

TRANSPORT STATEMENT

Address: 124 Derby Road, Ripley, Derbyshire, DE5 3HT

Client name: Sunny Days Preschool Nursery Ltd

Project: Change of use to Nursery

Issued date: April 2026

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This statement has been prepared in response to the comments provided by Derbyshire County Council, acting in its role as Local Highway Authority, in respect of the proposed change of use at 124 Derby Road, Ripley from Use Class E(g)(iii) with associated living accommodation to a children's day nursery.

The proposed nursery will accommodate a maximum of 60 children across the day, aged between 6 months and 5 years, and will employ up to 12 members of staff. The nursery operator is relocating from an existing premises located directly across Derby Road, which currently operates with no on-site parking provision. As a result, existing staff and parent/carer parking demand is already accommodated within the surrounding highway network. The proposed development will provide an improved arrangement by introducing dedicated on-site parking and a more structured management regime, thereby reducing reliance on on-street parking.

It is also important to note that a significant proportion of both staff and children are drawn from the local area. Many staff are locally based and therefore travel short distances, with a high proportion expected to access the site by walking, cycling, or via the adjacent bus stop located immediately on Derby Road. Similarly, a large proportion of children attending the nursery are expected to originate from nearby residential areas, further supporting opportunities for sustainable travel.

The lawful use of the site has historically operated as a meals-on-wheels style business, which generated regular vehicular activity throughout the day. This included the arrival of larger delivery vehicles servicing the site and outbound delivery vans undertaking frequent trips. Accordingly, the existing use has historically generated continuous vehicle movements, including servicing by larger goods vehicles, across extended operating hours.

In comparison, the proposed nursery use will generate more predictable and time-constrained vehicle movements associated primarily with morning drop-off and afternoon pick-up periods. It is anticipated that staff arrivals will be staggered between approximately 07:30 and 09:30, with departures between 16:00 and 18:30, ensuring that staff do not coincide in full with peak parent/carer activity. Parent/carer drop-off is expected between 07:30 and 09:30, with pick-up between 15:30 and 18:00. These movements will be

distributed across these time periods rather than occurring at a single peak point, resulting in a steady and manageable flow of traffic.

In terms of parking provision, twelve on-site parking spaces are proposed. These will be managed to prioritise short-stay parent/carer drop-off and pick-up activity, with clear operational controls in place to ensure efficient use of available spaces. Staff parking demand will be reduced through staggered working patterns, local recruitment, and encouragement of sustainable travel modes. Given the sustainable location of the site, it is anticipated that a proportion of staff will walk, cycle, or use the adjacent bus stop.

With regard to site access and safety, the existing vehicular access is of sufficient width to allow vehicles to pull in and pass one another where required, enabling vehicles to safely enter and exit the site without obstruction. The existing gates will be held open during peak drop-off and pick-up periods to maximise visibility into the site, improve natural surveillance, and reduce any delay or conflict at the access point. This operational approach will ensure that vehicle movements can be safely managed during peak times.

In addition, a safe pedestrian route will be maintained from the parking area to a rear building entrance. This provides a clear and segregated pedestrian route, reducing the need for pedestrians and vehicles to interact at the site frontage and improving overall safety.

A managed drop-off and pick-up system will be implemented to minimise dwell times and ensure safe and efficient circulation within the site. This will include clear internal management procedures during peak periods to prevent congestion at the access and ensure orderly use of the parking area.

An amended site layout will be submitted showing clearly demarcated parking bays. Cycle parking will also be provided on site.

Overall, it is considered that the proposed development, subject to the submission of amended plans and supporting details, will not result in a severe or unacceptable impact on highway safety or the operation of the local road network, in accordance with the National Planning Policy Framework.