussed are appropriate for pedestrian and vehicles to share. The Design and Access statement sets out that Level disabled access is to be provided in the units.

Sustainability

The new dwellings are intended to be available for rent to local residents of Kersey and surrounding Villages.

In terms of transport sustainability Kersey represents a sustainable Hinterland Village within Babergh District Council. Kersey is situated only a short distance from Hadleigh, a large Market Town, provided a wide range of facilities including a large number of employment opportunities. The NPPF has a fundamental aim to promote sustainable development. A presumption in favour of sustainable development is set out clearly in paragraph 14 and paragraph 49.

Cont.:-

Summary

I have found a number of errors in the 2017 Highway consultation response including the error in the southern access visibility splay measurement and the northern access width requirement at 10m set back.

The ATC data has provided evidence for this site being a very lightly-trafficked and slow speed location. The required 2 x 31m and 2x 34m visibility splays can be achieved at the existing southern access and could be significantly improved at the existing northern access with the red brick frontage wall demolition and removal of on street parking. To achieve 31m and 34m splays at the northern access requires the driver to be positioned at 1.24m set back, to see to the *nearside* channel line, view to left. The front of some vehicles will protrude slightly into the running carriageway of The Street. However, the traffic approaching the access from the left (travelling south) will be on the *far* side of the road, under normal driving conditions and thus a vehicle emerging from the northern access will be aware of this approaching vehicle ordinarily *before* reaching 1.24m set back. In addition, the evidenced very low peak hour traffic flow demonstrates that the *frequency* of residual risk as a result of this would be low. Consideration could be given to the addition of white 'H' markings at the access to also provide some protection from obstructive on street parking.

As discussed, I have shared the early outcomes of my site visit with the architects for the developer. They have interpreted the recommendations and the subsequent draft updated layout plan can be found at **Appendix G**, for ongoing discussion purposes.

I believe this letter and draft updated layout plan to overcome completely the 2017 highways concerns. The proposal brings additional benefits in the improvement in road safety and capacity in terms of removing existing on street parking for No 1-6 The Street.

I believe that the proposed development can be acceptable in highway terms, with the adjustments as discussed. In terms of NPPF Paragraph 32, the development will not result in residual cumulative impact that is severe.

I hope the above comments will be useful and I have no objection if this letter is used in your planning considerations.

Yours sincerely



C Grimsey CEng CIHT

Appendix A: Site Layout Plan submitted 2015

Appendix B: Site layout Plan submitted 2017

Appendix C: SCC consultation response 7 December 2015

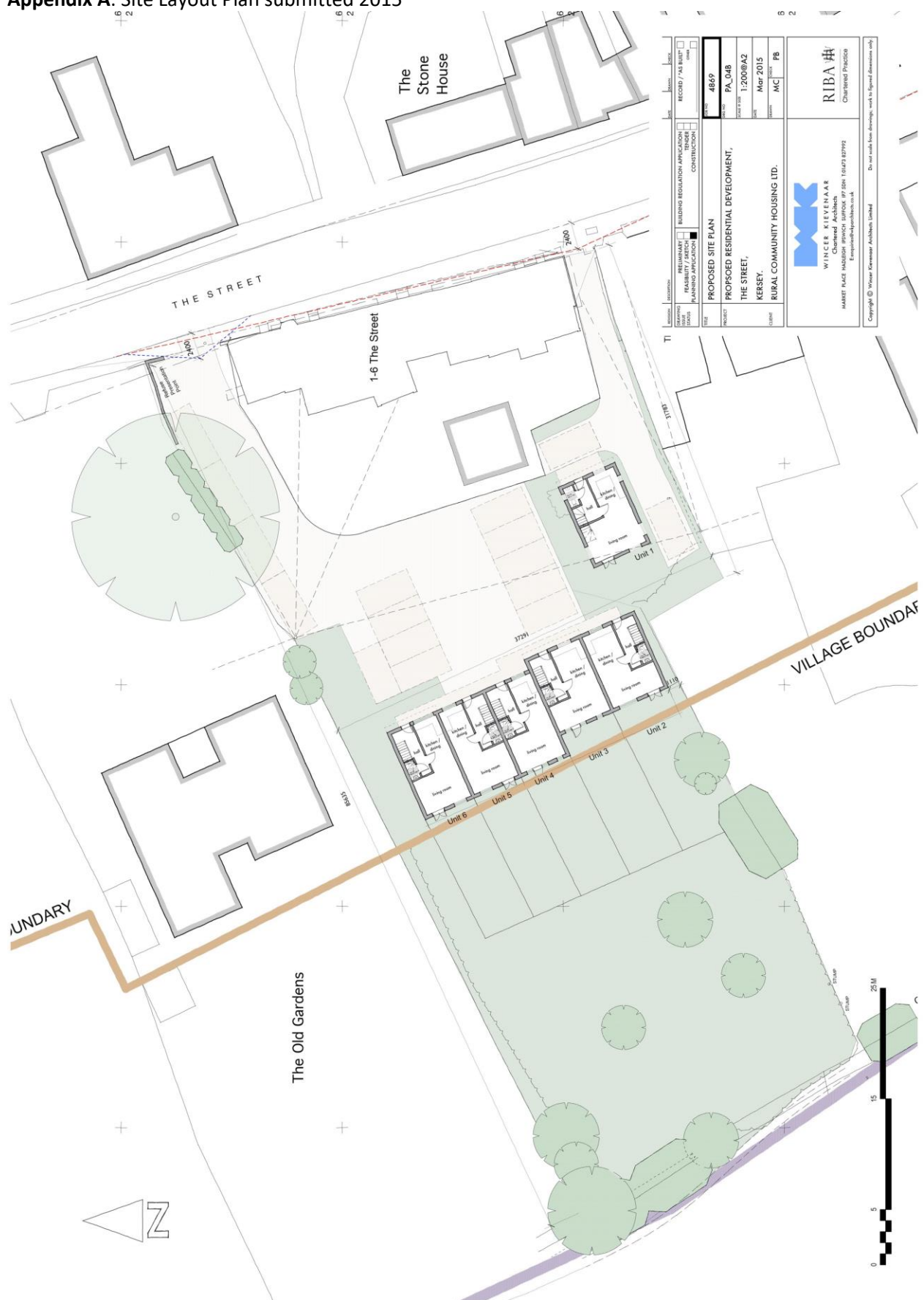
Appendix D: SCC consultation response 29 June 2017

Appendix E: ATC results letter

Appendix F: North Access snap shot

Appendix G: Updated layout plan following GHB comments

Appendix A: Site Layout Plan submitted 2015



DATE	REVISION	DESCRIPTION
15/03/15	1	ISSUED FOR PERMITTING
15/03/15	2	ISSUED FOR CONSTRUCTION

PROJECT	PROPOSED RESIDENTIAL DEVELOPMENT, THE STREET, KERSEY
CLIENT	RURAL COMMUNITY HOUSING LTD.
ARCHITECT	WILCKER KIEVENAAR Chartered Architects
ADDRESS	101-103 HARFORD STREET, HARFORD, LIVERPOOL L24 0EY
CONTACT	EMMA@WILCKERKIEVENAAR.CO.UK

REGISTRATION NUMBER	4869
REGISTRATION TYPE	PA, OAB
REGISTRATION DATE	1,2008A2
REGISTRATION STATUS	MC
REGISTRATION CATEGORY	PB

 RIBA Chartered Institution of Building Practitioners

Do not scale from drawings, use to figure dimensions only.

Appendix B: Site layout plan submitted 2017



24/03/2017 AG PB 22/02/2017 AG PB 10/01/2017 AG PB		RECORD / AS BUILT <input type="checkbox"/>
BUILDING REGULATION APPLICATION (FASBUILT / AMBLY)		CONSTRUCTION <input type="checkbox"/>
PLANNING APPLICATION <input type="checkbox"/>		CONVERSION <input type="checkbox"/>
PROPOSED SITE PLAN		
PROJECT NO: 4669	DRAWING NO: PA_04	SHEET NO: B
PROPOSED RESIDENTIAL DEVELOPMENT, THE STREET, KERSEY, RURAL COMMUNITY HOUSING LTD.		
DATE: Dec 2016	SCALE: MC	DRAWN BY: PB
WINCEK KIEVENAAR Chartered Architects MARKET PLACE, HULLING ROAD, BRISTOL, ST 50A, 15147 827992 Tel: 01274 827992		
RIBA # Chartered Practitioner		
Copyright © Wincek Kievenaar Architects Limited Do not scale from drawings, work to figured dimensions only.		

Appendix C: SCC consultation response 7 December 2015

Your Ref: B/15/01196/FUL
Our Ref: 570\CON\3755\15
Date: 07/12/15
Highways Enquiries to: andrew.pearce@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.
Email: planning.control@babergh.gov.uk

The Planning Officer
Babergh District Council
Council Offices
Corks Lane
Hadleigh
Ipswich
Suffolk
IP7 6SJ

For the Attention of: Kathryn Oelman

Dear Sir/Madam

**TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN B/15/01196/FUL**

PROPOSAL: Erection of 6 No. two storey dwellings
LOCATION: Land To The Rear Of, 1-6, The Street, Kersey
ROAD CLASS:

Notice is hereby given that the County Council as Highway Authority make the following comments:

This site has an access onto The Street which has limited visibility which is below standard requirements and therefore has a potential to create a hazard for drivers when pulling out onto the highway. For this reason the Highway Authority would not support intensification of use from this access.

But having undertaken a site visit it is my opinion that vehicles using The Street are generally travelling below 30mph and although the access does have restricted visibility, there are natural calming features in Kersey which keep speeds low, such as the ford at the bottom of the street and the tight bend at the top. Indeed, this road is quite unique, not a through route and vehicle numbers are particularly low. The village of Kersey has a very historical feel. There have been no recorded accidents in The Street which reinforces my opinion that even though there are a number of sub-standard accesses the current situation naturally creates a low speed environment and therefore is not unsafe in Highway terms.

Therefore although this proposal may not be desirable in highway terms, the Highway Authority will not defend a refusal under highway safety grounds since there is no evidence to suggest that this proposal would have a severe impact on the Highway in this location. If the LPA is minded to give planning consent taking into account the above issues together with any relevant other planning considerations, I would request that the following highway conditions are included:

P 2	Non Standard	P 2 - PARKING	Condition: Before the development is commenced details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles including secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.	Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.
B2	Standard	Refuse Bins	Condition: Before the development is commenced details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.	Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.
D 2	Standard	D 2 - DRAINAGE	Condition: Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.	Reason: To prevent hazards caused by flowing water or ice on the highway.

Yours faithfully

Mr Andrew Pearce
Senior Development Management Engineer
Strategic Development – Resource Management

Appendix D: SCC consultation response 29 June 2017

Your Ref: B/15/01196/FUL
Our Ref: 570\CON\2139\17
Date: 29/06/2017
Highways Enquiries to: kyle.porter@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.
Email: Planning.Control@babberghmidsuffolk.gov.uk

The Planning Officer
Babergh District Council
Council Offices
Corks Lane
Hadleigh
Ipswich
Suffolk
IP7 6SJ

For the Attention of: Kathryn Oelman

Dear Kathryn

TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN B/15/01196/FUL

PROPOSAL: Erection of 7 No. two storey dwellings
LOCATION: Land To The Rear Of, 1-6, The Street, Kersey

Notice is hereby given that the County Council as Highways Authority recommends that permission be refused for the following reasons:

The amendments to the application have resulted in further reviewal of the proposal allowing a more pragmatic approach to the proposed development. Taking into consideration; visibility splays onto The Street and ease of access/egress.

Visibility splays from the Southern access has visibility splays of x=2.4m by y= 14 (to the North) and y=7m (to the South). The access to the North of the site only has visibility splays of x=2.4m by y=9m (to the North and y=10m (to the South). In the absence of measured speeds, Manual for Streets 2 recommends that a road with a 30mph speed limit would require visibility splays of x=2.4m by y=43m in each direction.

The standard cannot be achieved due to obstructions outside of the applicant's ownership boundaries. Therefore, there can be no guarantee that safe and suitable access can be achieved (National Planning Policy Framework para.32). This highway safety concern is heightened by the intensification of use that the current proposal would create.

In regards to the access layout and subsequent access width, the access at the North of the site would need to be laid out in accordance with Suffolk County Councils standard construction drawing DM03 width an entrance width of 4.5m. This width would need to be for a minimum distance of 5m to allow for two vehicles to safely pass one another without disrupting the free flow of pedestrian or vehicular traffic.

Due to the proposed parking layout, this is not achievable, the driveway width at a 10m setback is 3.9m. therefore, two vehicles would not be able to pass one another safely especially when a delivery vehicle is entering/exiting the site.

Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX
www.suffolk.gov.uk

It is anticipated that the aforementioned highway safety concerns cannot be overcome to meet current standards therefore Suffolk County Council will be upholding this recommendation for refusal unless sufficient evidence can be provided to suggest otherwise.

Yours sincerely,

Kyle Porter
Development Management Technician
Strategic Development – Resource Management

Appendix E: ATC results letter



27 Barton Road, Thurston
Suffolk, IP31 3PA
Tel: 01359 235071
Fax: 01359 231138
Web-site: www.ghbullard.co.uk

Kathryn Oelman
Babergh District Council
Corks Lane
Hadleigh
Ipswich
Suffolk
IP7 6SJ

Our Ref: 196/2017/01-CAG - Please quote in all correspondence.

12 October 2017

Dear Kathryn,

Re: 1-6 The Street, Kersey - 85th Percentile Speeds and Requisite Visibility Splays.

Further to our appointment, I can advise you that the 7-day Automated Traffic Counts at the site have now been completed.

In accordance with the procedure for calculating the 85th Percentile speeds (TA22/81), only the weekday results (Mon-Fri) have been used (with the weekend results excluded) between the hours of 07:00 and 19:00 with the AM and PM peak hours excluded. During the period 05/10/17 and 11/10/17 the current hourly 85th Percentile speed was found to be **23.39 mph** north bound and **25.12 mph** south bound. I enclose with this document a summary of the ATC results for this period.

In accordance with the basic formula for calculating the stopping sight distance, as detailed in Manual For Streets (MfS), for an 85th Percentile speeds of **23.39 mph** and **25.12 mph**, visibility splays of **2.4 m x 31 m** and **2.4 m x 34 m** (respectively) are required.

Regarding 'x' distance, MfS paragraph 7.7.7 states 'A minimum figure of 2 m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm.'

This is evidenced to be a very lightly-trafficked (less than 30 vehicles in peak hour) and slow speed location, thus reduced visibility splays of **2 x 31m** and **2 x 34m** respectively are required for a new access onto public highway.

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.

Report Id CustomList-531
 Site Name 1080
 Description 1 The Street, Kersey [30MPH]

Capital Traffic Northbound + Average														Mean	Vpp
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11			
	(count)	PC (count)	2WMV (count)	CAR (count)	LGV (count)	R2 (count)	R3 (count)	R4 (count)	A3 (count)	A4 (count)	A5+ (count)	PSV (count)	(mph)	(mph)	
0000	1				1								16.80		
0100	1				1								18.90		
0200															
0300															
0400	1				1								16.37		
0500															
0600	1			1	1								19.80		
0700	6			5	2	1							14.94		
0800	9			7	4								14.12	21.78	
0900	9	1		6	2	1						1	15.98	17.87	
1000	11	1		9	5	1							15.30	23.42	
1100	12			9	3	2							13.98	19.62	
1200	12	1	1	9	3	1							14.06	23.27	
1300	15			12	4	1	1						15.60	21.65	
1400	15	1		11	3	2							14.20	21.57	
1500	15	1	1	12	4								14.20	21.20	
1600	10	2		6	4		1		1				14.62	24.86	
1700	11			8	3								16.80	22.14	
1800	9			7	3								14.96	16.70	
1900	7			5	3								15.12		
2000	3		1	3	2								16.74		
2100	4			3	2								14.45		
2200	2			2									15.33		
2300	1			1	1								11.65		
07-19	134	7	2	101	40	9	2	0	1	0	0	1	14.90	23.34	
06-22	149	7	3	113	48	9	2	0	1	0	0	1	15.30	23.34	
06-00	152	7	3	115	49	9	2	0	1	0	0	1	15.10	23.34	
00-00	155	7	3	115	52	9	2	0	1	0	0	1	15.42	23.34	
AV5 AM	9														
AV5 PM	11														
AV5 24h	155														
AADT	149				%CV	8.4%							VP85	23.39 mph	
													SSD	31 m	

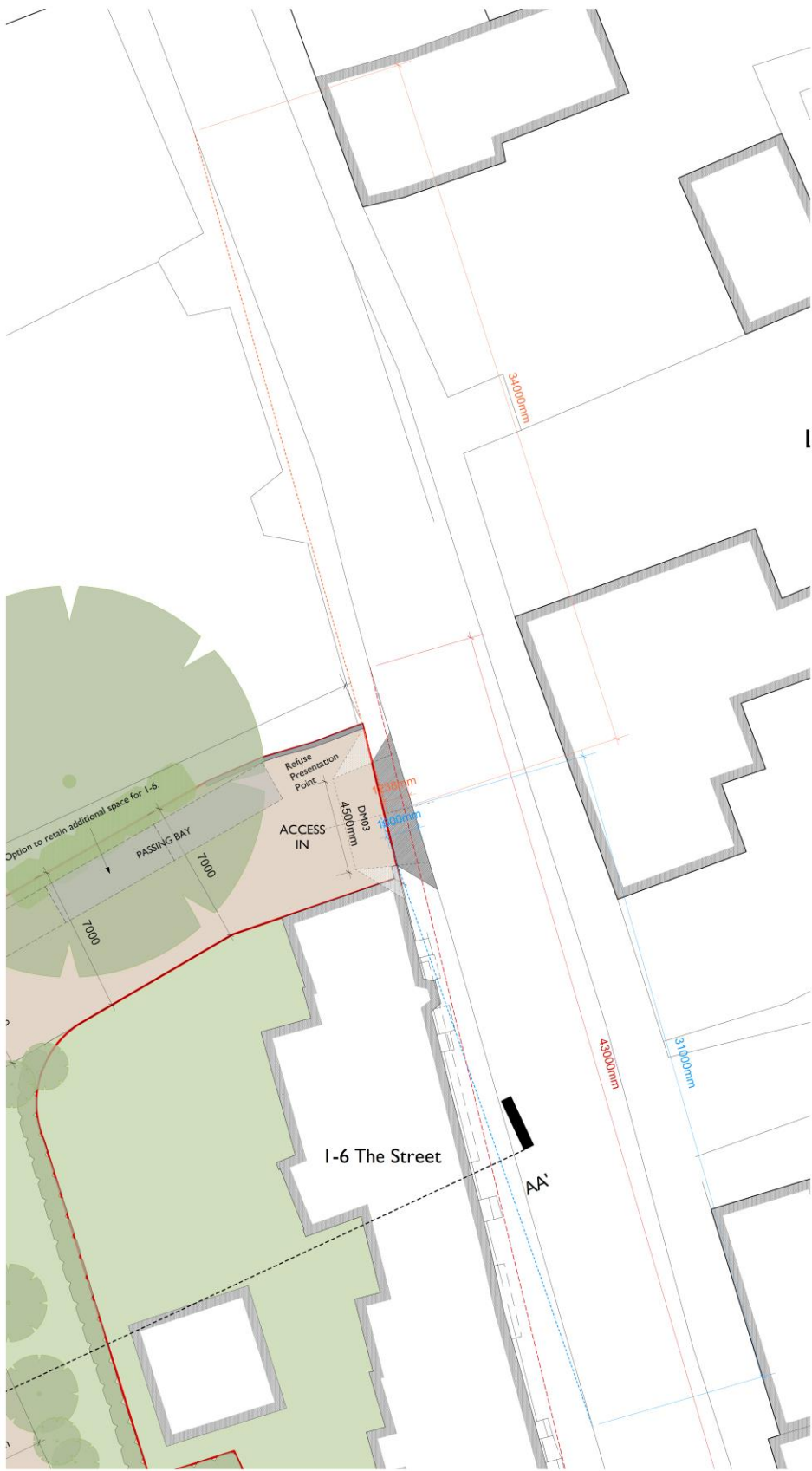
Report Id CustomList-531
 Site Name 1080
 Description 1 The Street, Kersey [30MPH]

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	Vpp
	(count)	PC	2WMV	CAR	LGV	R2	R3	R4	A3	A4	A5+	PSV	(mph)	(mph)
		(count)	(count)	(count)	(count)	(count)	(count)	(count)	(count)	(count)	(count)	(count)		
0000														
0100	1					1							26.80	
0200														
0300														
0400														
0500														
0600	3				1	2	1						24.56	
0700	11				5	6							21.24	24.70
0800	18	1			9	7	2						15.68	23.32
0900	12				5	6	2						18.16	26.11
1000	14				8	5	1		1				16.84	24.76
1100	14	1			7	7	1						17.36	24.70
1200	14	1			9	5							16.64	23.69
1300	13	1			10	4		2					15.54	18.54
1400	12		1		8	3	1						14.82	22.59
1500	24	1	1		14	9	1						16.82	25.32
1600	16	1			9	6	1						16.68	22.20
1700	14				8	6	1						16.22	22.31
1800	13		1		8	5							17.22	21.44
1900	8				6	3							17.48	18.70
2000	4				2	3	1						17.58	
2100	2		1		2	1							16.68	
2200	2				1	2							20.64	
2300	1					1							11.70	
07-19	174	6	3	101	67	10	2	1	0	0	0	0	16.94	24.96
06-22	192	6	4	112	76	12	2	1	0	0	0	0	17.47	24.87
06-00	195	6	4	113	79	12	2	1	0	0	0	0	17.33	24.87
00-00	196	6	4	113	80	12	2	1	0	0	0	0	17.82	24.87
AV5 AM	18													
AV5 PM	14													
AV5 24h	196													
AADT	192													
					%CV	7.7%								
													VP85	25.12 mph
													SSD	34 m

Report Id CustomList-531
 Site Name 1080
 Description 1 The Street, Kersey [30MPH]

Capital Traffic Combined + Average														Mean	Vpp
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	Vpp	
	(count)	PC	2WMV	CAR	LGV	R2	R3	R4	A3	A4	A5+	PSV	(mph)	(mph)	
0000	1					1							16.80		
0100	2					2							22.80		
0200															
0300															
0400	1					1							16.37		
0500															
0600	4				2	2	1						22.66		
0700	17				10	6	1						18.80	25.30	
0800	27	1			16	10	2						15.14	22.62	
0900	21	1			12	8	2					1	17.26	24.54	
1000	25	1			17	7	1			1			16.34	25.52	
1100	26	1			16	9	3						15.72	24.58	
1200	26	1	1		18	7	1						15.40	22.70	
1300	29	1			21	6	1		3				15.64	22.42	
1400	27	1	1		20	6	2						14.52	23.42	
1500	39	2	1		25	12	1						15.74	24.06	
1600	26	2			16	8	1		1		1		15.78	22.38	
1700	24				16	8	1						16.44	21.56	
1800	22		1		15	6							16.14	20.50	
1900	16				10	5							16.26	22.70	
2000	7		1		5	4	1						17.16	19.80	
2100	4		1		4	2							15.10		
2200	3				2	2							18.34		
2300	2				1	2							12.45		
07-19	308	10	4		202	94	16	4	1	1	0	0	1	16.08	24.83
06-22	340	10	6		222	107	18	4	1	1	0	0	1	16.51	24.62
06-00	344	10	6		225	111	18	4	1	1	0	0	1	16.38	24.62
00-00	348	10	6		225	115	18	4	1	1	0	0	1	16.71	24.62
AV5 AM	27														
AV5 PM	24														
AV5 24h	348														
AADT	339						%CV	7.4%							
													VP85	25.05 mph	
													SSD	34 m	

Appendix F: North Access snap shot



Appendix G: Updated draft layout plan following GHB comments

PROPOSED SITE PLAN PROPOSED RESIDENTIAL DEVELOPMENT THE STREET, KESBY, RURAL COMMUNITY HOUSINGS LTD.		4889 PA.04 C 1200814 Dec 2016 MC PB
WILCOX & KESTER Chartered Architects 111-113 High Street Kesby, Cambridgeshire, CB23 7JQ Tel: 01525 272794 Email: w&k@wester.com www.wester.com		RIBA # Chartered Architects

