

Access Appraisal

client :	Mrs Jane Jones
project :	Access Appraisal of Three Sites within Acle, Norfolk
date :	March 2018

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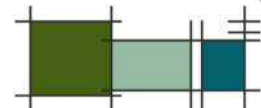


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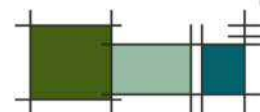
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List of Acronyms used within this report

BDC	Broadland District Council
DMRB	Design Manual for Roads and Bridges
DfT	Department for Transport
GNLP	Greater Norwich Local Plan
HE	Highways England
HELAA	Housing and Economic Land Availability Assessment
MfS 1	Manual for Streets - <i>published March 2007</i>
MfS 2	Manual for Streets - Volume 2 - <i>published September 2010</i>
NCC	Norfolk County Council
PIA	Personal Injury Accident
SBD	Secure by Design - Homes 2016 - <i>published February 2016</i>
TRICS	Trip Rate Information Computer System - <i>national database of development trip rates</i>



1. Introduction

Background

- 1.1 Orari Limited has been instructed on behalf of Mrs Jane Jones ('The Client') to provide a transport and highways Access Appraisal of three sites within Acle, Norfolk.
- 1.2 The three Appraisal Sites are located on the western edge of Acle, and are shown as Sites numbered 1 – 3 on the plan provided at Fig 1 below.

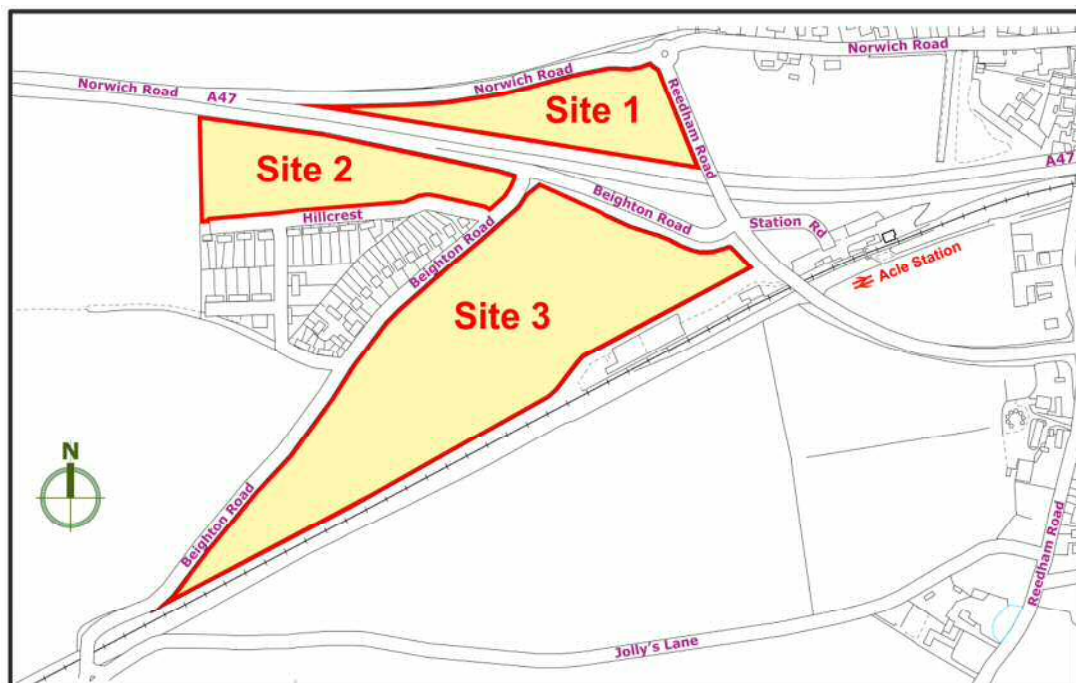
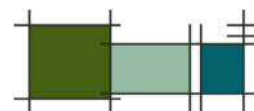


Fig 1 : Location of the three Appraisal Sites.

- 1.3 This Access Appraisal report is required to support a submission regarding the three Appraisal Sites that will be made behalf of the Client by Bidwells LLP in March 2018, in response to the emerging Greater Norwich Local Plan *Regulation 18 Consultation*.
- 1.4 A copy of a detailed location plan of each of the three sites is attached at Appendix 1.



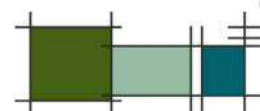
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Brief

- 1.5 The purpose of this Access Appraisal is to demonstrate whether an appropriate level of access may be provided, in principle, to each of the three Appraisal Sites to support the requirements of potential development within each site curtilage. The Local Planning Authority (Broadland District Council) and the Local Highway Authority (Norfolk County Council) have not been formally consulted by Orari Ltd regarding these proposals.

Reference Documents

- 1.6 Options for the proposed site layout and access requirements detailed within this report have been assessed utilising National and local design guidance, including the following principal documents:
- *'Manual for Streets 1'* - DfT 2007;
 - *'Manual for Streets 2'* - CIHT 2010;
 - *'Norfolk Residential Design Guide'* - Norfolk County Council, 1998;
 - *'Safe, Sustainable Development'* - Norfolk County Council, November 2015;
 - *'Parking Standards for Norfolk 2007'* - Norfolk County Council, 2007;
 - *'Infrastructure, Service and Amenity Requirements for New Development'* - Norfolk County Council, April 2014;
 - *'Secure by Design - Homes 2016'* - ACPO/SBD, February 2016; and
 - *'Design Manual for Roads and Bridges'* - Department for Transport.



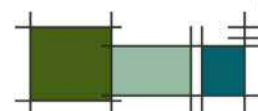
2. The Appraisal Sites

Appraisal Sites included with the emerging GNLP Regulation 18 Consultation

- 2.1 All of the Client's Appraisal Sites are included within the (January - March 2018) emerging Greater Norwich Local Plan (GNLP) *Regulation 18 public consultation* documents:
- Appraisal Site 1 is listed as site "GNLP 0427 - Land off Norwich Road, Acle";
 - Appraisal Site 2 is listed as site "GNLP 1022 - Land north of Hillcrest, South of A47, Acle"; and
 - Appraisal Site 3 is listed as Site "GNLP 0417 - Land off Beighton Road, Acle".
- 2.2 Extracts from the GNLP 'Housing and Economic Land Availability Assessment' (HELAA, dated December 2017) regarding the Appraisal Sites, that have been utilised as 'supporting evidence' for the emerging Greater Norwich Local Plan (GNLP) *Regulation 18 public consultation*, are provided at Appendix 2 for ease of reference.

Appraisal Site 1 - Land off Norwich Road, Acle (GNLP Site 0427)

- 2.3 Appraisal Site 1, occupies a triangular greenfield site of approximately 2.4 hectares on the western edge of Acle, Norfolk. A copy of a site location plan is attached at Appendix 1.
- 2.4 The boundaries of Appraisal Site 1 are formed by the following features;
- North : by the southern frontage of the A47 slip-road, that connects the A47 eastbound carriageway with the Norwich Road small roundabout junction;
 - East : by the western frontage of the Reedham Road public highway, between the Norwich Road small roundabout and Station Road; and
 - South : the eastbound carriageway of the A47 Norwich - Great Yarmouth principal route.
- 2.5 Vehicular access to Appraisal Site 1 is currently achieved via a gated, agricultural field access from the Norwich Road small roundabout. This field access provides pedestrian and vehicular access, via a concrete roadway of circa 3.5m width, to a pumping station within the site curtilage.
- 2.6 The GNLP HELAA report considers Appraisal Site 1 to be unsuitable for housing development, primarily due to the impact of noise from the adjacent A47 and physical site constraints.
- 2.7 Appraisal Site 1 is currently grassland. It is considered that the vehicular trip generation associated with the prevailing agricultural use of Appraisal Site 1 is likely to be very low, and for the purposes of this assessment is considered to be negligible.

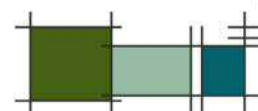


Local Highway Characteristics – Appraisal Site 1

- 2.8 The A47 eastbound (EB) off-slip road, that forms the northern frontage of Appraisal Site 1, is a Highways England single carriageway road, of circa 5m width, that links the A47 Trunk Road EB carriageway with the Norwich Road small roundabout. The A47 slip road's national speed limit (60 mph) changes to 30mph adjacent to the existing bus stop, circa 50m west of the Norwich Road small roundabout.
- 2.9 The Norwich Road small roundabout has street lighting commensurate with its 30mph speed limit. Pedestrians may cross all three 'arms' of the roundabout by using the adjacent footways and pedestrian refuges.
- 2.10 Norwich Road, is a Norfolk standard single carriageway road that extends in an easterly direction from the small roundabout adjacent to the Appraisal Site 1 entrance towards Acle Town Centre. This part of Norwich Road has a circa 6.5m width carriageway, with footways of varying width (between 1.5m and 1.8m) on both sides, and street lighting commensurate with its 30mph speed limit.
- 2.11 The part of Reedham Road that forms the eastern boundary of Appraisal Site 1 is a Norfolk standard single carriageway road, of varying width (circa 6.5m near the Norwich Road Roundabout, to circa 8.8m near the A47 overbridge) with two circa 1.8m footways. The speed limit on Reedham Road changes from 30mph (at the small roundabout) to the national speed limit of 60mph, circa 50m south of the Norwich Road small roundabout. This part of Reedham Road does not have any street lighting.

Appraisal Site 2 - Land off Hillcrest, Acle (GNLP Site 1022)

- 2.12 Appraisal Site 2, occupies a greenfield site of approximately 2.9 hectares on the western edge of Acle, Norfolk. A copy of a site location plan is attached at Appendix 1.
- 2.13 The boundaries of Appraisal Site 2 are formed by the following features;
- North : the westbound carriageway of the A47 Norwich - Great Yarmouth principal route and its westbound slip-road from Beighton Road;
 - East : by the western frontage of Beighton Road;
 - South : by the northern frontage of the Hillcrest carriageway; and
 - West : by an open arable greenfield site, currently in pastoral agricultural use.
- 2.14 Vehicular access to Appraisal Site 2 is currently achieved via a gated, agricultural field access at the western end of Hillcrest, and via an open agricultural field access, across adjacent fields, from the agricultural track that extends from Acle Hall Farm to Beighton Road.



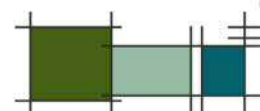
- 2.15 The GNLP HELAA report states that Appraisal Site 2 may accommodate up to 60 new dwellings within the site curtilage.
- 2.16 Given the proximity of the A47, it is likely that some form of noise attenuation barrier will be required along the northern boundary of Appraisal Site 2 to facilitate housing development. Such environmental features will inevitably impact upon the quantum of developable space within the site curtilage.
- 2.17 Appraisal Site 2 is an area of open arable farmland, currently in pastoral agricultural use. It is considered that the vehicular trip generation associated with the prevailing agricultural use of Appraisal Site 2 is likely to be very low, and for the purposes of this assessment is considered to be negligible.

Local Highway Characteristics – Appraisal Site 2

- 2.18 The southern part of Beighton Road, that forms the eastern boundary of Appraisal Site 2, is a Norfolk standard single carriageway road, that connects the A47 Westbound (WB) slip-road at its northern end with Jolly's Lane at its southern end.
- 2.19 Beighton Road has a speed limit of 30mph between its junction with the A47 Westbound slip-road and just south of its junction with the Beighton Road cul-de-sac (leading to numbers 27 - 44 Beighton Road). This length of Beighton Road is a carriageway of circa 6m width, with a circa 1.8m width footway on its western side, and street lighting commensurate with its 30mph speed limit.
- 2.20 Hillcrest is a single carriageway road that varies in width between 3.5m and 4.5m along its length. It has no footways, but has street lighting commensurate with a residential road with an indicative 30mph speed limit. Several informal passing places, that are also used for vehicle parking, are located on the northern side of the Hillcrest carriageway (ie along the Appraisal Site 2 frontage),
- 2.21 Whilst definitive public highway boundary information has not been sourced from Norfolk County Council (NCC), the information available on the NCC website suggests that only the first approx. 20m of the Hillcrest carriageway (measured from Beighton Road) is adopted highway.

Appraisal Site 3 - Land off Beighton Road, Acle (GNLP Site 0417)

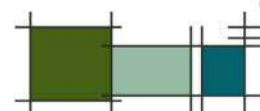
- 2.22 Appraisal Site 3, occupies a triangular, greenfield site of approximately 9.4 hectares on the western edge of Acle, Norfolk. A copy of a site location plan is attached at Appendix 1.



- 2.23 The boundaries of Appraisal Site 3 are formed by the following features;
- North : the southern frontage of Beighton Road;
 - East : by the eastern frontage of Beighton Road; and
 - West : by the former Acle Rail Station Coal Yard, and the Norwich - Great Yarmouth railway line and its embankments.
- 2.24 Vehicular access to Appraisal Site 3 is currently achieved via a gated, concrete, agricultural access from Beighton Road, that serves the existing farm buildings.
- 2.25 The GNLP HELAA report states that Appraisal Site 3 may accommodate up to 204 new dwellings within the site curtilage.
- 2.26 Appraisal Site 3 is an area of open arable farmland, currently in pastoral agricultural use. It is considered that the vehicular trip generation associated with the prevailing agricultural use of Appraisal Site 3 is likely to be very low, and for the purposes of this assessment is considered to be negligible.

Local Highway Characteristics – Appraisal Site 3

- 2.27 The northern boundary of Appraisal Site 3 is formed by the east-west part of Beighton Road : a Norfolk standard single carriageway road that connects Reedham Road at its eastern end, and the A47 WB slip road at its western end. This length of Beighton Road has a carriageway of circa 6.5m width, with a circa 1.8m width footway on its southern side, and street lighting commensurate with its 60mph speed limit.
- 2.28 The western boundary of Appraisal Site 3 is formed by Beighton Road: a Norfolk standard single carriageway road, that connects the A47 Westbound (WB) slip-road at its northern end with Jolly's Lane at its southern end.
- 2.29 Beighton Road has a speed limit of 30mph between its junction with the A47 Westbound slip-road and just south of its junction with the Beighton Road cul-de-sac (leading to numbers 27 - 44 Beighton Road). The Beighton Road 'residential' speed limit boundary is almost coincidental with the Appraisal Site's farm entrance access road. Thus, that part of Beighton Road that forms the Appraisal Site 3 boundary south of the farm access road is subject to the national (60mph) speed limit.
- 2.30 As stated at para 2.19 above, the 'residential' length of Beighton Road (between the A47 WB slip road and its cul-de-sac (leading to numbers 27 - 44 Beighton Road). has a carriageway of circa 6m width, with a circa 1.8m width footway on its western side, and street lighting commensurate with its 30mph speed limit.



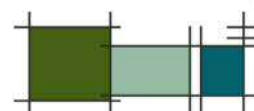
3. Local Issues

Highway Safety

- 3.1 A qualitative highway safety assessment has been undertaken of the highway network within the immediate vicinity of the three Appraisal Sites, based upon a review of the freely available to view Personal Injury Accident (PIA) data provided on the Crashmap website (www.crashmap.co.uk) for the most recent five period, 2013 - 2017 inclusive.
- 3.2 The plan and Crashmap PIA details attached at Appendix 3 reveal that a total of three PIAs (3 no. Slight severity) were recorded within western Acle, within the immediate vicinity of the Appraisal Sites during the five-year study period. No Serious or Fatal severity PIAs were recorded. For ease of reference, Table 3 below provides a summary of the Crashmap website PIA data.

Western Acle - Recorded PIAs : 2013 – 2017 (inclusive)						
No	Severity	Date	Vehs	Time	Casualties	PIA Cause Summary
1	Slight	Weds 11/03/2015	2 (car & HGV)	08.00	1 (car driver)	Veh 1 (car) was travelling EB along Beighton Road towards Acle Rail Station. Veh 2 (HGV) was travelling WB on Beighton Road towards the A47. Veh 1 and Veh 2 collided 'head-on'. Veh 1 (car) driver was Slightly injured.
2	Slight	Tues 06/10/2015	2 (cars)	16.00	1 (car driver)	Veh 1 (car) and Veh 2 (car) were travelling on Hillcrest. Whilst slowing down to park, Veh 2 clips Veh 1. Veh 2 (car) driver was Slightly injured.
3	Slight	Tues 19/07/2016	1 (car)	02.09	1 (car driver)	Veh 1 (car) travelling on the A47 slip road, near to the Norwich Road small roundabout junction, lost control of the vehicle. Veh 1 (car) driver was Slightly injured.

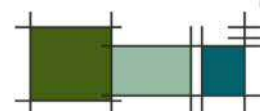
Table 3 : Summary of the recorded PIAs within the immediate vicinity of the Application Sites.



- 3.3 It is acknowledged that it is not possible to ascertain the precise nature of the recorded incidents or any of the contributory factors from the Crashmap website's freely available to view PIA data. However, it is reasonable to conclude, based upon a review of the recorded PIA data, that the three recorded PIAs were isolated incidents, as these are the only PIAs recorded within western Acle during the five year study period.
- 3.4 Moreover, the recorded PIAs were not associated with, nor could be attributable to, traffic associated with any of the Appraisal Sites. It is therefore reasonable to conclude that there are no highway safety issues to preclude the use of the three Appraisal Sites for future development.

Rail Public Transport Facilities

- 3.5 Acle Rail Station, an unstaffed Greater Anglia station on the Norwich to Great Yarmouth line, is within reasonable walking distance of all three of the Appraisal Sites – utilising an 'Average Adult' walking speed of 4.8 km/h:
- Appraisal Site 1 : circa 300m / 4 minute walk;
 - Appraisal Site 2 : circa 550m / 7 minute walk; and
 - Appraisal Site 3 ; circa 900m / 11 minute walk.
- 3.6 Rail services from Norwich station provide direct services to Cambridge, Peterborough, Harwich Ferry Terminal, and London Liverpool Street.
- 3.7 Rail connections to Stansted Airport (and thence air connections to other parts of the UK and Europe), are easily achievable by changing at Cambridge station. A copy of the rail network map for East Anglia is attached at Appendix 4.
- 3.8 Acle rail station has parking provision for cars and cycles, and benefits from good access to local taxi facilities.



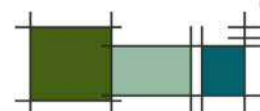
4. Potential Development – Appraisal Site 1

HELAA Comments

- 4.1 The GNLP HELAA report concluded that Appraisal Site 1 (GNLP Site 0427) was not suitable for a *“proposed mixed use development of undetermined type”*. For ease of reference, a copy of the GNLP HELAA evidence is attached at Appendix 2.
- 4.2 The transport-related GNLP HELAA ‘objections’ to proposed development within Appraisal Site 1 are cited as:
- *“Initial highway evidence has highlighted concerns that the possibility of creating suitable access to the site is severely constrained”;* and
 - *“The local road network is considered to be unsuitable either in terms of road capacity, or lack of footpath provision.”*
- 4.3 As demonstrated within paras 2.12 et seq above, pedestrian access to Appraisal Site 1 is physically possible from the bus stop on the A47 EB slip road, Norwich Road and Reedham Road. Moreover, the existing footway provision on both sides of Norwich Road and Reedham Road within the immediate vicinity of the Appraisal Site, means that pedestrians may easily reach Appraisal Site 1 from Acle Town Centre, Acle Rail Station, and the residential properties on Beighton Road and Hillcrest.
- 4.4 The Highway Safety review (para 3.1 et seq above) has revealed that there are no highway safety issues to preclude development within Appraisal Site 1. Moreover, the HELAA document provides no evidence to support the comments regarding road capacity.

Potential Development

- 4.5 Comparable data from the latest version (7.4.4) of the TRICS trip generation database (the nationally recognised trip information database) has been utilised to evaluate the potential trip generation of likely traffic flows associated with a potential small family orientated café/restaurant development within Appraisal Site 1.
- 4.6 The TRICS database relating to ‘Road-side Food’ facilities utilises data collated from surveys at a number of ‘Little Chef’ restaurants. We understand that the ‘Little Chef’ chain of restaurants has been bought by Euro Garages, who are currently consolidating their estate, and re-branding many of their surviving road-side restaurants into ‘Starbucks’ branded restaurants. However, the TRICS data regarding the former ‘Little Chef’ restaurants is considered to be appropriate for the evaluation of a similar small-scale family orientated café/restaurant within Appraisal Site 1. For illustrative purposes, a copy of information relating to the former ‘Little Chef’ that was located adjacent to the A14 at Newmarket, Suffolk is attached at Appendix 5.



Access Appraisal of Three Sites within Acle, Norfolk

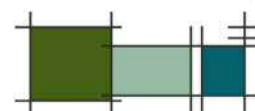
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- 4.7 Anecdotal evidence suggests that the size of 'Little Chef' restaurants ranged between 250 sq.m gfa and 370 sq.m gfa. The TRICS 7.4.4 forecast for the potential number of vehicle trips that may be generated by an indicative café/restaurant of 275 sq.m gfa has been summarised for ease of reference, within Table 4 below. A full copy of the relevant TRICS 7.4.4 output is attached at Appendix 6.

	TRICS 7.4.4 forecast for 'Road-side Food'					
	AM Peak (08.00 – 09.00)		PM Peak (17.00 – 18.00)		Daily (07.00 – 19.00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
TRICS 7.4.4 Trip Rate per 100 sq.m	2.716	2.207	2.716	3.905	48.752	48.236
TRICS 7.4.4 Trip Rate per 275 sq.m	7.470	6.070	7.470	10.739	134.067	132.651
No. Trips	8	6	8	11	134	133
Total no. Trips	14		19		267	

Table 4 : TRICS 'Road-side Food' Trip Generation Forecast Summary for 275 sq.m. gfa

- 4.8 The TRICS 7.4.4 trip generation data (summarised within Table 4 above) suggests that in unconstrained circumstances (i.e. without the benefit of a Travel Plan), a small family orientated café/restaurant within Appraisal Site 1 would be expected to generate in the region of 14 vehicle trips during the AM Peak period, circa 19 vehicle trips during the PM Peak period, and a total of circa 267 vehicle trips per 12-hour day.
- 4.9 Essentially, this indicative TRICS data (Table 4 above) suggests that the provision of a small family orientated café/restaurant of 275 sq.m gfa within Appraisal Site 1 is likely to generate circa 1 additional vehicle egressing the Appraisal Site every 10 minutes during the AM peak, and circa 1 additional vehicle egressing the Appraisal Site every 6 minutes during the PM peak. It is considered that such additional vehicle movements are unlikely to have any measurable impact upon traffic flows on Reedham Road or on the adjacent A47 slip road / Norwich Road small roundabout, or the local Acle highway network during the AM and PM peak periods.
- 4.10 The provision and layout of car parking, servicing areas, etc for a small family orientated café/restaurant within Appraisal Site 1 would need to be discussed and agreed (possibly on a 'Sui Generis' basis) with Broadland District Council (BDC) and NCC. Both local authorities will require the provision of sufficient space within the Appraisal Site curtilage to enable all vehicles to safely access/egress the site in forward gear.



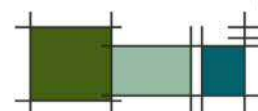
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- 4.11 The number of car parking spaces required for a small family orientated café/restaurant within Appraisal Site 1 will also need to be agreed with NCC and BDC, as there may be a divergence of opinion regarding the overall quantum of car parking spaces required:
- NCC's current parking guidelines require the provision of 1 no car parking space / 5 sq.m gfa for restaurants and cafés; whereas
 - the typical provision of car parking spaces for 'Little Chef' type road-side restaurants assumes a ratio of 1 no parking space / 2 restaurant customer seats.
- 4.12 Moreover, Highways England, NCC and BDC are also likely to impose at least the following highway-related 'planning constraints' regarding any potential small family orientated café/restaurant development within the Appraisal Site 1 curtilage:
- "No prominent advertising hoardings or bright lights that would distract drivers on the adjacent A47 or the A47 slip road";
 - "No 'overspill' parking on Reedham Road" – parked vehicles on Reedham Road within the immediate vicinity of the Appraisal Site access would be detrimental to highway safety.

Vehicular Access to Appraisal Site 1

- 4.13 The creation of a vehicular access on Reedham Road, south of the Norwich Road roundabout, to serve a small family orientated café/restaurant within Appraisal Site 1 is likely to require some local road widening of Reedham Road - to provide a right turning lane to enable southbound Reedham Road drivers to wait (to turn right into Appraisal Site 1) without obstructing northbound Reedham Road vehicles, as shown in Fig 4 below.

**Fig 4 : Appraisal Site 1 – Proposed Vehicular Access**

5. Potential Development – Appraisal Site 2

HELAA Comments

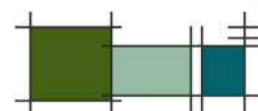
- 5.1 The GNLP HELAA report concluded that Appraisal Site 2 (GNLP Site 1022) is suitable for a *“Residential development of up to 60 dwellings”*. For ease of reference, a copy of the GNLP HELAA evidence is attached at Appendix 2.
- 5.2 The transport-related GNLP HELAA ‘objections’ to proposed development within Appraisal Site 2 are cited as:
- *“Initial highway evidence has highlighted concerns that the possibility of creating suitable access to the site is severely constrained”; and*
 - *“The site is considered to be remote from services for housing development so development here would be likely to result in an increased use of unsustainable transport modes.”*
- 5.3 As demonstrated within paras 2.12 et seq above, pedestrian access to Appraisal Site 2 is physically possible from Beighton Road. Moreover, the existing footway provision on Beighton Road, and on both sides of Norwich Road and Reedham Road within the immediate vicinity of the Appraisal Site, means that pedestrians may easily and safely access Acle Rail Station and Acle Town Centre from Appraisal Site 2.
- 5.4 The Highway Safety review (para 3.1 et seq above) has revealed that there are no highway safety issues to preclude residential development within Appraisal Site 2.

Potential Development

- 5.5 It is envisaged that the provision of up to 60 dwellings within Appraisal Site 2 could include housing development along the Appraisal Site’s Hillcrest frontage together with a ‘Mews Court’ to facilitate development within the site curtilage.
- 5.6 The proposed Appraisal Site’s residential development’s highway design will demonstrate cognisance of the reference documents listed within para 1.6 above, and accord with Manual for Streets and NCC’s residential design guidance to ensure that vehicle speeds on Hillcrest and within the Appraisal Site’s curtilage do not exceed 20mph.

Vehicular Access to Appraisal Site 2

- 5.7 It is envisaged that the provision of up to 60 dwellings within Appraisal Site 2 could include housing development along the Appraisal Site’s Hillcrest frontage (to reflect the existing Hillcrest residential properties) as illustrated within Fig 5 below.



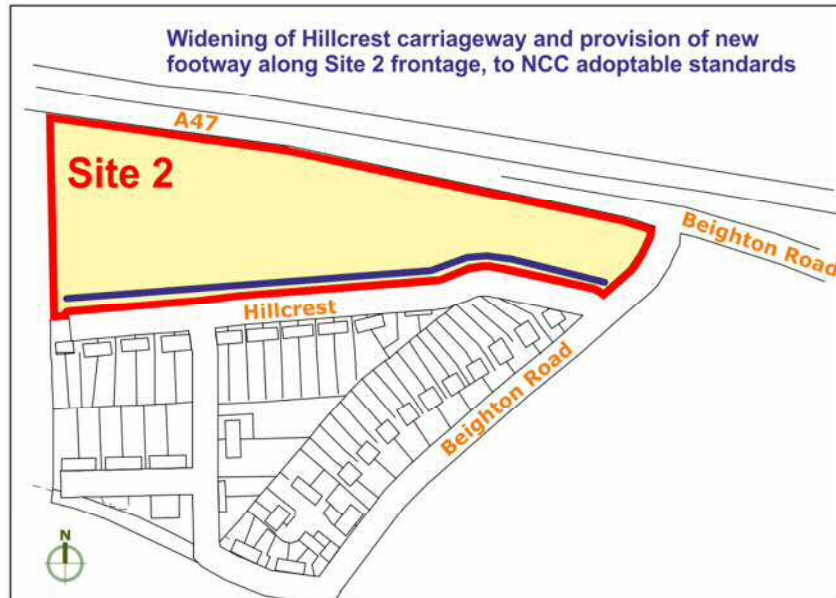
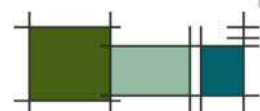


Fig 5 : Appraisal Site 2 – Proposed Vehicular Access

- 5.8 The provision of a residential development within Appraisal Site 2 will require the existing Hillcrest carriageway to be 'improved' to enable Hillcrest to be 'adopted' (as highway maintainable at public expense) by NCC.
- 5.9 The residential development highway design will need to demonstrate cognisance of the reference documents listed within para 1.6 above, and accord with Manual for Streets and NCC's residential design guidance to ensure that vehicle speeds within Hillcrest and the Appraisal Site curtilage do not exceed 20mph. It is considered that a residential development highway design for Appraisal Site 2 is likely to include at least the following elements:
- Hillcrest will need to be 'improved' to meet NCC 'Access Road' standards, so that it may be adopted post construction. It is envisaged that the minimum NCC requirement is likely to include a 4.8m width carriageway and at least one 1.8m width footway;
 - The required (Manual for Streets compliant) visibility splays of 2.4m x 43m may be achieved at a widened Hillcrest / Beighton Road junction, utilising land within the existing public highway and land within Appraisal Site 2 ; and
 - If provided, an Appraisal Site 2 Mews Court would accord with NCC 'Mews Areas' standards and include a suitable turning head to enable all vehicles to access/egress the site curtilage in forward gear.



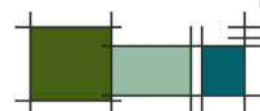
6. Potential Development – Appraisal Site 3

HELAA Comments

- 6.1 The GNLP HELAA report concluded that Appraisal Site 3 (GNLP Site 0417) is suitable for a *“Residential development of 204 dwellings, associated access and open space”*. For ease of reference, a copy of the GNLP HELAA evidence is attached at Appendix 2.
- 6.2 The transport-related GNLP HELAA ‘objections’ to proposed development within Appraisal Site 3 are cited as:
- *“Initial highway evidence has indicated that there are potential access constraints on the site, but these could be overcome through development”*; and
 - *“The local road network is considered to be unsuitable either in terms of road capacity, or lack of footpath provision.”*
- 6.3 As demonstrated within paras 2.22 et seq above, pedestrian access to Appraisal Site 3 is physically possible from Beighton Road. Moreover, the existing footway provision on Beighton Road, and on both sides of Norwich Road and Reedham Road within the immediate vicinity of the Appraisal Site, means that pedestrians may easily and safely access Acle Rail Station and Acle Town Centre from Appraisal Site 3.
- 6.4 The Highway Safety review (para 3.1 et seq above) has revealed that there are no highway safety issues to preclude residential development within Appraisal Site 3. Moreover, the HELAA document provides no evidence to support the comments regarding road capacity.

Potential Development

- 6.5 It is envisaged that the proposed residential development within Appraisal Site 3 could provide up to 204 dwellings and open space. The development layout will demonstrate good pedestrian and cyclist permeability that accords with ‘Secure by Design’ standards.
- 6.6 The residential development’s highway design will demonstrate cognisance of the reference documents listed within para 1.6 above, and accord with Manual for Streets and NCC’s residential design guidance to ensure that vehicle speeds within the Appraisal Site’s curtilage do not exceed 20mph
- 6.7 It is envisaged that Appraisal Site 3 vehicular access/egress will be achieved via two roads onto Beighton Road (as illustrated within Fig 6 below). Subject to local land ownership/access agreements, it may be possible to provide a pedestrian/cycle link to Acle Station via the neighbouring former coal yard.



Vehicular Access to Appraisal Site 3

- 6.8 It is envisaged that the provision of up to 204 dwellings within Appraisal Site 3 will include housing development along the site's western Beighton Road frontage (to reflect the existing residential Beighton Road properties) and two new NCC standard 'Access Roads' (ie 4.8m width carriageway, and two 1.8m width footways) within the site curtilage, as illustrated within Fig 6 below.

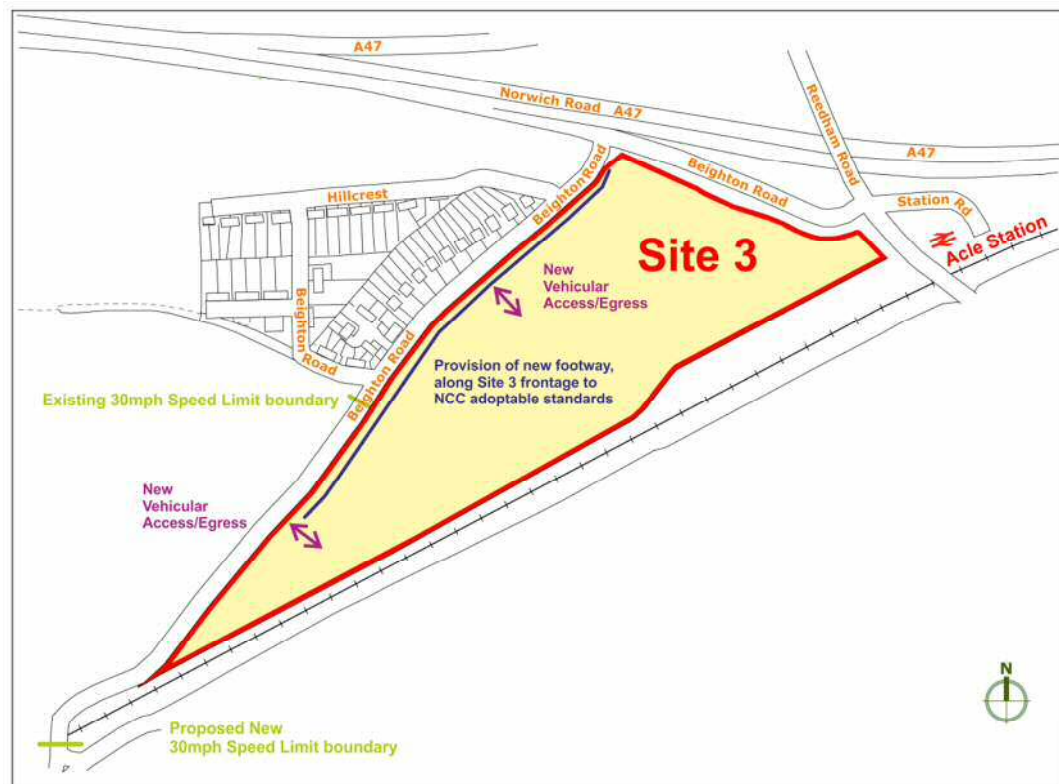
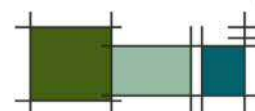


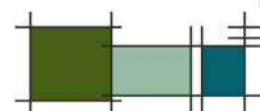
Fig 6 : Appraisal Site 3 – Proposed Vehicular Access

- 6.9 It is considered prudent, for highway safety reasons, to relocate the boundary of the existing 30mph speed limit on Beighton Road, so that all of the proposed Appraisal Site 3 frontage is subject to a 30mph speed limit. Relocating the southern 30mph speed limit boundary to near to the Beighton Road / Jolly's Lane junction (as shown in Fig 6 above) would encourage northbound drivers to maintain 30mph after negotiating the existing Beighton Road bends.
- A visibility splay of minimum dimensions 2.4m x 43m (in accordance with Manual for Streets) could be provided at the northern Appraisal Site 3 access road, as this location is already within the existing Beighton Road 30mph speed limit.



Mrs Jane Jones

- A visibility splay of minimum dimensions 2.4m x 90m (in accordance with DMRB) could be provided at the southern Appraisal Site 3 access road, as this access road is located much closer to the un-restricted (national speed limit) section of Beighton Road.
- 6.10 The proposed residential development will need to provide a new footway along its western Beighton Road frontage, between the southern access road and the Beighton Road /A47 junction. It may be possible to provide additional pedestrian/cycle routes from Appraisal Site 3 to link with the Beighton Road footway on the site's northern frontage.



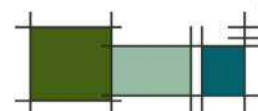
7. Summary and Conclusions

Summary

- 7.1. Orari Limited has been instructed on behalf of Mrs Jane Jones ('The Client') to provide a transport Access Appraisal of three sites within Acle, Norfolk.
- 7.2 The purpose of this Access Appraisal is to demonstrate whether an appropriate level of access may be provided, in principle, to each of the three Appraisal Sites to support the requirements of potential development within each site curtilage.
- 7.3 The Client's Appraisal Sites are included within the (January - March 2018) emerging Greater Norwich Local Plan (GNLP) *Regulation 18 public consultation* documents:
- Appraisal Site 1 is listed as site "GNLP 0427 - Land off Norwich Road, Acle";
 - Appraisal Site 2 is listed as site "GNLP 1022 - Land north of Hillcrest, South of A47, Acle"; and
 - Appraisal Site 3 is listed as Site "GNLP 0417 - Land off Beighton Road, Acle".
- 7.4 A qualitative highway safety assessment has been undertaken of the local Acle highway network surrounding the Appraisal Sites. It is considered that there are no significant prevailing highway safety concerns to preclude development within the three Appraisal Sites.

Appraisal Site 1

- 7.5 The review (cf para 4.1 et seq above) of the potential use of Appraisal Site 1 as a small family orientated café/restaurant, utilising a new vehicular access/egress on Reedham Road, suggests that:
- a) there are no traffic generation or highway safety issues to preclude the development of a small family orientated road-side café/restaurant of up to 275 sq.m gfa within the Appraisal Site curtilage;
 - b) some local widening of Reedham Road, along the Appraisal Site frontage, is likely to be required to provide a right turning lane to enable southbound Reedham Road drivers to wait (to turn right into Appraisal Site 1) without obstructing northbound Reedham Road vehicles;
 - c) Highways England, Norfolk County Council and Broadland District Council are likely to require sufficient evidence to demonstrate that:
 - all café/restaurant related vehicles may access/egress the Appraisal Site curtilage in forward gear;
 - all café/restaurant related vehicles may be parked within the Appraisal Site curtilage, so that there is no 'overspill' parking on Reedham Road; and
 - the café/restaurant lighting and advertisement/signage will be located so that drivers on the adjacent A47 and A47 slip road are not distracted.

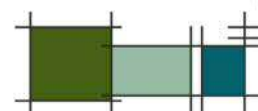


Appraisal Site 2

- 7.6 The review (cf para 5.1 et seq above) of the potential use of Appraisal Site 2 as a residential development of up to 60 dwellings, with vehicular access off Hillcrest, suggests that:
- a) there are no traffic generation and highway safety issues to preclude the provision of a residential development of up to 60 dwellings within the Appraisal Site 2 curtilage;
 - b) the provision of up to 60 dwellings within Appraisal Site 2 could include housing development along the Appraisal Site's Hillcrest frontage, (to reflect the existing Hillcrest residential properties), together with the potential provision of a 'Mews Court' to facilitate development within the site curtilage;
 - c) Hillcrest will need to be 'improved' to meet NCC 'Access Road' standards, (ie a 4.8m width carriageway and at least one 1.8m width footway) so that it may be 'adopted' as public highway by NCC;
 - d) If provided, an Appraisal Site 2 Mews Court would accord with NCC 'Mews Areas' standards and include a suitable turning head to enable all vehicles to access/egress the site curtilage in forward gear; and
 - e) The required (Manual for Streets compliant) visibility splays of 2.4m x 43m may be achieved at a widened Hillcrest / Beighton Road junction, utilising land either within the existing public highway or within Appraisal Site 2.

Appraisal Site 3

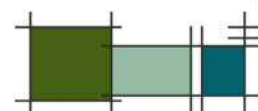
- 7.7 The review (cf para 6.1 et seq above) of the potential use of Appraisal Site 3 as a residential development of up to 204 dwellings, with vehicular access off Beighton Road, suggests that:
- a) there are no traffic generation and highway safety issues to preclude the provision of a residential development of up to 204 dwellings within the Appraisal Site 3 curtilage;
 - b) the provision of up to 204 dwellings within Appraisal Site 3 could include housing development along the site's western Beighton Road frontage (to reflect the existing residential Beighton Road properties) and two new NCC standard 'Access Roads' (ie 4.8m width carriageway, and two 1.8m width footways) to facilitate development within the site curtilage;
 - c) a new footway will need to be provided along the Appraisal Site's western Beighton Road frontage, between the proposed Appraisal Site southern access road and the Beighton Road /A47 slip road junction;
 - d) Subject to local land ownership, it may be possible to provide additional pedestrian/cycle routes from Appraisal Site 3 to:
 - link with the Beighton Road footway on the site's northern frontage, and
 - link with Acle Rail Station via the neighbouring former coal yard.



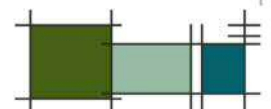
- e) It is considered prudent, for highway safety reasons, to relocate the boundary of the existing 30mph speed limit on Beighton Road, so that all of the proposed Appraisal Site 3 frontage is subject to a 30mph speed limit.
- f) The relocation of the 30mph speed limit boundary on Beighton Road would enable the Appraisal Site access road visibility splays to be provided within the site curtilage:
 - a visibility splay of minimum dimensions 2.4m x 43m (in accordance with Manual for Streets) at the northern Appraisal Site 3 access road; and
 - a visibility splay of minimum dimensions 2.4m x 90m (in accordance with DMRB) at the southern Appraisal Site 3 access road.

Conclusions

- 7.8 In conclusion, this Access Appraisal has demonstrated that there are no transport or highway reasons why the Client's three Appraisal Sites within Acle should not be considered suitable for promotion for development within the emerging Greater Norwich Local Plan *Regulation 18 Consultation*.
- 7.9 Moreover, there are no transport and highways reasons why the Appraisal Sites should not be allocated by Broadland District Council as follows:
- **Appraisal Site 1** (GNLP site 0427) - **Land off Norwich Road, Acle**: for a small family orientated road-side café/restaurant of up to 275 sq.m gfa;
 - **Appraisal Site 2** (GNLP site 1022) - **Land north of Hillcrest, South of A47, Acle**; for a residential development of up to 60 dwellings; and
 - **Appraisal Site 3** (GNLP site 0417) - **Land off Beighton Road, Acle**: for a residential development of up to 204 dwellings.

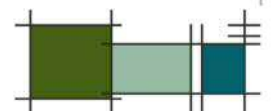


Appendices

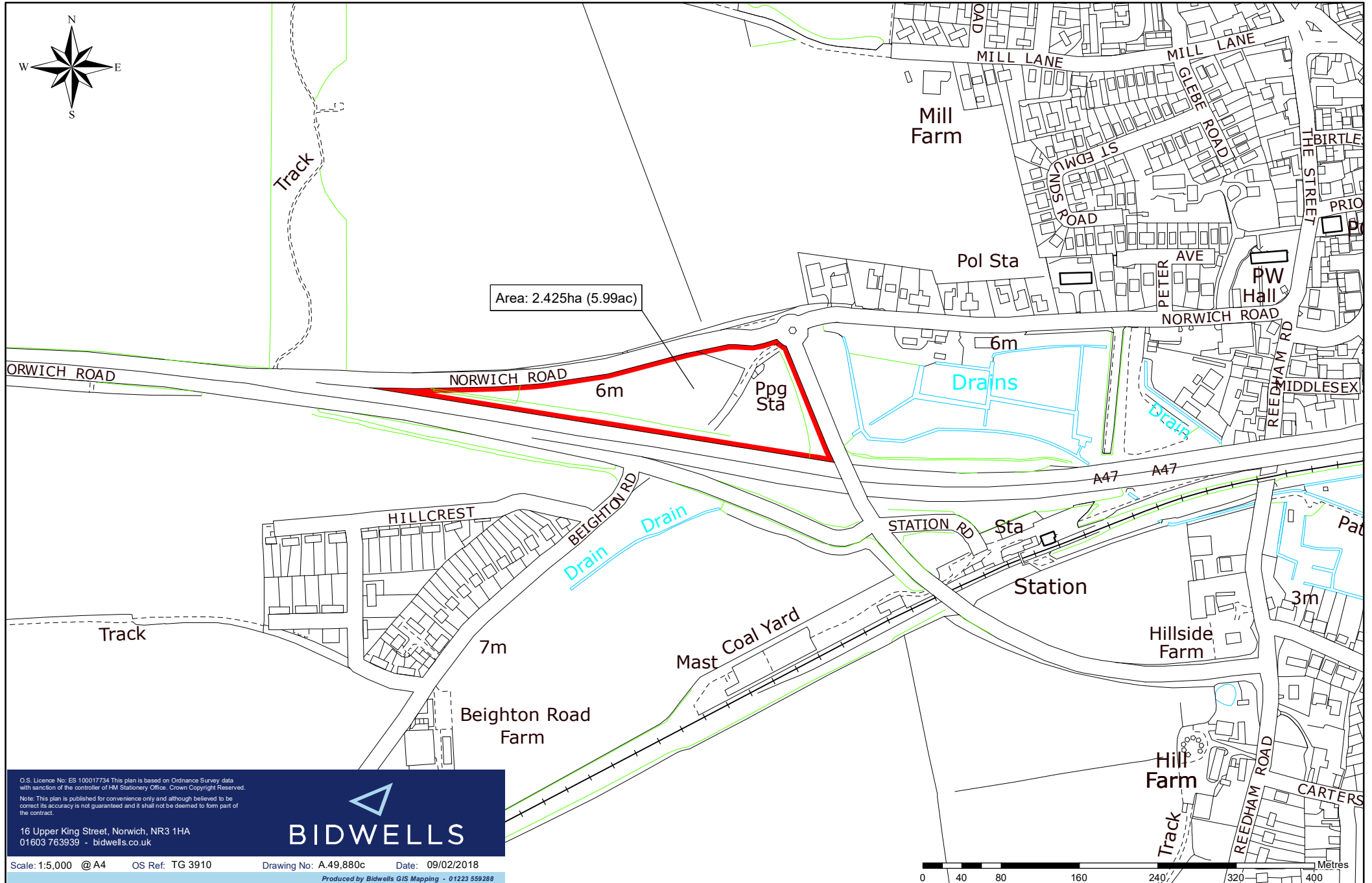


Appendix 1

Appraisal Site Location Plans



Land at Norwich Road, Acle



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16 Upper King Street, Norwich, NR3 1HA
01603 763939 - bidwells.co.uk

BIDWELLS

Scale: 1:5,000 @ A4 OS Ref: TG 3910

Drawing No: A.49,880c

Date: 09/02/2018

Produced by Bidwells GIS Mapping - 01223 559288

0 40 80 160 240 320 400 Metres

Land at Hillcrest, Acle



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Note: This plan is published for convenience only and although believed to be correct its accuracy is not guaranteed and it shall not be deemed to form part of the contract.

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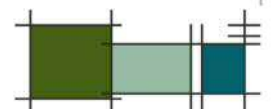
BIDWELLS

Land at Beighton Road/Norwich Road, Acle



Appendix 2

Extracts from GNLP HELAA



Suitability Assessment

Site reference **GNLP0427**

Site Area **2.78 hectares**

LOCATION

Land at Norwich Road

PROPOSED DEVELOPMENT

Proposed mixed use development of undetermined type

District **Broadland**

CONSTRAINTS ANALYSIS

Access	Amber
Accessibility to Services	Green
Utilities Capacity	Green
Utilities Infrastructure	Amber
Contamination and Ground Stability	Amber
Flood Risk	Green
Market Attractiveness	Red

IMPACTS ANALYSIS

Significant Landscapes	Amber
Townscapes	Amber
Biodiversity and Geodiversity	Green
Historic Environment	Green
Open Space and GI	Green
Transport and Roads	Red
Compatibility with Neighbouring Uses	Amber

SITE SUITABILITY CONCLUSIONS

This is a greenfield site north of the A47 and off Norwich Road not particularly well connected to services due to lack of footpaths. Initial highway evidence has highlighted concerns that the possibility of creating suitable access to the site is severely constrained. Also that the local road network is considered to be unsuitable either in terms of road capacity, or lack of footpath provision. The constraints include in particular noise due to the proximity of the A47, a sewage pumping station on site and small sections within risk of surface water flooding. No major concerns on impacts to heritage or ecology have been reported. There are a number of constraints affecting this site which do not seem to be possible to mitigate, in particular noise off the A47. The site is concluded as unsuitable for the land availability assessment.

For the purposes of the HELAA capacity assessment this site is considered to be UNSUITABLE

Availability and Achievability Assessment

Availability and Achievability Conclusions

The proposer has indicated that the site is likely to be AVAILABLE in the following timescale: Immediately (timescales have not been specified by the proposer if these fields left blank)

The proposer has indicated that the site is likely to be DEVELOPABLE in the following timescale: Up to 5 years (by April 2021)

In terms of site viability, this site has been submitted by a landowner/promoter as viable for the form of development proposed and is assumed to be developable within the plan period in accordance with the timescales above (where given). Further area-wide work on viability typologies will be done as plan-making progresses and will inform decisions on viability.

Overall Conclusions for Site GNLP0427

Based on the site suitability analysis it is considered that this site is inappropriate for the land availability assessment.

Suitability Assessment

Site reference **GNLP1022**

Site Area **2.90 hectares**

LOCATION

Land north of Hillcrest
South of A47
Acle

PROPOSED DEVELOPMENT

Residential development for up to 60 dwellings.

District **Broadland**

CONSTRAINTS ANALYSIS

Access	Amber
Accessibility to Services	Green
Utilities Capacity	Amber
Utilities Infrastructure	Green
Contamination and Ground Stability	Green
Flood Risk	Green
Market Attractiveness	Amber

IMPACTS ANALYSIS

Significant Landscapes	Amber
Townscapes	Amber
Biodiversity and Geodiversity	Green
Historic Environment	Green
Open Space and GI	Green
Transport and Roads	Amber
Compatibility with Neighbouring Uses	Amber

SITE SUITABILITY CONCLUSIONS

This is a greenfield site south of the A47, and north of Hillcrest Road. It is located on the other side of the A47 and therefore, not well related to services. Initial highway evidence has highlighted concerns that the possibility of creating suitable access to the site is severely constrained. The site is considered to be remote from services for housing development so development here would be likely to result in an increased use of unsustainable transport modes. Other constraints include in particular, noise due to the proximity of the A47 which may reduce the developable area and potential loss of high quality agricultural land grade 1. There are no flood risk issues identified from fluvial, tidal or surface water flooding, or major impacts on ecology or heritage. There are a number of constraints affecting this site but these may be possible to mitigate. The site is concluded as suitable for the land availability assessment.

For the purposes of the HELAA capacity assessment this site is considered to be SUITABLE

Availability and Achievability Assessment

Availability and Achievability Conclusions

The proposer has indicated that the site is likely to be AVAILABLE in the following timescale:	1 to 5 years (by April 2021)	(timescales have not been specified by the proposer if these fields left blank)
The proposer has indicated that the site is likely to be DEVELOPABLE in the following timescale:	Up to 5 years (by April 2021)	

In terms of site viability, this site has been submitted by a landowner/promoter as viable for the form of development proposed and is assumed to be developable within the plan period in accordance with the timescales above (where given). Further area-wide work on viability typologies will be done as plan-making progresses and will inform decisions on viability.

Overall Conclusions for Site GNLP1022

Based on the site suitability analysis it is considered that this site is appropriate for the land availability assessment, subject to any caveats in the Suitability Conclusions.

Suitability Assessment

Site reference **GNL0417**Site Area **9.40 hectares****LOCATION**

Land at Beighton Road/Norwich Road

PROPOSED DEVELOPMENT

Residential development of approx. 204 dwellings, associated access and open space

District **Broadland****CONSTRAINTS ANALYSIS**

Access	Amber
Accessibility to Services	Amber
Utilities Capacity	Amber
Utilities Infrastructure	Green
Contamination and Ground Stability	Green
Flood Risk	Amber
Market Attractiveness	Green

IMPACTS ANALYSIS

Significant Landscapes	Amber
Townscapes	Amber
Biodiversity and Geodiversity	Green
Historic Environment	Green
Open Space and GI	Green
Transport and Roads	Amber
Compatibility with Neighbouring Uses	Amber

SITE SUITABILITY CONCLUSIONS

This is a large a greenfield site south of the A47 off Beighton Road, therefore, not particularly well related to services. Initial highway evidence has indicated that there are potential access constraints on the site, but these could be overcome through development. Also, the local road network is considered to be unsuitable either in terms of road capacity, or lack of footpath provision. Other constraints include sections within low to high risks of surface water flooding, which may reduce the developable area and potential loss of high quality agricultural land. No heritage assets concerns, other than potential impact on distant views of the Broads. There are a number of constraints affecting this site but these may be possible to mitigate. The site is concluded as suitable for the land availability assessment

For the purposes of the HELAA capacity assessment this site is considered to be **SUITABLE**

Availability and Achievability Assessment

Availability and Achievability Conclusions

The proposer has indicated that the site is likely to be AVAILABLE in the following timescale: Immediately (timescales have not been specified by the proposer if these fields left blank)

The proposer has indicated that the site is likely to be DEVELOPABLE in the following timescale: Up to 5 years (by April 2021)

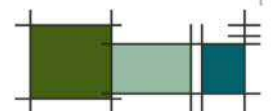
In terms of site viability, this site has been submitted by a landowner/promoter as viable for the form of development proposed and is assumed to be developable within the plan period in accordance with the timescales above (where given). Further area-wide work on viability typologies will be done as plan-making progresses and will inform decisions on viability.

Overall Conclusions for Site GNLP0417

Based on the site suitability analysis it is considered that this site is appropriate for the land availability assessment, subject to any caveats in the Suitability Conclusions.

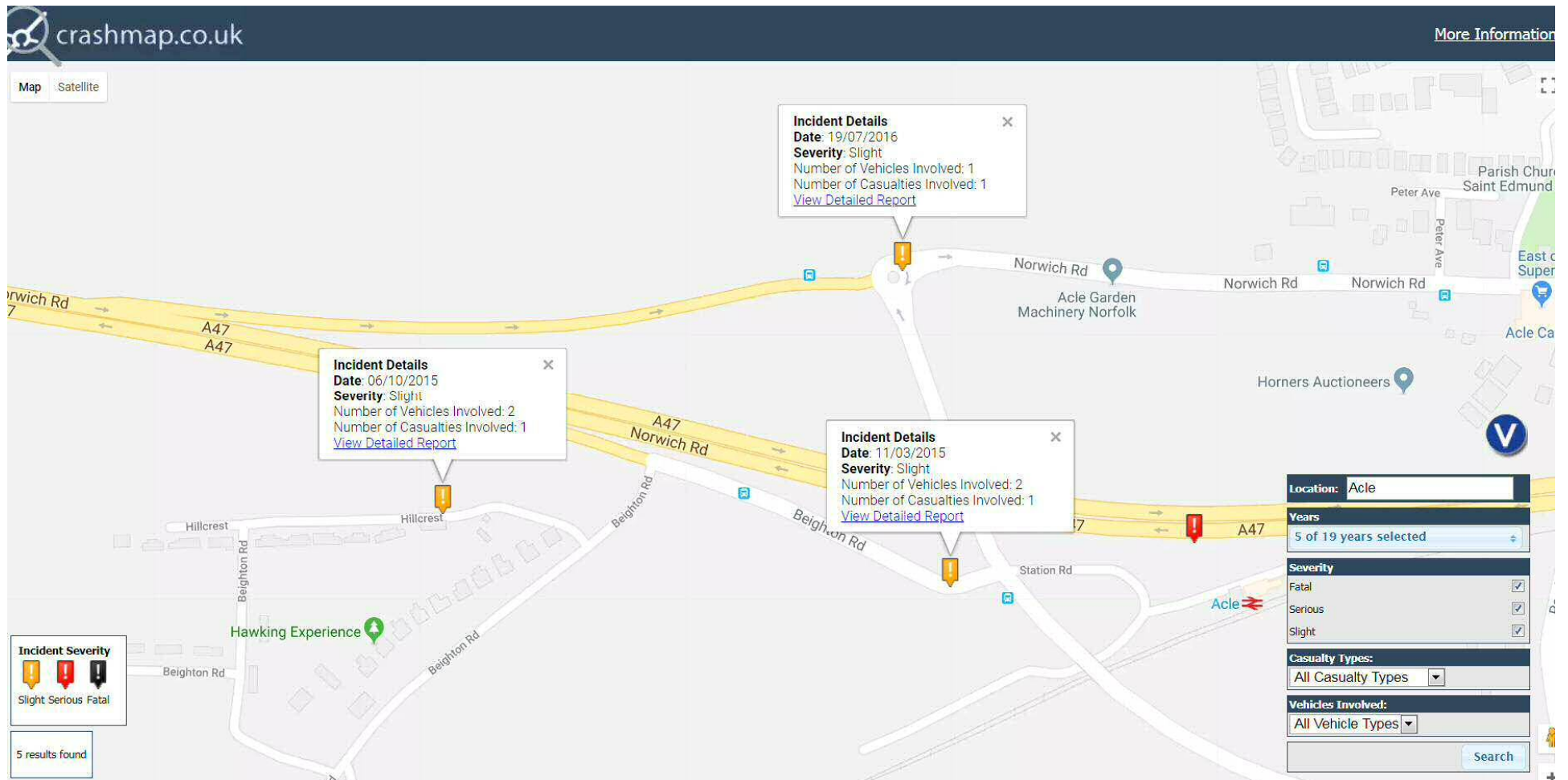
Appendix 3

Accident Data



Location of Personal Injury Accidents within western Acle, Norfolk

Extract from the Crashmap website for the five years : 2013 – 2017 (inclusive)



**Crash Reference: 201536T150046**

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 639690 310004

Fine without high winds

Dry

30

Daylight: regardless of presence of streetlights

None

Not at or within 20 metres of junction

No physical crossing facility within 50 metres

Single carriageway

Not Applicable





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Commuting to/from work	None	None
2	Goods vehicle 7.5 tonnes mgw and over	4	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date:	Tuesday, October 06, 2015	Time of Crash:	4:00:00 PM	Crash Reference:	2015360095669
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Norfolk			Number of Vehicles:	2
Local Authority:	Broadland District			OS Grid Reference:	639333 310037
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)	-1	Female	36 - 45	Vehicle is slowing down or stopping	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Tuesday, July 19, 2016 **Time of Crash:** 2:09:00 AM **Crash Reference:** 2016360096193

Highest Injury Severity: Slight
Highway Authority: Norfolk
Local Authority: Norwich City
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A47

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 639646 310223



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

Accident Description:

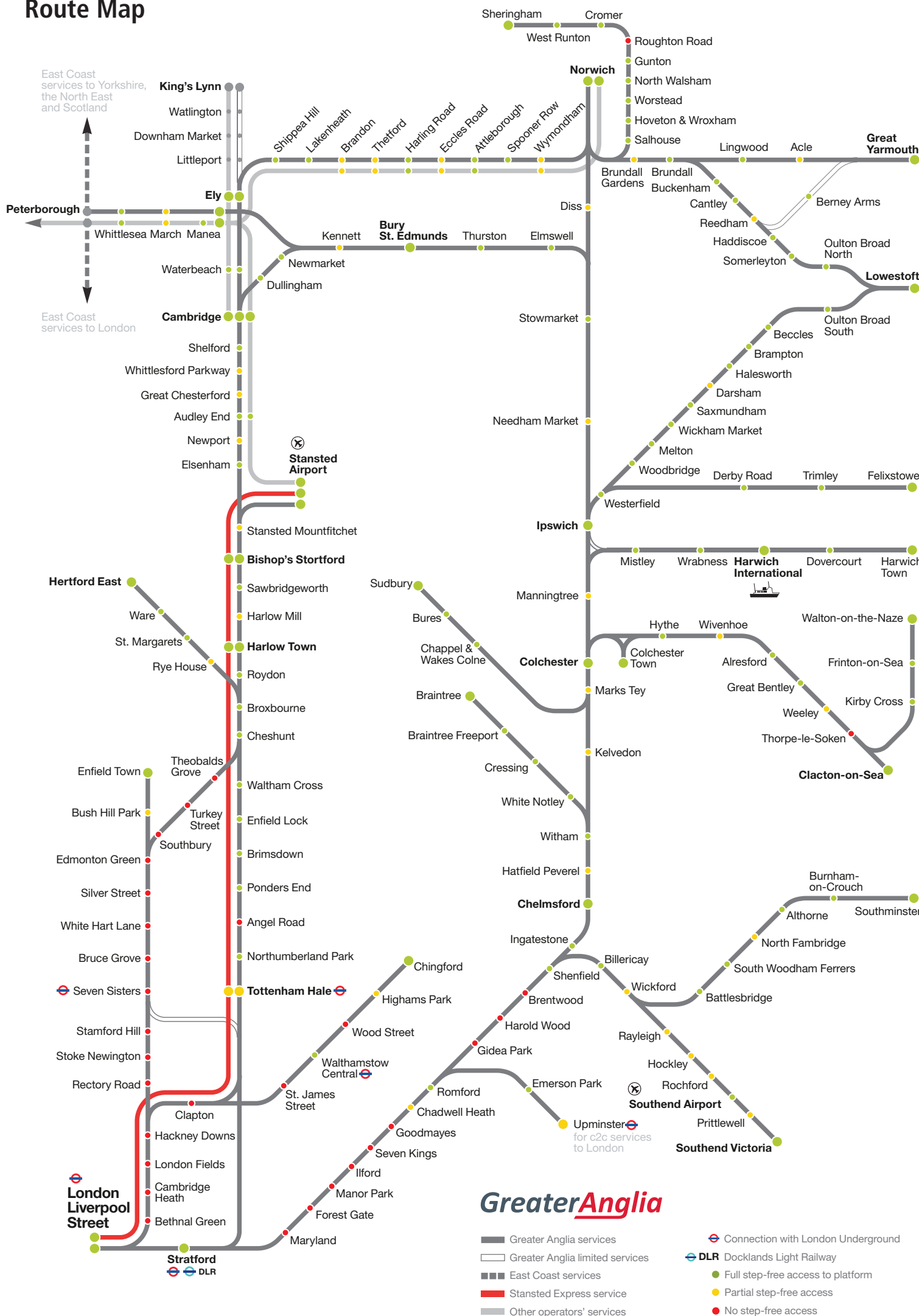
Not Available

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

Appendix 4

Rail Public Transport Information

Route Map



Appendix 5

'Little Chef' - Newmarket Information

lot 14

Rent
£95,405
per annum
exclusive with
minimum 3% per
annum
compounded
rental increases.
Next Rent
Review
November 2017

Little Chef, Newmarket Heath A14 Dual Carriageway (Eastbound), Newmarket, Suffolk CB8 0XG

Roadside Restaurant Investment

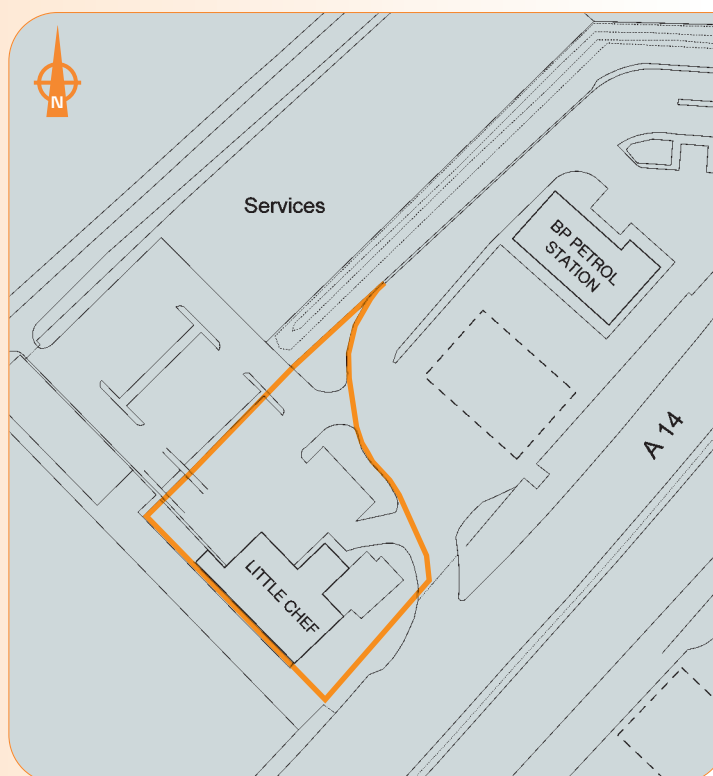
- Let to Wolfson Trago Limited (t/a Little Chef) until 2037 (no breaks)
- Guaranteed by KFG Quickserve Limited - a part of Kout Food Group
- 5 yearly RPI linked rental increases (collared at 3% per annum and capped at 7.5% per annum)

- Highly strategic location serving both A14 & A11 trunk roads
- Adjacent to a BP petrol filling station
- Potential for alternative uses (subject to lease and consents)



On behalf of
Joint LPA Receivers





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lot 14

Rent
£95,405
per annum
exclusive with
minimum 3% per
annum
compounded
rental increases.
Next Rent
Review
November 2017

Location

Miles: 5 miles east of Cambridge,
15 miles west of Bury St Edmunds
Roads: A10, A11, A14, M11
Air: London Stansted Airport

Situation

The property is situated in a prominent position fronting the eastbound side of the busy A14 trunk road, between Junctions 36 & 37 along the Newmarket Bypass section of the road. The property benefits from being immediately adjacent to a BP petrol filling station.

Description

The property comprises a ground floor restaurant with ancillary accommodation to the rear, along with ancillary and office accommodation on the first floor. In addition, the property benefits from on-site parking for 20 cars (with additional parking for about 38 cars let to the tenant, but outside the demise being offered). The property has an approximate site area of 0.19 hectares (0.47 acres).

Tenure

Leasehold from The Jockey Club Estates Limited for a term of 99 years from 19th September 1983 until 18th September 2082 at a fixed ground rent of £2.50 per annum.

VAT

VAT is applicable to this lot.

Six Week Completion

Note

This property is being marketed for sale on behalf of Joint Law of Property Act Receivers and therefore no warranties or guarantees in any respect, including VAT, can be given. The information in these particulars has been provided by the Joint Law of Property Act Receivers to the best of their knowledge but the purchaser must rely solely upon their own enquiries. The Joint Law of Property Act Receivers are not bound to accept the highest or any offer and are acting in respect of this sale without personal liability.

Tenancy and accommodation

Floor	Use	Floor Areas (Approx)		Tenant	Term	Rent p.a.x.	Reviews
Ground	Restaurant	143.90 sq m	(1,549 sq ft)	WOLFSON TRAGO LIMITED (1) (GUARANTEED BY KFG QUICKSERVE LIMITED) (2) (t/a Little Chef)	35 years (less 3 days) from 22/11/2002 until 18/11/2037	£95,405 (rising to a minimum of £110,600 in 2017)	2017 and 5 yearly thereafter (linked to RPI capped and collared between 3% and 7.5% per annum)
First	Ancillary	165.10 sq m	(1,777 sq ft)				

Total Commercial Area **350.60 sq m** **(3,774 sq ft)** **£95,405**

(1) For the year ending 31st December 2014, Wolfson Trago Limited reported a turnover of £29,436,000, pre-tax profits of £-121,000 and a total net worth of £322,000. (Source: Experian Group 18/04/2016).

(2) KFG Quickserve Limited, the guarantor, for the year ending 31st December 2014 reported a turnover of £35,093,000, pre-tax profits of £1,152,000 and a total net worth of £3,637,000. KFG Quickserve Limited is a subsidiary company of Kout Food Group, a Kuwaiti based company that operates over 200 restaurants in the UK, employing almost 3,000 people, including a number of Burger King, KFC, Subway, Costa Coffee and Little Chef franchises, as well as owning Maison Blanc (Source: www.maisonblanc.co.uk 18/04/2016). In 2013, The Kout Food Group acquired the Little Chef Group, which included 71 Little Chef sites across the UK. (Source: www.koutfood.com 18/04/2016).

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Dentons UKMEA LLP
Contact: Greg Rigby.
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Email: greg.rigby@dentons.com
See: www.acuitus.co.uk for further details



Seller's Solicitors:

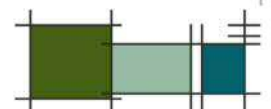
DWF LLP
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Tel: 0113 261 6066
Email: edell.asquez@dwf.law
Ref: Edell Asquez

Asset Managed by:



Appendix 6

TRICS Data



Calculation Reference: AUDIT-259601-180317-0354

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : E - ROAD-SIDE FOOD (eg. Little Chef)

VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
 NY NORTH YORKSHIRE 2 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 289 to 300 (units: sqm)
 Range Selected by User: 130 to 300 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 21/10/11

Selected survey days:

Friday 2 days

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

Selected Locations:

Free Standing (PPS6 Out of Town) 2

Selected Location Sub Categories:

Out of Town 2

Secondary Filtering selection:

Use Class:

A3 2 days

Population within 1 mile:

1,000 or Less 2 days

Population within 5 miles:

5,001 to 25,000 2 days

Car ownership within 5 miles:

1.1 to 1.5 1 days
 1.6 to 2.0 1 days

Travel Plan:

No 2 days

PTAL Rating:

No PTAL Present 2 days

LIST OF SITES relevant to selection parameters

1	NY-06-E-01	LITTLE CHEF	NORTH YORKSHIRE
	A1		
	SKEEBY		
	RICHMOND		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	300 sqm	
	Survey date: FRIDAY	10/06/11	Survey Type: MANUAL
2	NY-06-E-02	LITTLE CHEF	NORTH YORKSHIRE
	TOPLIFFE COMMON		
	TOPCLIFFE		
	NEAR THIRSK		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	289 sqm	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 275 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	289	1.384	3.806	1	289	1.038	2.855	1	289	2.422	6.661
07:00 - 08:00	2	295	2.547	7.003	2	295	1.019	2.801	2	295	3.566	9.804
08:00 - 09:00	2	295	2.716	7.470	2	295	2.207	6.070	2	295	4.923	13.540
09:00 - 10:00	2	295	2.886	7.937	2	295	4.414	12.139	2	295	7.300	20.076
10:00 - 11:00	2	295	3.735	10.272	2	295	2.716	7.470	2	295	6.451	17.742
11:00 - 12:00	2	295	4.924	13.540	2	295	4.244	11.672	2	295	9.168	25.212
12:00 - 13:00	2	295	5.942	16.341	2	295	5.603	15.407	2	295	11.545	31.748
13:00 - 14:00	2	295	5.603	15.407	2	295	5.772	15.874	2	295	11.375	31.281
14:00 - 15:00	2	295	4.075	11.205	2	295	3.905	10.739	2	295	7.980	21.944
15:00 - 16:00	2	295	3.056	8.404	2	295	5.093	14.007	2	295	8.149	22.411
16:00 - 17:00	2	295	6.112	16.808	2	295	4.924	13.540	2	295	11.036	30.348
17:00 - 18:00	2	295	2.716	7.470	2	295	3.905	10.739	2	295	6.621	18.209
18:00 - 19:00	2	295	3.056	8.404	2	295	3.396	9.338	2	295	6.452	17.742
19:00 - 20:00	2	295	4.754	13.073	2	295	3.396	9.338	2	295	8.150	22.411
20:00 - 21:00	2	295	2.377	6.537	2	295	3.396	9.338	2	295	5.773	15.875
21:00 - 22:00	2	295	1.188	3.268	2	295	1.528	4.202	2	295	2.716	7.470
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			57.071	156.945			56.556	155.529			113.627	312.474

Parameter summary

Trip rate parameter range selected:	289 - 300 (units: sqm)
Survey date date range:	01/01/09 - 21/10/11
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0



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Development Transport Planning

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