

Access Appraisal

client : **Ms K. O'Sullivan**

project : **Access Appraisal of a Site off Frith Way,
Great Moulton, Norfolk NR15 2HE**

date : **December 2018**

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Revision	Description	Issued by	Date	Checked by
00	First Draft	SC	2018 / 12 / 12	MB

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date : **2018 December 12**

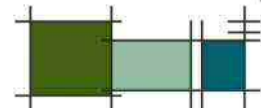
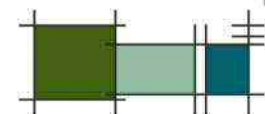


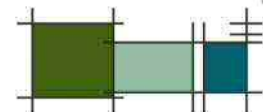
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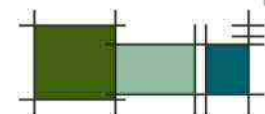
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List of Acronyms used within this report

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>
SNDC	South Norfolk District Council
TRICS	Trip Rate Information Computer System - <i>national database of development trip rates</i>



1. Introduction

Background

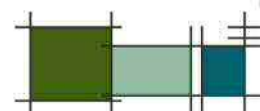
- 1.1 Orari Limited has been instructed on behalf of Ms. K. O'Sullivan ('The Client') to provide a transport Access Appraisal of a site (The Appraisal Site) that is located off Frith Way, Great Moulton, Norfolk NR15 2HE
- 1.2 The Appraisal Site is located on the north-eastern edge of Great Moulton, as shown on the location plan attached at Appendix 1.
- 1.3 This Access Appraisal report is required to support a submission regarding the Appraisal Site that will be made on behalf of the Client by Bidwells LLP in December 2018, in response to the (autumn 2018) Greater Norwich Local Plan *Stage B Regulation 18 Consultation*.

Brief

- 1.4 The purpose of this Access Appraisal is to determine whether an appropriate level of access may be provided, in principle, to the Appraisal Site to support the requirements of a potential residential development of up to 30 dwellings within the site curtilage. The Local Planning Authority (South Norfolk District Council) and the Local Highway Authority (Norfolk County Council) have not been formally consulted by Orari Ltd regarding these proposals.

Reference Documents

- 1.5 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;
 - *'BS 8300 - 1 : 2018; Design of an accessible and inclusive built environment'* - British Standards Institution, 2018;
 - *'Norfolk Residential Design Guide'* - Norfolk County Council, 1998;
 - *'Highways and Transport: Post-Planning Processes Part 1'* - Norfolk County Council, 2018;
 - *'Highways and Transport: Post-Planning Processes Part 2'* - Norfolk County Council, 2018;
 - *'Parking Standards for Norfolk 2007'* - Norfolk County Council, 2007;
 - *'Secure by Design - Homes 2016'* - ACPO/SBD, February 2016; and
 - *'Design Manual for Roads and Bridges'* - Department for Transport.



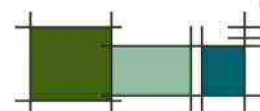
2. The Appraisal Site

Appraisal Site inclusion with the GNLP Regulation 18 Consultation

- 2.1 The Client's Appraisal Site is included within the (29th October – 14th December 2018) Greater Norwich Local Plan (GNLP) *Stage B Regulation 18 public consultation* documents, and is listed as site: **"GNLP 2003 – Former meat processing plant"**.
- 2.2 An extract from the GNLP *'Housing and Economic Land Availability Assessment (HELAA) Addendum'* dated October 2018, regarding the Appraisal Site, (that has been utilised as 'supporting evidence' for the Greater Norwich Local Plan (GNLP) *Stage B Regulation 18 public consultation*) is provided at Appendix 2 for ease of reference.
- 2.3 The HELAA 'Suitability Assessment' for the Appraisal Site concludes that *"For the purposes of the HELAA capacity assessment this site is considered to be: Suitable"*.

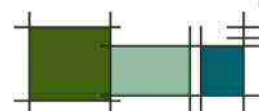
Appraisal Site - Description

- 2.4 The Appraisal Site occupies a brownfield site of approximately 1.13 hectares on the north-eastern edge of Great Moulton, Norfolk. A copy of a site location plan is attached at Appendix 1.
- 2.5 The Appraisal Site was used as a meat processing plant for many years, before the processing plant's closure in 2015. The site curtilage currently includes a number of redundant storage and industrial buildings within a large concrete hardstanding.
- 2.6 The boundaries of the Appraisal Site are formed by the following features;
 - North : by an open arable greenfield site, currently in pastoral agricultural use;
 - East : by a tree belt and the western frontage of Frith Way;
 - South : by the northern boundary of the dwelling called White Gables; and the northern boundary of Orchard Farm; and
 - West : by an open arable greenfield site, currently in pastoral agricultural use.
- 2.7 Vehicular access to the Appraisal Site is currently achieved via a gated, concrete access road of circa width 6.5m, at the south eastern corner of the Appraisal Site. This access road leads onto Frith Way, near to its junction with Frost's Lane.
- 2.8 The Client has advised that up to 25 members of staff were employed at the former meat processing plant. Furthermore, when the meat processing plant was operational, the Appraisal Site also received frequent daily deliveries and collections via HGVs and small / 'transit' - type vans.



Local Highway Characteristics

- 2.9 Frith Way is a Norfolk standard rural, single carriageway road, of circa 5.5m width, that extends in a north-westerly direction from Lodge Road at its southern end, to Carr Lane at its northern end.
- 2.10 Frith Way effectively functions as the eastern vehicular boundary of the Great Moulton village settlement, but it has no footways or street lighting.
- 2.11 The Great Moulton village speed limit of 30mph extends along Frith Way from approx 50m south of its junction with Gore Lane to approx 50m north of its junction with Frost's Lane.
- 2.12 Frost's Lane is a Norfolk standard rural, single carriageway road, of circa 5m width, that extends in a north-easterly direction from Frith Way, and then north-westerly to its junction with Carr Lane and Market Lane. Frost's Lane has no footways or street lighting.
- 2.13 Frost's Lane is subject to the national speed limit for most of its length – the Great Moulton 30mph village speed limit extends along Frost's Lane in a north-easterly direction for approx 100m from its junction with Frith Way.



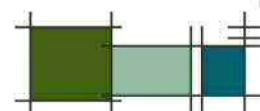
3. Local Transport Issues

Highway Safety

- 3.1 A qualitative highway safety assessment has been undertaken of the highway network within the immediate vicinity of the Appraisal Site, 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 one PIA (1 no. Slight severity), was recorded within the vicinity of Great Moulton village, (on Frith Way in November 2016, circa 270m south of its junction with Gore Lane) during the five-year study period. No Fatal severity or Serious severity PIAs were recorded, and no PIAs were recorded within the immediate vicinity of the Appraisal Site.
- 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 single recorded PIA on Frith Way (circa 270m south of its junction with Gore Lane) was an isolated incident, as it was the only PIA recorded within Great Moulton during the five year study period.
- 3.4 Moreover, the recorded PIA was not associated with, nor could be attributable to, traffic associated with the Appraisal Site. It is therefore reasonable to conclude that there are no highway safety issues to preclude the use of the Appraisal Site for future development.

Bus Public Transport Facilities

- 3.5 A walk time of eight minutes (approximately a distance of 640 metres, assuming an 'Average Adult' walking speed of 4.8 km/h) is usually considered the maximum 'convenient' walking distance from a specific site location to the nearest bus stop. However, a walk time of up to twenty five minutes (approximately a distance of 2km, assuming an 'Average Adult' walking speed of 4.8 km/h) is usually considered an 'acceptable' walking distance to directly access local public transport facilities.
- 3.6 The closest bus stops to the Appraisal Site are located on the south-eastern edge of Great Moulton village, on Woodrow Lane, adjacent to its junction with High Green - known locally as the 'Wacton Turn'. These bus stops are circa 1.29km (an approx 16 minute walk) from the centre of the Appraisal Site.



3.7 Analysis of relevant bus timetables reveals that:

- one bus service (Simmonds Coaches number 1) uses the northbound bus stop, opposite High Green (i.e. buses travel towards Long Stratton and Norwich) as detailed within Table 3.1 below; and
- one bus service (Simmonds Coaches number 1) uses the southbound bus stop, adjacent to High Green (i.e. buses travel towards Diss) as detailed within Table 3.2 below.

Northbound Bus Services on Woodrow Lane – at the ‘Wacton Turn’						
No	Route & Destination	Frequency		First Bus	Last Bus	Operator
1	Diss - Norwich	5 buses/day <i>Mon – Fri</i>	4 buses/day <i>Sat</i>	07.29	17.29	Simmonds Coaches

Table 3.1 : Northbound Bus Services on Woodrow Lane – at the ‘Wacton Turn’

Southbound Bus Services on Woodrow Lane – at the ‘Wacton Turn’						
No	Route & Destination	Frequency		First Bus	Last Bus	Operator
1	Norwich - Diss	5 buses/day <i>Mon – Fri</i>	4 buses/day <i>Sat</i>	09.02	19.16	Simmonds Coaches

Table 3.2 : Southbound Bus Services on Woodrow Lane - at the ‘Wacton Turn’

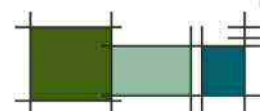
Full details of these Great Moulton bus services are attached at Appendix 4.

3.8 The existing regular bus services between Great Moulton and Norwich (with its bus, rail and coach travel connections to Cambridge, Stansted Airport, Harwich Ferry terminal, London, and the rest of the UK) provide excellent local links to sustainable public transport networks within the UK, Europe and beyond.

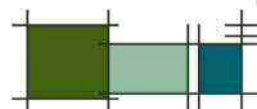
3.9 The local bus services detailed within Tables 3.1 - 3.2 above provide all future residents of the proposed Appraisal Site development with a convenient alternative to the use of the private car for both local trips, and for destinations further afield.

Rail Public Transport Facilities

3.10 The nearest rail station to the Appraisal Site is Wymondham, an unstaffed Greater Anglia station on the Norwich to Cambridge line, located approx 14 km from the Appraisal Site. Rail services from Wymondham provide direct services to Norwich, Cambridge, Ely and Peterborough, and thence to the Midlands and northern England.



- 3.11 Rail connections from Wymondham rail station 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 5.
- 3.12 Wymondham rail station has parking provision for cars and cycles, and benefits from access to local taxi facilities and connecting bus-based public transport services.
- 3.13 Diss rail station, a part-time staffed Greater Anglia station on the Norwich to London Liverpool Street line, is located approx 17 km from the Appraisal Site. Rail services from Diss station provide direct services to Norwich, Ipswich and London Liverpool Street.
- 3.14 Rail connections from Diss rail station to Harwich Ferry Terminal and Stansted Airport (and thence air connections to other parts of the UK and Europe), are easily achievable by changing at Ipswich station.
- 3.15 Diss rail station has parking provision for cars, motorcycles and cycles, and benefits from good access to local taxi facilities and connecting bus-based public transport services.



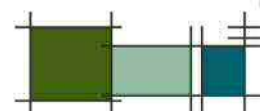
4. Potential Development within the Appraisal Site

HELAA Addendum Report

- 4.1 The October 2018 GNLP HELAA Addendum report concluded that the Appraisal Site (GNLP Site 2003) is suitable for a “Residential development of approx. 20 -30 dwellings”. For ease of reference, a copy of the GNLP HELAA Addendum report evidence is attached at Appendix 2.
- 4.2 The transport-related GNLP HELAA ‘objections’ to proposed development within the Appraisal Site are cited as:
- *“Initial highway evidence highlights concerns that a suitable access could be achieved, the local road network is unsuitable and the site is remote from services, although the site is accessible to Aslacton Primary School, some bus services and a few local employers.”*

Local Highway Network Comments

- 4.3 The Highway Safety review (para 3.1 et seq above) has revealed that there are no highway safety issues to preclude residential development within the Appraisal Site.
- 4.4 The speed limit on Frith Way and Frost's Lane within the immediate vicinity of the Appraisal Site's vehicular access is the Great Moulton village speed limit of 30mph (cf para 2.11 et seq above). The Appraisal Site's existing vehicular access with Frith Way currently has visibility splays of 2.4m x 90m along both Frith Way and Frost's Lane. These visibility splays comply with DMRB requirements for roads subject to a 30mph speed limit, and exceed Manual for Streets visibility splay requirements (for 30mph roads) of 2.4m x 59m.
- 4.5 Cycling is a realistic option for many local journey purposes, and has the potential to replace car journeys for trips of less than 5km. A cycling time of twenty minutes (a distance of approximately five kilometres, assuming an ‘Average Adult’ cycling speed of 15 km/h) is usually considered to be the maximum ‘acceptable’ distance for cycle trips to directly access local facilities or amenities.
- 4.6 The Appraisal Site is circa 4.5km from Long Stratton, via Frost's Lane, Market Lane and Wacton. Thus, Long Stratton is within easy cycling distance of the Appraisal Site.
- 4.7 The Appraisal Site's future residents will be able to benefit from Long Stratton's existing primary school, high school, healthcare, retail, leisure and employment facilities.
- 4.8 Longer term, the Appraisal Site's residents will also enjoy the enhanced employment and community facilities that will be delivered via South Norfolk District Council's 2016 ‘Long Stratton Area Action Plan’.



Appraisal Site – Potential Trip Generation

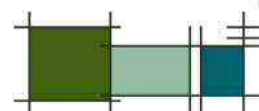
- 4.9 The Client has advised (para 2.8 above) that up to 25 members of staff were employed at the former meat processing plant, and the Appraisal Site received frequent daily deliveries and collections via HGVs and small / 'transit' - type vans when the meat processing plant was operational,
- 4.10 The Appraisal Site was utilised for B1 Light Industrial use for many years. Comparable data from the latest version of the TRICS trip generation database (the nationally recognised trip information database) has been utilised to forecast the potential trip generation of a B1 Light Industrial Unit (i.e. a single user of the Appraisal Site) and B1 Industrial Estate (i.e. several small industrial uses within the Appraisal Site curtilage) and compared with the potential trip generation from a 30 dwelling residential use.
- 4.11 The TRICS 7.5.3 forecast for the potential number of vehicle trips that may be generated by a B1 Industrial Unit has been summarised for ease of reference, within Table 4.1 below. The TRICS 7.5.3 forecast for the potential number of vehicle trips that may be generated by a B1 Industrial Estate has been summarised for ease of reference, within Table 4.2 below. A full copy of the relevant TRICS 7.5.3 output is attached at Appendix 6.

TRICS 7.5.3 forecast for 'B1 Industrial Unit'						
	AM Peak (08.00 – 09.00)		PM Peak (17.00 – 18.00)		Daily (07.00 – 19.00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
TRICS 7.5.3 Trip Rate per hectare	48.655	1.612	1.613	40.054	93.548	93.55
No. Trips (per 1.13 ha)	55	2	2	45	106	106
Total no. Trips	57		47		212	

Table 4.1 : TRICS 'B1 Industrial Unit' summary for the Appraisal Site

TRICS 7.5.3 forecast for 'B1 Industrial Estate'						
	AM Peak (08.00 – 09.00)		PM Peak (17.00 – 18.00)		Daily (07.00 – 19.00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
TRICS 7.5.3 Trip Rate per hectare	14.563	3.876	2.063	18.438	66.752	67.123
No. Trips (per 1.13 ha)	17	4	2	21	75	76
Total no. Trips	21		23		151	

Table 4.2 : TRICS 'B1 Industrial Estate' summary for the Appraisal Site



4.12 It is acknowledged that the proposed Appraisal Site residential development may include a proportion of Social Housing. However, in order to provide a robust forecast, vehicular trip generation rates for the category 'Residential: Houses Privately Owned' have been extracted from the TRICS 7.5.3 trip generation database to forecast the likely peak hour traffic generation for a residential development of up to 30 privately owned dwellings.

4.13 The TRICS 7.5.3 forecast for the potential number of vehicle trips that may be generated by a residential development of up to 30 dwellings has been summarised for ease of reference, within Table 4.3 below. A full copy of the relevant TRICS 7.5.3 output is attached at Appendix 6.

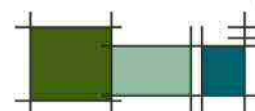
TRICS 7.5.3 forecast for 'Houses Privately Owned'						
	AM Peak (08.00 – 09.00)		PM Peak (17.00 – 18.00)		Daily (07.00 – 19.00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
TRICS 7.5.3 Trip Rate per dwelling	0.043	0.196	0.239	0.065	1.172	1.325
No. Trips (30 dwellings)	1	6	7	2	35	40
Total no. Trips (30 dwellings)	7		9		75	

Table 4.3 : TRICS Summary for 'Houses Privately Owned' within the Appraisal Site

4.14 The indicative TRICS 7.5.3 peak hour trip forecast results for the potential B1 Industrial and residential uses of the Appraisal Site have been summarised within Table 4.4 below for ease of reference.

TRICS 7.5.3 forecast - Comparison						
	AM Peak (08.00 – 09.00)		PM Peak (17.00 – 18.00)		Daily (07.00 – 19.00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
No. Trips B1 Industrial Unit	55	2	2	45	106	106
No. Trips B1 Industrial Estate	17	4	2	21	75	76
No. Trips 30 dwellings	1	6	7	2	35	40

Table 4.4 : Comparison of TRICS 7.5.3 Forecasts for B1 Industrial and Residential Uses



4.15 The TRICS data comparison within Table 4.4 above, reveals that the provision of a residential development of up to 30 dwellings within the Appraisal Site curtilage is likely to generate circa:

- **AM Peak:**
 - 50 fewer trips than a B1 Industrial Unit; and
 - 14 fewer trips than a B1 Industrial Estate;
- **PM Peak:**
 - 38 fewer trips than a B1 Industrial Unit; and
 - 14 fewer trips than a B1 Industrial Estate;
- **12 hour day:**
 - 137 fewer trips than a B1 Industrial Unit; and
 - 76 fewer trips than a B1 Industrial Estate.

4.16 Essentially, this indicative TRICS data (Tables 4.3 and 4.4 above) suggests that the provision of up to 30 dwellings within the Appraisal Site's curtilage is likely to generate:

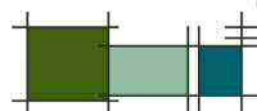
- circa 1 vehicle egressing the proposed development every 12 minutes during the AM peak period; and
- circa 1 vehicle accessing the proposed development every 9 minutes during the PM peak period.

It is considered that such potential residential development vehicle movements are considerably less than the number of HGV, LGV and car trips generated by the former meat processing plant. Moreover, the potential residential trips are likely to be within the normal daily variation of traffic flows on Frith Way and Frost's Lane during the AM and PM peak periods.

Potential Residential Development

4.17 It is envisaged that the provision of 20 – 30 dwellings within the Appraisal Site could include a NCC standard Type 6 'Mews Area' access road from Frith Way, utilising the Appraisal Site's existing concrete access road alignment and junction with Frith Way, to facilitate development within the site curtilage.

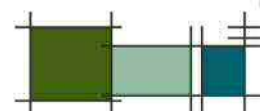
4.18 The proposed Appraisal Site's residential development's highway design will demonstrate cognisance of the reference documents listed within para 1.5 above, and accord with Manual for Streets and NCC's residential design guidance to ensure that vehicle speeds within the Appraisal Site's curtilage do not exceed 20 mph. The development layout would include a NCC standard turning head to enable all vehicles to access/egress the site curtilage in forward gear.



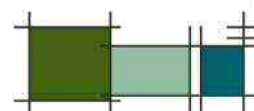
5. Summary and Conclusions

Summary

- 5.1. Orari Limited has been instructed on behalf of Ms. K. O'Sullivan ('The Client') to provide a transport Access Appraisal of a site (The Appraisal Site) that is located off Frith Way, Great Moulton, Norfolk NR15 2HE
- 5.2. The purpose of this Access Appraisal is to determine whether an appropriate level of access may be provided, in principle, to the Appraisal Site to support the requirements of a potential residential development of up to 30 dwellings within the site curtilage.
- 5.3. The Client's Appraisal Site is included within the (29th October – 14th December 2018) Greater Norwich Local Plan (GNLP) *Stage B Regulation 18 public consultation* documents, and is listed as site: "**GNLP 2003 – Former meat processing plant**".
- 5.4. The Appraisal Site occupies a brownfield site of approximately 1.13 hectares on the north-eastern edge of Great Moulton, Norfolk. The Appraisal Site was used as a meat processing plant for many years, before the processing plant's closure in 2015. The site curtilage currently includes a number of redundant storage and industrial buildings within a large concrete hardstanding.
- 5.5. The Client has advised that up to 25 members of staff were employed at the former meat processing plant. Furthermore, when the meat processing plant was operational, the Appraisal Site also received frequent daily deliveries and collections via HGVs and small / 'transit' - type vans.
- 5.6. A qualitative highway safety assessment has been undertaken of the local highway network surrounding the Appraisal Site, and revealed that there are no highway safety issues to preclude residential development within the Appraisal Site.
- 5.7. The speed limit on Frith Way and Frost's Lane within the immediate vicinity of the Appraisal Site's vehicular access is the Great Moulton village speed limit of 30mph.
- 5.8. The Appraisal Site's existing vehicular access with Frith Way currently has visibility splays of 2.4m x 90m along both Frith Way and Frost's Lane. These visibility splays comply with DMRB requirements for roads subject to a 30mph speed limit, and exceed Manual for Streets visibility splay requirements (for 30mph roads) of 2.4m x 59m.
- 5.9. Cycling is a realistic option for many local journey purposes, and has the potential to replace car journeys for trips of less than 5km. A cycling time of twenty minutes (a distance of approximately five kilometres, assuming an 'Average Adult' cycling speed of 15 km/h) is usually considered to be the maximum 'acceptable' distance for cycle trips to directly access local facilities or amenities.



- 5.10 The Appraisal Site is circa 4.5km from Long Stratton, via Frost's Lane, Market Lane and Wacton. Thus, Long Stratton is within easy cycling distance of the Appraisal Site.
- 5.11 The Appraisal Site's future residents will be able to benefit from Long Stratton's existing primary school, high school, healthcare, retail, leisure and employment facilities.
- 5.12 Longer term, the Appraisal Site's residents will also benefit from the enhanced employment and community facilities that will be delivered via South Norfolk District Council's 2016 'Long Stratton Area Action Plan'.
- 5.13 The Appraisal site was in B1 Light Industrial use for many years. Therefore, comparable data from the latest version of TRICS trip generation database (the nationally recognised trip information database) has been utilised to forecast the potential trip generation of a B1 Light Industrial Unit (i.e. a single user of the Appraisal Site) and B1 Industrial Estate (i.e. several small industrial uses within the Appraisal Site curtilage) and compared with the potential trip generation from a 30 dwelling residential use.
- 5.14 It is acknowledged that the proposed Appraisal Site residential development may include a proportion of Social Housing. However, in order to provide a robust forecast, vehicular trip generation rates for the category '*Residential: Houses Privately Owned*' have been extracted from the TRICS 7.5.3 trip generation database to forecast the likely peak hour traffic generation for a residential development of up to 30 privately owned dwellings.
- 5.15 A comparison of relevant TRICS 7.5.3 data reveals that the provision of a residential development of up to 30 dwellings within the Appraisal Site curtilage is likely to generate circa:
- **AM Peak:**
 - 50 fewer trips than a B1 Industrial Unit; and
 - 14 fewer trips than a B1 Industrial Estate;
 - **PM Peak:**
 - 38 fewer trips than a B1 Industrial Unit; and
 - 14 fewer trips than a B1 Industrial Estate;
 - **12 hour day:**
 - 137 fewer trips than a B1 Industrial Unit; and
 - 76 fewer trips than a B1 Industrial Estate.



- 5.16 Essentially, the indicative TRICS 7.5.3 forecast data suggests that the provision of up to 30 dwellings within the Appraisal Site's curtilage is likely to generate:
- circa 1 vehicle egressing the proposed development every 12 minutes during the AM peak period; and
 - circa 1 vehicle accessing the proposed development every 9 minutes during the PM peak period.

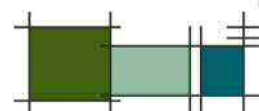
It is considered that such potential residential development vehicle movements are considerably less than the number of HGV, LGV and car trips generated by the former meat processing plant. Moreover, the potential residential trips are likely to be within the normal daily variation of traffic flows on Frith Way and Frost's Lane during the AM and PM peak periods.

- 5.17 It is envisaged that the provision of 20 – 30 dwellings within the Appraisal Site could include a NCC standard Type 6 'Mews Area' access road from Frith Way, utilising the Appraisal Site's existing concrete access road alignment and junction with Frith Way, to facilitate development within the site curtilage.

- 5.18 The proposed Appraisal Site's residential development's highway design will demonstrate cognisance of the reference documents listed within para 1.5 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 20 mph. The development layout would also include a NCC standard turning head to enable all vehicles to access/egress the site curtilage in forward gear.

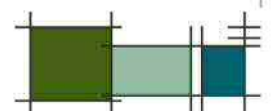
Conclusions

- 5.19 In conclusion, this Access Appraisal has demonstrated that there are no transport or highway reasons why the Client's Appraisal Site off Frith Way, Great Moulton, Norfolk should not be considered suitable for promotion for development within the emerging Greater Norwich Local Plan *Regulation 18 Consultation*.
- 5.20 Moreover, there are no transport and highways reasons why the Appraisal Site should not be allocated by South Norfolk District Council as follows:
- **GNLP Site 2003 – Former meat processing plant, off Frith Way, Great Moulton:** for a residential development of approx. 20 - 30 dwellings.



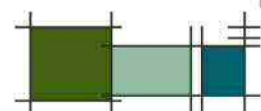


Appendices

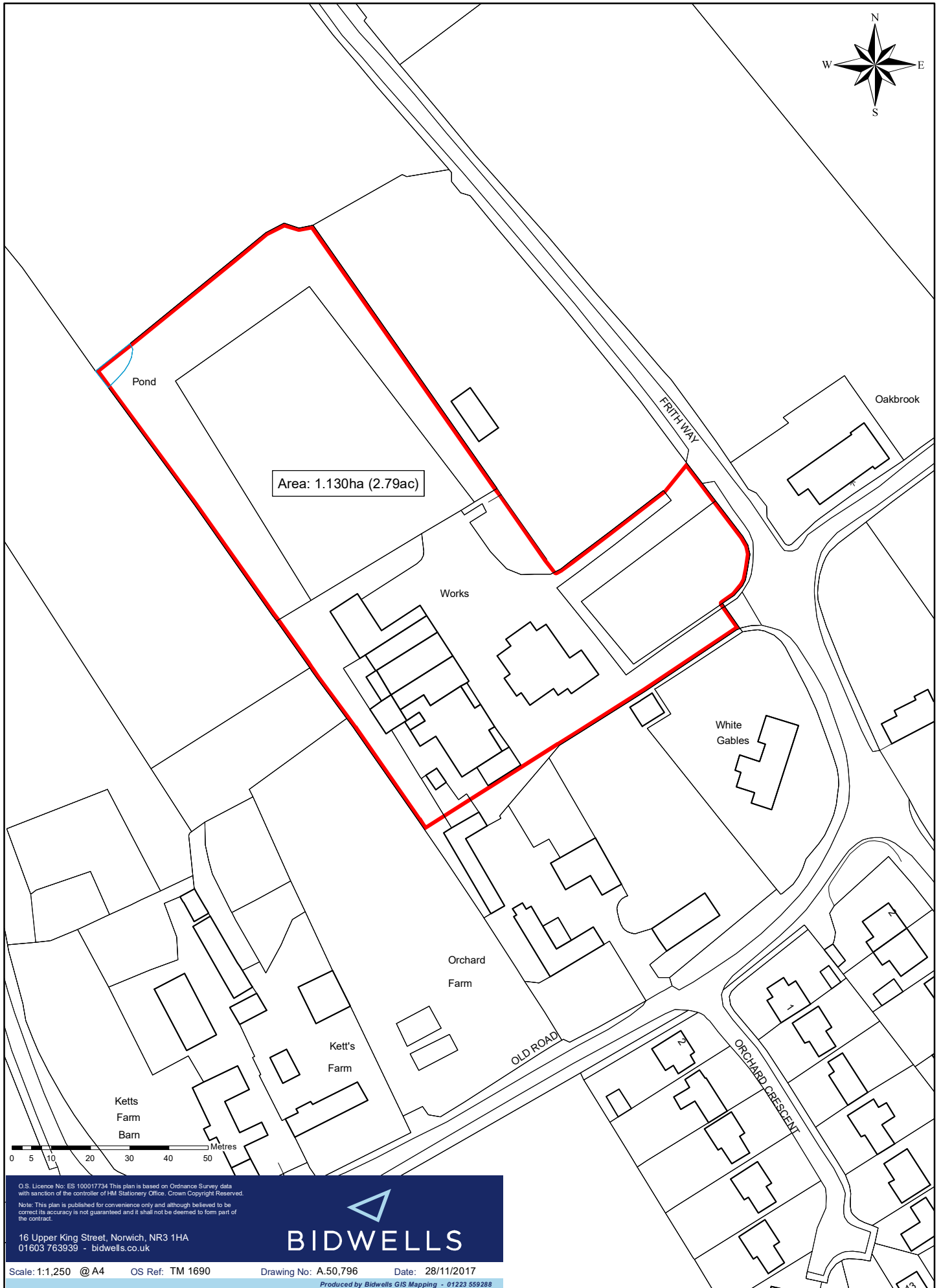


Appendix 1

Appraisal Site Location Plan



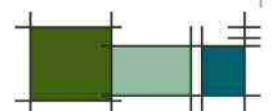
Land at Former Meat Factory, Great Moulton





Appendix 2

Extracts from GNLP HELAA Addendum



The Greater Norwich Local Plan

Growing stronger communities together

Housing and Economic Land Availability
Assessment

(HELAA) Addendum

October 2018

ENVIRONMENT



HOMES



INFRASTRUCTURE



COMMUNITIES



DELIVERY



ECONOMY



Parish: Gt Moulton Suitability Assessment

Site reference: GNLP2003

Site area (Ha): 1.13

LOCATION: Former meat processing plant

PROPOSED DEVELOPMENT:
Residential development (20-30 dwellings proposed)

District: South Norfolk

CONSTRAINTS ANALYSIS

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

IMPACTS ANALYSIS

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

SITE SUITABILITY CONCLUSIONS

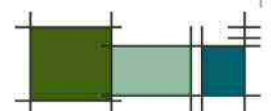
This is a former meat processing plant to the west of Frith Way, slightly north of Great Moulton village. Initial highway evidence highlights concerns that a suitable access could be achieved, the local road network is unsuitable and the site is remote from services, although the site is accessible to Aslacton Primary School, some bus services and a few local employers. It is possible that the sewerage infrastructure would need to be upgraded, but there are no known constraints from utilities infrastructure, ground instability and there would be no loss of public open space. Considering the previous use of the site, it is possible there could be some ground contamination. The site has some risk of surface water flooding, and at 1:100 extent, this covers significant areas within the site. There are some listed buildings nearby, and two SSSI sites within 3km, although these may not be affected. Although the site has constraints, avoiding the areas at risk of flooding, approximately 0.8ha could be considered suitable for the land availability assessment.

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



Appendix 3

Accident Data



Location of Personal Injury Accidents within Great Moulton, Norfolk

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

The screenshot displays the crashmap.co.uk interface. At the top left is the logo and URL. The map shows a street network in Great Moulton, Norfolk, with several points of interest marked: South Norfolk Guest House, Fox & Hounds (Great Moulton) Limited, Moulton Windows, Bronja's Gifts & Alterations, and Anglia Roadways Norfolk. A popup window titled "Incident Details" is open, showing the following information:

- Incident Details**
- Date:** 23/11/2016
- Severity:** Slight
- Number of Vehicles Involved:** 2
- Number of Casualties Involved:** 1
- [View Detailed Report](#)

On the right side, there are search filters:

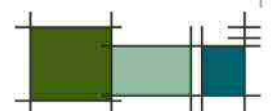
- Location:** Great Moulton
- Years:** 5 of 19 years selected
- Severity:** Fatal , Serious , Slight
- Casualty Types:** All Casualty Types
- Vehicles Involved:** All Vehicle Types
- Search** button

At the bottom left, there is a legend for "Incident Severity" with icons for Slight (yellow), Serious (red), and Fatal (black). Below the legend, it states "1 results found".

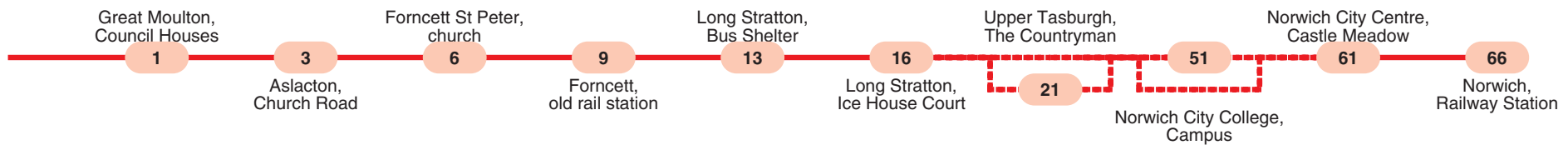


Appendix 4

Bus Public Transport Information



1 Diss - Long Stratton - Norwich **Simonds**



The numbers circled indicate approximate timings in minutes from

Mondays to Fridays

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0729	1	NSch	0729	1	Sch	0928	1		1231	1	2
									1353	1	

Saturdays

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0733	1	3	0928	1	3	1233	1	2	1729	1	1,2

Sundays

No Service

Notes: **Sch** - Norfolk school days only **1** - does not serve Norwich City College, Campus **3** - terminates at Norwich City Centre, Castle Meadow
NSch - Norfolk school holidays only **2** - serves Upper Tasburgh, The Countryman
 Times shown in italics are approximate times

Bus departures from this stop

1 Norwich - Long Stratton - Diss Simonds



The numbers circled indicate approximate timings in minutes from

Mondays to Fridays

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0902	1		1215	1		1420	1		1625	1	

Saturdays

Time	Service	Note	Time	Service	Note	Time	Service	Note
0910	1		1246	1		1416	1	

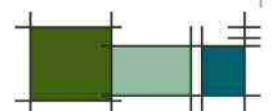
Sundays

No Service

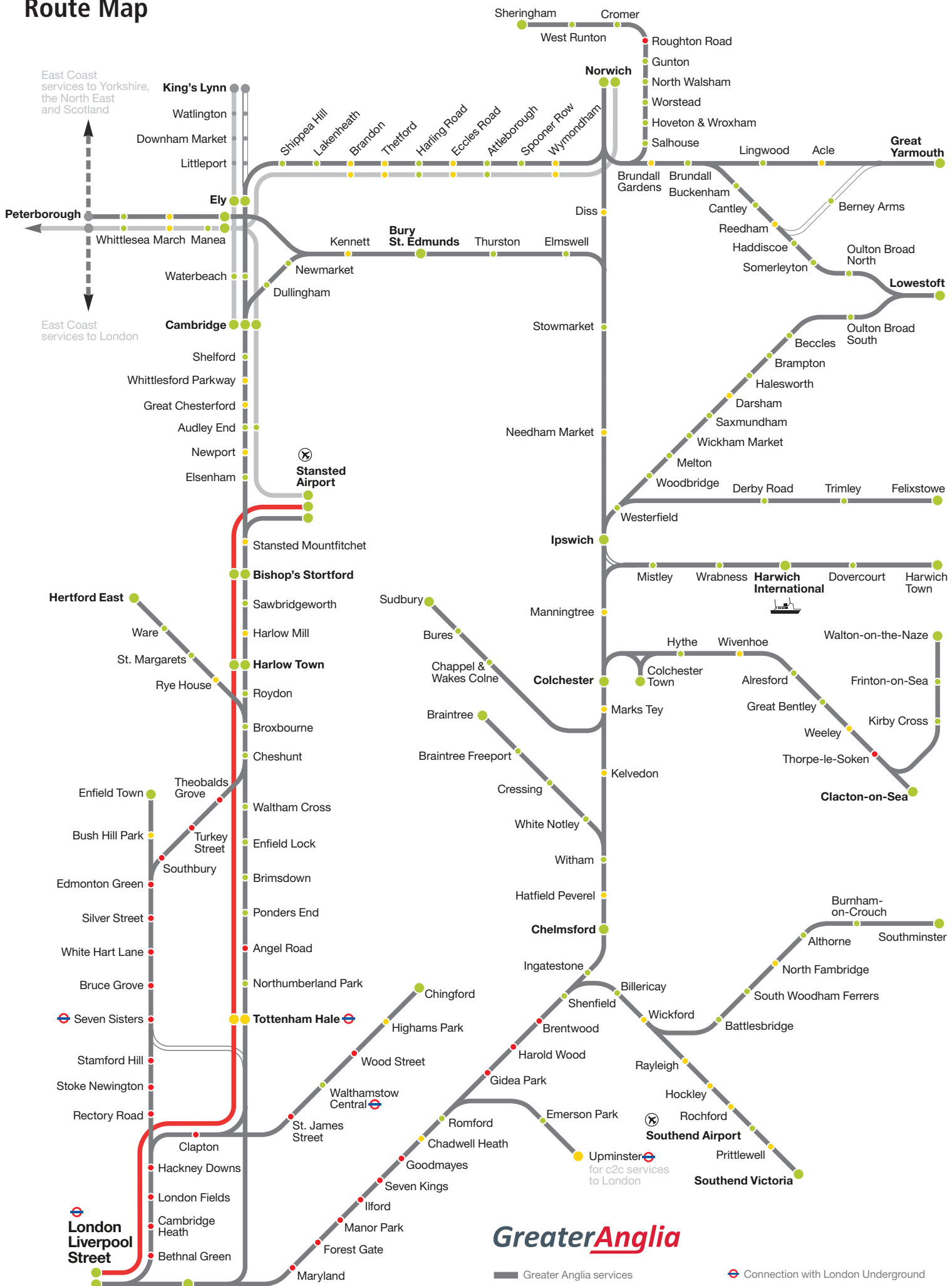
Times shown in italics are approximate times

Appendix 5

Rail Public Transport Information



Route Map



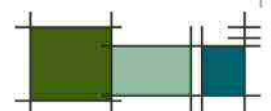
GreaterAnglia

- Greater Anglia services
- Greater Anglia limited services
- East Coast services
- Stansted Express service
- Other operators' services
- Connection with London Underground
- DLR Docklands Light Railway
- Full step-free access to platform
- Partial step-free access
- No step-free access



Appendix 6

TRICS Data



Calculation Reference: AUDIT-259601-181212-1238

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT

VEHICLES

Selected regions and areas:

02 SOUTH EAST
WS WEST SUSSEX 1 days

Secondary Filtering selection:

Parameter: Site area
Actual Range: 3.72 to 3.72 (units: hect)
Range Selected by User: 0.15 to 11.40 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 06/07/17

Selected survey days:

Thursday 1 days

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

Selected Locations:

Free Standing (PPS6 Out of Town) 1

Selected Location Sub Categories:

Out of Town 1

Secondary Filtering selection:

Use Class:

B1 1 days

Population within 1 mile:

1,000 or Less 1 days

Population within 5 miles:

50,001 to 75,000 1 days

Car ownership within 5 miles:

1.6 to 2.0 1 days

Travel Plan:

Yes 1 days

PTAL Rating:

No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1	WS-02-C-02	AVIATION COMPANY	WEST SUSSEX
	MAYDWELL AVENUE		
	NEAR HORSHAM		
	SLINFOLD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Site area:	3.72 hect	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 VEHICLES

Calculation factor: 1 hect

Estimated TRIP rate value per 1.13 HECT shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30	1	3.72	0.806	0.911	1	3.72	0.000	0.000	1	3.72	0.806	0.911
06:30 - 07:00	1	3.72	3.763	4.253	1	3.72	1.344	1.519	1	3.72	5.107	5.772
07:00 - 07:30	1	3.72	4.032	4.556	1	3.72	0.538	0.608	1	3.72	4.570	5.164
07:30 - 08:00	1	3.72	8.333	9.417	1	3.72	0.269	0.304	1	3.72	8.602	9.721
08:00 - 08:30	1	3.72	34.677	39.185	1	3.72	0.806	0.911	1	3.72	35.483	40.096
08:30 - 09:00	1	3.72	13.978	15.796	1	3.72	0.806	0.911	1	3.72	14.784	16.707
09:00 - 09:30	1	3.72	3.495	3.949	1	3.72	1.344	1.519	1	3.72	4.839	5.468
09:30 - 10:00	1	3.72	2.419	2.734	1	3.72	0.538	0.608	1	3.72	2.957	3.342
10:00 - 10:30	1	3.72	2.419	2.734	1	3.72	2.151	2.430	1	3.72	4.570	5.164
10:30 - 11:00	1	3.72	2.151	2.430	1	3.72	1.613	1.823	1	3.72	3.764	4.253
11:00 - 11:30	1	3.72	1.075	1.215	1	3.72	1.882	2.126	1	3.72	2.957	3.341
11:30 - 12:00	1	3.72	0.538	0.608	1	3.72	0.538	0.608	1	3.72	1.076	1.216
12:00 - 12:30	1	3.72	0.806	0.911	1	3.72	4.032	4.556	1	3.72	4.838	5.467
12:30 - 13:00	1	3.72	3.495	3.949	1	3.72	3.495	3.949	1	3.72	6.990	7.898
13:00 - 13:30	1	3.72	2.419	2.734	1	3.72	1.344	1.519	1	3.72	3.763	4.253
13:30 - 14:00	1	3.72	1.613	1.823	1	3.72	1.882	2.126	1	3.72	3.495	3.949
14:00 - 14:30	1	3.72	1.882	2.126	1	3.72	1.075	1.215	1	3.72	2.957	3.341
14:30 - 15:00	1	3.72	1.344	1.519	1	3.72	1.882	2.126	1	3.72	3.226	3.645
15:00 - 15:30	1	3.72	0.538	0.608	1	3.72	2.688	3.038	1	3.72	3.226	3.646
15:30 - 16:00	1	3.72	0.269	0.304	1	3.72	1.344	1.519	1	3.72	1.613	1.823
16:00 - 16:30	1	3.72	1.075	1.215	1	3.72	4.032	4.556	1	3.72	5.107	5.771
16:30 - 17:00	1	3.72	2.151	2.430	1	3.72	5.914	6.683	1	3.72	8.065	9.113
17:00 - 17:30	1	3.72	1.075	1.215	1	3.72	3.495	3.949	1	3.72	4.570	5.164
17:30 - 18:00	1	3.72	0.538	0.608	1	3.72	36.559	41.312	1	3.72	37.097	41.920
18:00 - 18:30	1	3.72	2.688	3.038	1	3.72	11.022	12.454	1	3.72	13.710	15.492
18:30 - 19:00	1	3.72	0.538	0.608	1	3.72	4.301	4.860	1	3.72	4.839	5.468
19:00 - 19:30	1	3.72	1.075	1.215	1	3.72	1.344	1.519	1	3.72	2.419	2.734
19:30 - 20:00	1	3.72	0.269	0.304	1	3.72	2.688	3.038	1	3.72	2.957	3.342
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			99.461	112.395			98.926	111.786			198.387	224.181

Parameter summary

Trip rate parameter range selected:	3.72 to 3.72 (units: hect)
Survey date range:	01/01/10 - 06/07/17
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-259601-181212-1202

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
VEHICLES

Selected regions and areas:

03 SOUTH WEST
DC DORSET 1 days

Secondary Filtering selection:

Parameter: Site area
Actual Range: 16.00 to 16.00 (units: hect)
Range Selected by User: 0.30 to 52.00 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 17/11/17

Selected survey days:

Monday 1 days

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

Selected Locations:

Free Standing (PPS6 Out of Town) 1

Selected Location Sub Categories:

Out of Town 1

Secondary Filtering selection:

Use Class:

B2 1 days

Population within 1 mile:

5,001 to 10,000 1 days

Population within 5 miles:

50,001 to 75,000 1 days

Car ownership within 5 miles:

1.1 to 1.5 1 days

Travel Plan:

No 1 days

PTAL Rating:

No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1	DC-02-D-20	INDUSTRIAL ESTATE	DORSET
	OLD BARN FARM ROAD		
	NEAR BOURNEMOUTH		
	THREE LEGGED CROSS		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Site area:	16.00 hect	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 VEHICLES

Calculation factor: 1 hect

Estimated TRIP rate value per 1.13 HECT shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate	No. Days	Ave. AREA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	1	16.00	1.688	1.907	1	16.00	2.000	2.260	1	16.00	3.688	4.167
07:30 - 08:00	1	16.00	7.938	8.969	1	16.00	1.125	1.271	1	16.00	9.063	10.240
08:00 - 08:30	1	16.00	6.875	7.769	1	16.00	2.063	2.331	1	16.00	8.937	10.100
08:30 - 09:00	1	16.00	7.688	8.687	1	16.00	1.813	2.048	1	16.00	9.500	10.735
09:00 - 09:30	1	16.00	2.875	3.249	1	16.00	2.188	2.472	1	16.00	5.063	5.721
09:30 - 10:00	1	16.00	2.000	2.260	1	16.00	1.750	1.977	1	16.00	3.750	4.237
10:00 - 10:30	1	16.00	1.438	1.624	1	16.00	1.625	1.836	1	16.00	3.063	3.460
10:30 - 11:00	1	16.00	2.563	2.896	1	16.00	1.563	1.766	1	16.00	4.124	4.662
11:00 - 11:30	1	16.00	2.438	2.754	1	16.00	2.500	2.825	1	16.00	4.938	5.579
11:30 - 12:00	1	16.00	2.438	2.754	1	16.00	2.000	2.260	1	16.00	4.438	5.014
12:00 - 12:30	1	16.00	0.750	0.847	1	16.00	1.250	1.412	1	16.00	2.000	2.259
12:30 - 13:00	1	16.00	1.750	1.977	1	16.00	1.313	1.483	1	16.00	3.062	3.460
13:00 - 13:30	1	16.00	2.625	2.966	1	16.00	2.563	2.896	1	16.00	5.187	5.862
13:30 - 14:00	1	16.00	2.625	2.966	1	16.00	2.563	2.896	1	16.00	5.187	5.862
14:00 - 14:30	1	16.00	2.250	2.542	1	16.00	2.875	3.249	1	16.00	5.125	5.791
14:30 - 15:00	1	16.00	1.125	1.271	1	16.00	2.813	3.178	1	16.00	3.937	4.449
15:00 - 15:30	1	16.00	1.188	1.342	1	16.00	2.313	2.613	1	16.00	3.500	3.955
15:30 - 16:00	1	16.00	2.063	2.331	1	16.00	3.438	3.884	1	16.00	5.500	6.215
16:00 - 16:30	1	16.00	2.375	2.684	1	16.00	3.688	4.167	1	16.00	6.063	6.851
16:30 - 17:00	1	16.00	8.938	10.099	1	16.00	2.125	2.401	1	16.00	11.063	12.500
17:00 - 17:30	1	16.00	1.000	1.130	1	16.00	11.500	12.995	1	16.00	12.500	14.125
17:30 - 18:00	1	16.00	1.063	1.201	1	16.00	6.938	7.839	1	16.00	8.000	9.040
18:00 - 18:30	1	16.00	0.313	0.353	1	16.00	3.750	4.237	1	16.00	4.062	4.590
18:30 - 19:00	1	16.00	0.750	0.847	1	16.00	1.375	1.554	1	16.00	2.125	2.401
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			66.752	75.425			67.123	75.850			133.875	151.275

Parameter summary

Trip rate parameter range selected:	16.00 to 16.00 (units: hect)
Survey date date range:	01/01/10 - 17/11/17
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-259601-181212-1237

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 8 to 38 (units:)
 Range Selected by User: 7 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 17/11/17

Selected survey days:

Friday 2 days

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 2

Selected Location Sub Categories:

Village 2

Secondary Filtering selection:

Use Class:

C3 2 days

Population within 1 mile:

1,000 or Less 1 days
 1,001 to 5,000 1 days

Population within 5 miles:

25,001 to 50,000 1 days
 125,001 to 250,000 1 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 | KC-03-A-05 | DETACHED & SEMI-DETACHED | KENT |
| | ROCHESTER ROAD | | |
| | NEAR CHATHAM | | |
| | BURHAM | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total Number of dwellings: | 8 | |
| | Survey date: FRIDAY | 22/09/17 | Survey Type: MANUAL |
| 2 | SF-03-A-06 | DETACHED & SEMI-DETACHED | SUFFOLK |
| | BURY ROAD | | |
| | KENTFORD | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total Number of dwellings: | 38 | |
| | Survey date: FRIDAY | 22/09/17 | Survey Type: MANUAL |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 30 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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												
07:00 - 08:00	2	23	0.065	1.957	2	23	0.304	9.130	2	23	0.369	11.087
08:00 - 09:00	2	23	0.043	1.304	2	23	0.196	5.870	2	23	0.239	7.174
09:00 - 10:00	2	23	0.065	1.957	2	23	0.065	1.957	2	23	0.130	3.914
10:00 - 11:00	2	23	0.130	3.913	2	23	0.152	4.565	2	23	0.282	8.478
11:00 - 12:00	2	23	0.087	2.609	2	23	0.109	3.261	2	23	0.196	5.870
12:00 - 13:00	2	23	0.087	2.609	2	23	0.130	3.913	2	23	0.217	6.522
13:00 - 14:00	2	23	0.022	0.652	2	23	0.022	0.652	2	23	0.044	1.304
14:00 - 15:00	2	23	0.043	1.304	2	23	0.065	1.957	2	23	0.108	3.261
15:00 - 16:00	2	23	0.109	3.261	2	23	0.043	1.304	2	23	0.152	4.565
16:00 - 17:00	2	23	0.065	1.957	2	23	0.109	3.261	2	23	0.174	5.218
17:00 - 18:00	2	23	0.239	7.174	2	23	0.065	1.957	2	23	0.304	9.131
18:00 - 19:00	2	23	0.217	6.522	2	23	0.065	1.957	2	23	0.282	8.479
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.172	35.219			1.325	39.784			2.497	75.003

Parameter summary

Trip rate parameter range selected:	8 - 38 (units:)
Survey date date range:	01/01/10 - 17/11/17
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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