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# KingdomTP

**PROPOSED LEISURE SITE OFF EASTHAUGH ROAD, LYNG**

## **Transport Statement**

**March 2015**

**E09128 TS Rev -**

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KingdomTP

Saffron House, Lopham Road, East Harling, Norfolk, NR16 2PX

Tel: 01603 325 587 E-mail: [mail@KingdomTP.co.uk](mailto:mail@KingdomTP.co.uk)

[www.KingdomTP.co.uk](http://www.KingdomTP.co.uk)

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Transport Statement

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Kindont

Kindont, Loggan Road, East Vaughan, Dublin 12

Tel: 01902 512587 Email: [marketing@kindont.com](mailto:marketing@kindont.com)

[www.kindont.com](http://www.kindont.com)

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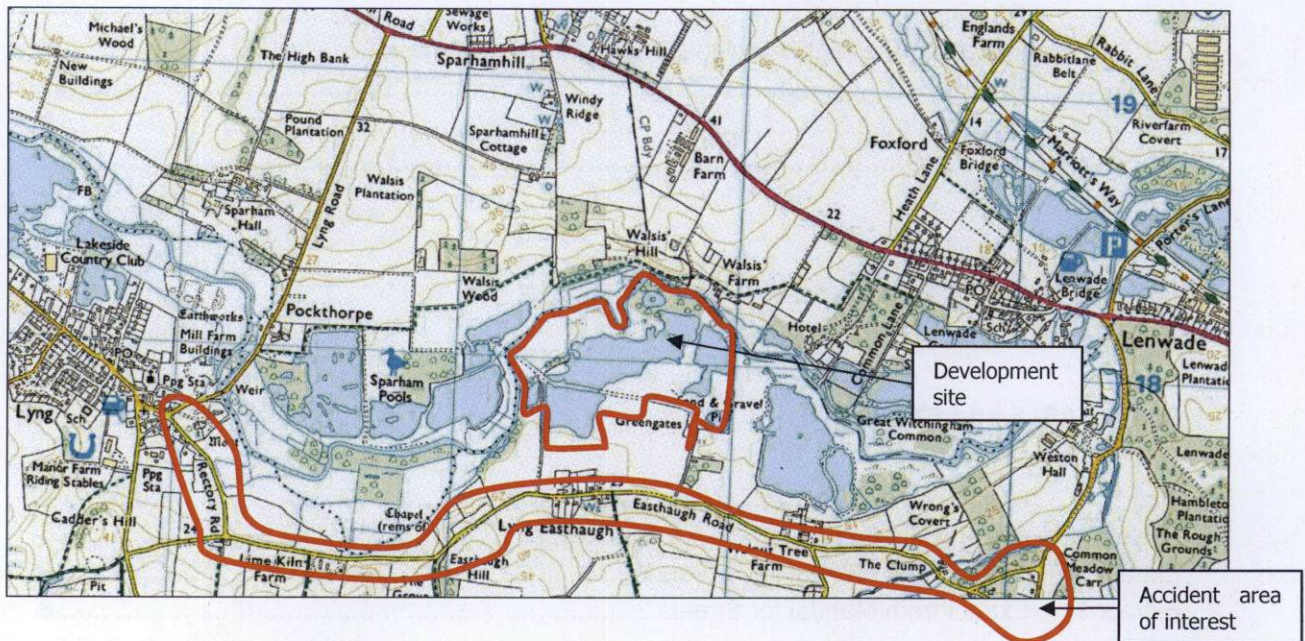
## APPENDICES

Appendix A	Masterplan
Appendix B	ATC Data
Appendix C	Correspondence Relating to Accident Statistics
Appendix D	Site Access Drawing

## 1 INTRODUCTION

1.1.1 KingdomTP have been appointed by Baileys of Norfolk to prepare a Transport Statement in support of the proposal of building 40 lodge cabins for leisure users. The parcel of land is shown in the plan below. A site layout is contained in Appendix A. A web link to a map viewer is provided below.

<https://www.google.co.uk/maps/@52.7180862,1.0786047,15z>



**Plan 1: Local Area**

1.1.2 This report has been prepared to support an outline planning application.

### 1.2 Liaison with the Highway Authority

1.2.1 The development proposals have been discussed, informally, with Norfolk County Council (NCC) as the Highway Authority.

1.2.2 In addition to the feedback from NCC due cognisance has been given to the accident statistics for the local area, the recorded speed and volume of vehicles in the area, applicable design guidance and national planning policy.

## 1.3 Disclaimer

- 1.3.1 KingdomTP disclaims any responsibility to the client and others in respect of any matters outside the scope of this report. This report is intended solely for the purpose of submission to the Planning Authority and the HA and may not be used for any other purpose.
- 1.3.2 The copyright of this report is vested in KingdomTP. The Client or his appointed representatives may copy this report for purposes in connection with the development described herein. It shall not be copied or distributed in any form by any other party or used for any other purpose without the written consent of KingdomTP.

## 2 NATIONAL PLANNING POLICY FRAMEWORK

2.1.1 On the 27<sup>th</sup> March 2012 the Government adopted the National Planning Policy Framework document which was to help secure sustainable development being approved and built in England.

2.1.2 In the Ministerial foreword it was identified that the purpose of planning is to help achieve sustainable development and that sustainable meant ensuring that better lives for ourselves and about positive growth – making economic, environmental and social progress for this and future generations.

2.1.3 In the section entitled "Achieving sustainable development" on Page 2 of the NPPF a definition of sustainability is provided which is as follows:

*"International and national bodies have set out broad principles of sustainable development. Resolution 42/187 of the United Nations General Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy Securing the Future set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; **ensuring a strong, healthy and just society**; achieving a sustainable economy; promoting good governance; and using sound science responsibly."*

2.1.4 At paragraph 7 there are three dimensions noted for sustainable development which are noted below:

- *an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
- *a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*
- *an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy."*

2.1.5 The underlying theme of the NPPF document is the presumption in favour of sustainable development. "For plan-making this means that:

- **local planning authorities should positively seek opportunities to meet the development needs of their area;**

- *Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
  - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
  - *specific policies in this Framework indicate development should be restricted.*

*For decision-taking this means:*

- *approving development proposals that accord with the development plan without delay; and*
- *where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
  - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
  - *specific policies in this Framework indicate development should be restricted."*

2.1.6 At paragraph 32 NPPF states that "all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment." Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.***

2.1.7 Within this report it will be demonstrated that the potential increase in vehicle trips to and from the site are minimal and therefore will not have a significant impact.

### **3 BRIEF DESCRIPTION OF SITE AND THE LOCAL AREA**

- 3.1.1 The site is located to the west of the village of Lyng. To the south is a small residential hamlet known as Easthaugh Lyng. The surrounding area is open countryside the vast majority of which is farmed.
- 3.1.2 The site is a former quarry which is accessed via Bunnett's Loke from Easthaugh Road. The quarry has been restored and the excavations pits are filled with water forming fishing lakes.
- 3.1.3 The site is bounded by the River Wensum to the north. To the east there are fishing lakes which are run by Catch 22. At Catch 22 there are also holiday lodges. To the south and west the site is bounded by agricultural land and further lakes and the River Wensum.
- 3.1.4 Bunnett's Loke is a private access which serves the site, Catch 22 and 3 **(TBC)** residential properties. The site has access rights over Bunnett's Loke.
- 3.1.5 Bunnett's Loke forms a priority T junction with Easthaugh Road. At the junction the bellmouth is wide and facilitates the ability for a vehicle to pull off the public highway from Easthaugh Road whilst letting a vehicle egress from the site access. The site access onto Easthaugh Road has visibility splays of 2.4m x circa 30m looking left, i.e. to the east and circa 140m looking right, i.e. to the west. It should be noted that the visibility splay has been measured to the nearside kerb edge however given that Easthaugh Road is a single lane carriageway the effective visibility splay should/could be measured to the centreline of the road.
- 3.1.6 Easthaugh Road connects the site with the village of Lyng to the west and Western Hall Road to the east. Easthaugh Road is typical of many rural roads whereby the vast majority of it is derestricted in terms of speed limit and single lane carriageway with passing places along its length. Given this the speed of vehicles that travel on Easthaugh Road is, in the vicinity of the site access, low and the numbers of vehicles that use it are also low. Further information relating to speed and volume of vehicles is detailed later in this report.

### **3.2 Automatic Traffic Count**

- 3.2.1 Automatic Traffic Counters were laid on Easthaugh Road and The Street, Lyng, for a week period from 14/10/14. The table below summarises the results. Appendix B contains the ATC data.



Location of ATC	Highest Number of vehicles in a 24 Hr Period		Highest Number of vehicles in an Hr Period		Percentage of HGV		85th Percentile Speed mph	
	EB	WB	EB	WB	EB	WB	EB	WB
Easthaugh Road	100	19	14	14	10%	13%	32	34
The Street, Lyng	1138	1118	147	125	11%	10%	29	30

**Table 1: ATC Results Summary**

3.2.2 A written paper by Richard Sweet, Senior Traffic Modeller at Somerset County Council, was presented to the TRICS Transport and Development Conference in November 2012. This paper suggested that the capacity of a rural single lane carriageway with passing places lies between 100 and 300 vehicles an hour. As it can be seen from the table above the number of vehicles travelling on Easthaugh Road are extremely low and that there is significant spare capacity on this road.

3.2.3 For the avoidance of doubt The Street in Lyng village is a 2 lane carriageway connecting Lyng with the A1067 principal route which is also known as the Fakenham Road and it is considered that the ability for traffic to access the site from this route is also not hampered by capacity restrictions.

### 3.3 Accident Statistics

3.3.1 A review of accident statistics for the local area, i.e. stretching from Lyng in the west to the Easthaugh Road / Western Hall Road in the east, and it has been confirmed by Norfolk County Council that there have been no accidents in the last three years. For the avoidance of doubt the data range for the review was the end of September 2011 to the end of September 2014.

3.3.2 It should also be noted that three years is the review period commonly adopted by Road Safety professionals to determine if there is an accident pattern on the road network.

3.3.3 Appendix C contains the correspondence relating to accidents.

## **4 DEVELOPMENT PROPOSALS**

4.1.1 An indicative masterplan for the site is contained in Appendix A. In total there will be 40 holiday lodges on site of varying standard.

4.1.2 The leisure facilities on site will be limited to activities such as fishing on the lakes and enjoying the local countryside.

### **4.2 Trip Generation**

4.2.1 The TRICS database has been interrogated to obtain a likely trip rate for the proposed site, however, unfortunately the number of similar sites upon which a trip rate can be based are low. However from KingdomTP's experience of camp sites in Norfolk it is reasonable to consider an average lodge would produce 1 vehicle trip "In" and 1 vehicle trip "out" a day. For staff and visitors to the site, i.e. deliveries etc, 5 vehicle trips in and out is considered reasonable.

4.2.2 Given the above the proposal of 40 holiday lodges this would equate to 45 in trips and 45 out trips per day. Assuming, robustly, that 50% of these trips occur in one single hour period this would be 23 trips in and 23 trips out.

### **4.3 Impact on the Highway Network**

4.3.1 Given that the minimum estimate of capacity of Easthaugh Road is 100 vehicles two way an hour and that

- the maximum hourly two way flow on Easthaugh Road is no greater than 28 vehicles, and
- the maximum predicted two way vehicle trips in and out of the site is 46,

then the minimum threshold of 100 vehicles on Easthaugh Road in any given peak hour period is not breached

4.3.2 On a conservative basis it can be concluded that there is sufficient capacity on the local highway network.

### **4.4 Site Access**

4.4.1 Plan E09128/15/002 contained in Appendix D shows the existing site access arrangements. The plan also shows the highway boundary which coincides with the fence line that currently lies within the hedge. Over the last few years the hedge has overgrown however if cut back to the highway boundary then the visibility splay looking left, i.e. to the east, would increase from 30m to circa 40m.

- 4.4.2 It should also be noted that if the splay was measured to the centreline of the carriageway then the splay would further increase to circa 46m, if hedge is not cut back, or 58m if hedge is cut back. Given nature of the road network, i.e. single lane carriageway with passing places, the 58m splay length is the effective visibility splay of the access looking east.
- 4.4.3 Given that there have not been any accidents on the local highway network and the speed and volume of cars on the highway network it is considered that the existing 46m splay is sufficient however the improved splay of circa 58m would provide greater reassurance to the highway authority.
- 4.4.4 For an 85<sup>th</sup> percentile speed of 34mph, which is also known as the design speed, the corresponding Manual for Streets visibility splay is 49m. Manual for Streets and its companion documents, Manual for Streets 2, has been adopted by Norfolk County Council.
- 4.4.5 The potential effective splay of 58m exceeds the desirable splay of 49m but only if the hedge adjacent the highway is cut back at regular intervals. Even if the hedge is not cut back the achievable effective splay is 46m which just under the desirable length of 49m. Given this and in reference to Manual for Streets it is considered that a highway safety issue will not arise. Below is an extract from Manual for Streets 2.

10.4.2 It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2<sup>66</sup> has found no evidence of this (see research summary below). Research into cycle safety at T-junctions found that higher cycle collision rates are associated with greater visibility<sup>65</sup>.

#### Extract 1: Extract from Manual for Streets 2

10.5.9 The Y distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.

#### Extract 2: Extract from Manual for Streets 2

4.4.6 The accident statistics do not highlight an accident issue associated with vehicles using Easthaugh Road. Therefore it is concluded that the increase in traffic associated with the development using the site access will not lead to a highway safety issue arising.

4.4.7 Given the above and in reference to the National Planning Policy Framework it is concluded that the development will not result in a severe impact.

## **4.5 Access Route**

4.5.1 The plan contained in Appendix C also contains an access route.

4.5.2 It is understood that NCC, in feedback given, raised concerns regarding accessing the site via Easthaugh Road / Western Hall Road junction due to the available visibility splays at the junction i.e. exiting onto Western Hall Road from Easthaugh Road and the forward stopping sight distance available travelling in a northbound direction on Western Hall Road. It is considered that given there have been no accidents at the junction in the last three years that any slight increase in traffic would not result in a severe impact.

4.5.3 However the above notwithstanding all staff will be required to access the site via Lyng and the website will promote to residents that they should also access the site via Lyng and directions, verbal or written, given will reflect this routing.

## 5 CONCLUSIONS

- 5.1.1 KingdomTP have been appointed by Baileys of Norfolk to prepare a Transport Statement in support of proposal of building 40 lodge cabins for leisure users.
- 5.1.2 A review of the existing access to the site onto the Easthaugh Road has been undertaken. In relation to accident statistics for the local area the recorded speed and volume of vehicles it has been concluded that the traffic generated by the development is highly unlikely to have a significant impact on highway safety.
- 5.1.3 This conclusion has been reached following a review of applicable design guidance and industry standard methodologies for assessing accident patterns for local areas. It is further concluded that in relation to the National Planning Policy Framework that the impact of the site will not be severe.
- 5.1.4 Given the above it is concluded that there are no highways or transportation issues that prevent the proposals from being supported by the planning authority when being determined at a planning committee meeting.

**Report Prepared by Tony Doyle BEng (Hons) MSc MCIHT TPS  
Dated 23<sup>rd</sup> March 2015**

2 CONCLUSIONS

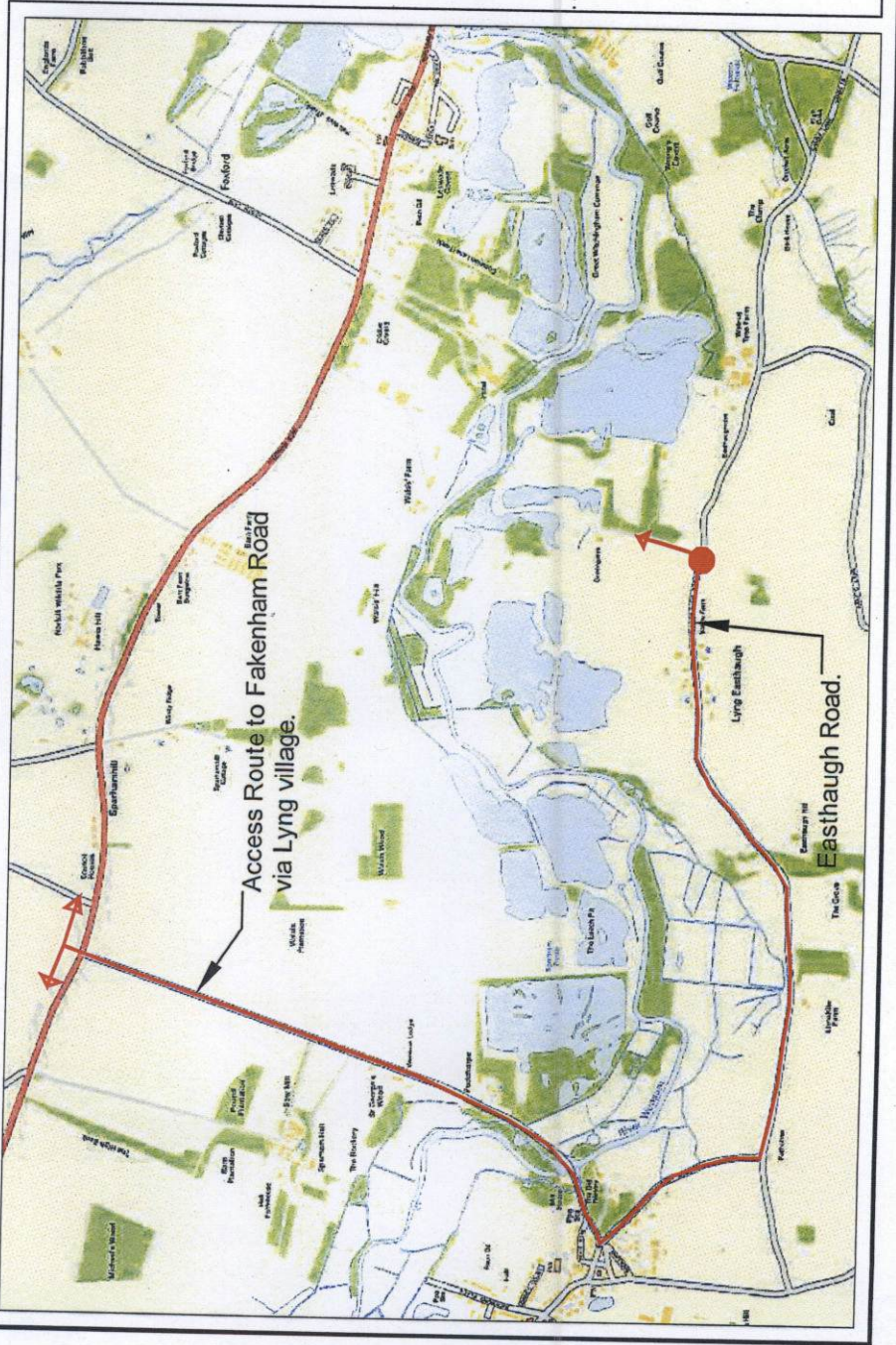
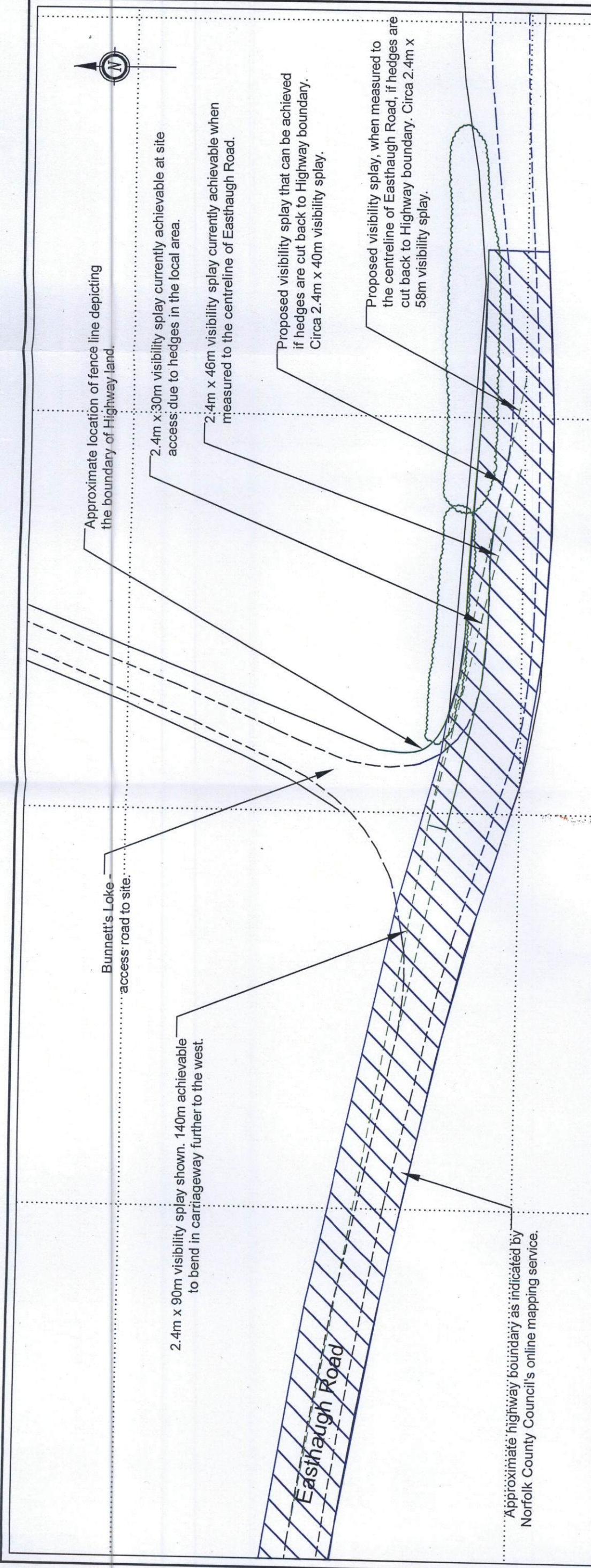
2.1.1 A summary of the findings of the review is set out in table 2.1.1. The review has identified a number of key areas for improvement in the way that the highway infrastructure is managed and operated.

2.1.2 A review of the existing routes to the site and the road network around the site has identified a number of key areas for improvement in the way that the highway infrastructure is managed and operated. The review has identified a number of key areas for improvement in the way that the highway infrastructure is managed and operated.

2.1.3 The review has identified a number of key areas for improvement in the way that the highway infrastructure is managed and operated. The review has identified a number of key areas for improvement in the way that the highway infrastructure is managed and operated.

2.1.4 Given the above, it is concluded that there are no highway infrastructure issues that would prevent the proposed development from being carried out in accordance with the planning conditions set out in table 2.1.4.

Report prepared by Tony Davis BSc (Hons) MSc MSc MSc  
Dated 17 March 2017



Based on OS data. OS licence number WL005153.

Rev	Description	Dwn	Date	Chkd

<b>CLIENT</b> Baileys of Norfolk	
<b>PROJECT</b> Lyng Lakes Holiday Lodges	
<b>DRAWING TITLE</b> Site Access and Access Route	
<b>DRAWN</b> TD	<b>CHECKED BY</b> JW
<b>SCALE</b> 1:500	<b>DATE</b> 23/03/15
<b>DRAWING NUMBER</b> E09128/15/002	<b>REVISION</b> —

**Kingdom TP**

Saffron House, Lopham Road, East Harling NR16 2PX  
 mail@kingdomtp.co.uk  
 01603 325 587