

Our Ref: 61133/RL

Your Ref:

15 March 2021

Executors of JM Crane Will Trust & Trustees of the JM Crane Children's 2001 Settlement.

c/o Mr James Morgan
Morgan Trusts & Tax Planning Limited
Westgate House, 42 Chapel Street
King's Lynn
Norfolk
PE30 1EF

Dear Sirs

Re: Land to the east of Aylsham Rd, Buxton

I refer to your instructions to complete an overview of access and transportation matters in respect of the above site. It is understood the site is a draft allocation (GNLP0297) in the Greater Norwich Local Plan for approximately 40 dwellings (see enclosed Site Location Plan). Under the current Local Plan hierarchy, Buxton with Lamas and Brampton is a Village Cluster settlement; therefore, a development quantum of that being considered is likely to be appropriate on transport grounds. It has been advised that the initial site area is approximately 1.68ha on greenfield agricultural land.

It is acknowledged that the total number of units the site(s) can accommodate will be determined at the planning application stage and be based on factors other than transport. Our assessment for an access and the transportation elements has been made on the basis of a maximum of 50 dwellings:

This assessment considers current policy with regards to development and accessibility issues, which are addressed in the following matters:

1. Access and the current situation.
2. Location and accessibility to services.
3. Transportation links including pedestrian, cycle and public transport modes.
4. Any suggested highway/transportation improvements.
5. Conclusions including a summary table.

The site(s) are located east of Aylsham Road in Buxton with a grid reference of 622985, 322897 and an approximate postcode of NR10 5EG. To the north and south are an agricultural field and a few residential dwellings, respectively. To the east is the Bure Valley Railway Line.

Cont'd.../



Buxton with Lamas is a parish of Broadland and between the town of Aylsham and village of Coltishall. It has a population of approximately 1,685 (taken from the 2011 Census data for the Parish). The village is situated to the east of the A140 which stretches from Norwich to Cromer. Buxton is approximately 5.2km southeast of Aylsham and 13.5km north of Norwich.

Aylsham Road is approximately 5.0 - 5.5m wide with footways on both sides of the road for most of its length, with the local exception near to the site. It also has a drainage ditch along the northern side of the road. It is noted that the Client would have access to land north of the site boundary should land be required for access / visibility purposes.

Our advice is based on Ordnance Survey mapping where topographical survey information and third-party vehicle flow / speed data is not available, as it is not possible to obtain new information due to time constraints and the current pandemic UK Lockdown. Therefore, use of publicly available information on nearby planning applications has been used. Any formal access design and advice will be subject to future traffic survey work and additional topographical surveying of the site(s) and adjacent Aylsham Road.

Access and the current situation

The Site currently has an existing gated field access off Aylsham Road in the southwest corner of the site boundary, approximately 60m north of Cubitt's Meadow. Immediately south of this existing field access is the extent of the village 30mph speed limit. North of the field access the speed limit is 50mph for a large extent of Aylsham Road.

Access for the Proposed Site – See Drawing 61133/PP/SK01

The access parameters for the development have been considered for a development maximum of 50 No. dwellings. The type of access required to serve the development is dictated by the Norfolk Residential Design Guide (NRDG) and the current Interim Technical Design Guidance (October 2019), which currently recommends dimensions of a 4.8m wide carriageway with 1.5m wide footways on both sides with access continuing to be taken from the Aylsham Road. Where development does not front on to the proposed site road on one side a single footway of 1.8m width can be provided as an alternative to two 1.5m footways.

The design speed for the internal roads will be 20mph and designed according to the NRDG. The maximum gradient of the access road should be no more than 8%. This is considered to be achievable based on our initial reviews of the site and its topography.

The proposed junction format would be in the form of a simple priority junction with a minimum of 6m radii with Aylsham Road. An initial review of the available visibility from the current vehicular access position indicates that 90m (suitable for a 30mph road) of visibility to the south at a 2.4m setback, as a minimum, is likely to be achievable and should be unaffected by the horizontal deflection in the road as the existing access is on the outside of a slight bend. To the north, as this is a 50mph speed limit this will require a 160m visibility splay from a 2.4m setback. This appear to be achievable with some minor hedge clearance / maintenance along the eastern side of Aylsham Road. This access point would form the only point of access for all modes of travel.

Any impacts on local hedgerows / trees will need to be appropriately assessed by an arboriculture consultant. It is also recommended that the highway boundary plans along Aylsham Road are obtained to determine the extent of any highway works able to be achieved. From an initial review of the Land Registry website, the extent of highway land will be available for necessary infrastructure work along this road.

The current position of the 30/50mph speed limit terminal plates will ideally need to be relocated further north on Aylsham Road by circa 25m. This will require a Traffic Regulation Order to be implemented (and funded by the Developer) to move the speed limit which cannot be guaranteed. However, this would not affect the viability of the scheme as the visibility splays are appropriately designed in either eventuality.

It is recommended that the village name plate be relocated to the north side of Aylsham Road and a possible entry treatment applied to the new location to emphasise to motorists the change in speed limit.

Location and accessibility to Services

To assess the ability for potential residents to access services, research has been undertaken to locate the local services and amenities, which are tabulated in **Table 1**.

Table 1 – Nearest Local Amenities/Services

Facility	Location	Km
School - Primary	Aylsham Road, Buxton	0.60
School – Secondary	Aylsham	5.70
Doctors Surgery	Coltishall	6.50
Post Office	Crown Road, Buxton	0.40
Small Food Retail	Crown Road, Buxton	0.40
Large Food Retail	Londis - Coltishall	6.50
Public House	Crown Road, Buxton	0.40
Dentist	Aylsham	6.00
Cash Point	Crown Road, Buxton	0.40
Place of Worship	Mill St, Buxton	0.56
Bus Stops	Aylsham Road	0.30
Local Employment	Aylsham Town Centre	6.00
Local Employment	Norwich City	14.50
Train Station	Worstead	9.40

Accessibility to local services is important in respect to transport planning. The conclusions that can be drawn from the table are that most of the amenities and services are available in the local area. A key aim of the National Planning Policy Framework (NPPF) is to promote sustainable travel choices and accessibility to shops, jobs and other facilities whilst reducing the need to travel, especially by car. Walking is identified as the most important form of transport at local level and the walking offers the greatest potential to replace the car for journeys of less than 2.0km. Cycling has the potential to replace many car trips of less than 5.0km, which may also form part of longer journeys supported by public transport.

Table 1 provides an indication of the distances that need to be travelled to the facilities and as a consequence, the following **Table 2** indicates the acceptability of the site in terms of distance, frequency of use and acceptability of need to travel.

Table 2 - Acceptability of Travel/Use Table

Amenity	Location	Km	Likely Frequency of Use						
			Daily		Weekly		Greater than Weekly		
			<5.0 Km	>5.0 Km	<5.0 Km	>5.0 Km	<5.0 Km	>5.0 Km	
School - Primary	Aylsham Road, Buxton	0.60	✓						
School - Secondary	Aylsham	5.70		✓					
Doctors Surgery	Coltishall	6.50							✓
Post Office	Crown Road, Buxton	0.40			✓				
Small Food Retail	Crown Road, Buxton	0.40	✓						
Large Food Retail	Londis - Coltishall	6.50				✓			
Public House	Crown Road, Buxton	0.40			✓				
Dentist	Aylsham	6.00							✓
Cash Point	Crown Road, Buxton	0.40			✓				
Place of Worship	Mill St, Buxton	0.56			✓				
Bus Stops	Aylsham Road	0.30	✓						
Local Employment	Aylsham Town Centre	6.00		✓					
Local Employment	Norwich City	14.50		✓					
Train Station	Worstead	9.40		✓					

The conclusions of the acceptability table for distance and frequency travelled indicates that most daily activities are within 2.0km of the development. For those employed or travelling to Norwich or North Walsham, access to the city or town can be achieved by bus.

Transportation Links for Pedestrian, Cycle and Public Transport

As stated previously local, regional and national guidance for transportation and residential dwellings advises that proposed development should be readily accessed by all sustainable modes of transport, for all users. Considering the different modes an assessment can be made in respect of the suitability of existing infrastructure.

Pedestrians

There are no public rights of way on or adjacent to the site that the development proposals would affect.

The routes for pedestrians are well served to the village centre with a footway along both sides of Aylsham Road of varying width but typically 1.5 metres. There is adequate footway provision in Aylsham to facilitate walking in the village. A full assessment will be undertaken in the supporting Transport Assessment(s).

An assessment of the safe route to schools would be undertaken at the planning application stage but the initial assessment shows that for the local primary school age children, a safe route to school can be achievable, with the exception of between the proposed site access and Sewell Road, which can be mitigated as shown on **Drawing 61133/PP/SK01**. This includes providing a 1.8m wide footway link between the proposed site access and an existing footway near Sewell Road. This will need to facilitate several dropped kerb areas for private drive accesses.

Cyclists

The bicycle has become a much more widely used mode of transport in recent years, as promoting the healthier lifestyle and the current economic circumstances that affects the population. From assessing the locations of the facilities locally, a few of them are well within the 5.0km cycling distance parameters.

There is currently no Sustrans route that passes through Buxton but there is a cycle path that starts at the nearby Buxton Train Station that serves the leisure route Bure Valley Railway. This off-road route connects Aylsham and Coltishall.

The majority of the roads in Buxton are within a 30mph speed limit and, thus, provide an appropriate network for cycle use in the village, to access local amenities.

The local bus service provides a connection between the site, North Walsham and Norwich that enable those that can't cycle the distances to use this service to access amenities and secondary education in these areas.

Public Transport

To establish criteria for public transport provision, guidance was sought from NCC on the necessary bus service frequency. A benchmark guide to bus services can be found in the Norfolk Bus Strategy 2003/4 to 2008/9.

Whilst this document is several years old it has not been updated, but does give detailed criteria for 'Target level of service in rural areas (all offering a return journey)'. The table indicates that for an out of city location the minimum target service level should provide the following:

- Shopping service, five days a week;
- journey to work service;
- a Saturday service and;
- an evening service.

To assess the available services to the proposed development a review of the service provision has been undertaken and scheduled in the table below. The bus route is in approximately 0.3km of the site and therefore considered to be a reasonable walking distance for most able-bodied people.

Table 3 - Local Regular Bus Services

Operator	Service	Frequency
Sanders Coaches	210 - North Walsham - Norwich	<p>Monday - Friday 07.00, 07.43, 09.43, 12.28, 16.53</p> <p>Saturday 07.43, 09.43, 12.28, 16.53</p> <p>Sunday No Service</p>

Note: Correct as of March 2021 - Times shown towards Norwich only

The commute time for the service 210 is approximately 35 minutes to Norwich City Centre. It is noted that there are additional Community Transport options

available at each bus stop for those less able to utilise public transport as well as 'Door to Door' services.

The above shows that the services required as a minimum in the NCC Bus Strategy can be met for the following:

- Shopping service - five days a week;
- A journey to work service – Monday to Friday to and from Norwich;
- A Saturday service to Norwich and return;
- An evening service.

The frequency of service therefore for the public transport provision meets the majority of the necessary targets set out in the NCC Bus Strategy, with the exception of an evening service. Should there be other emerging planning policy requirements for bus provision then this can be assessed at a later date, when those policies are available.

Highway/Transportation Improvements

A comprehensive study would be needed for the site in the form of a Transport Assessment prior to the submission of any future planning application. The Transport Assessment would review the site access format and visibility requirement in detail through an up-to-date speed and traffic survey. The principle of a priority control access to serve a future residential development in this location is considered to be acceptable and in accordance with national and local design criteria based on the available data for Aylsham Road and quantum of development being considered with minimal alteration to the existing highway network.

With regard to pedestrian links, footways are available to most of the amenities in Buxton including the primary schools and public transport boarding locations. There will be a requirement to provide a footway link on the north east side of Aylsham Road to connect to an existing footway near Sewell Road.

An assessment of local junction capacity or injury accidents in Buxton has not been undertaken, however, the formal Transport Assessment would review all proposed junction improvements formally to present the capacity levels based on the decided number of dwellings being promoted on the site and identify any local accident problems.

Conclusions

To collate the issues and highlight the matters that are relevant to transportation for a proposed development on land east of Aylsham Road, Buxton, **Table 4** shows the summary of opportunities / constraints that the scheme includes.

Table 4 - Summary Table

Matters	Comment	Satisfactory	Requires further investigation / improvements	Not Satisfactory
Principle of Site Access	A Type 3 access road (based on the current NCC Interim Guidance) will be required and an initial investigation based on Ordnance Survey data indicates that a 2.4m x 90m & 160m visibility splay is likely to be achievable on Aylsham Rd should the form and location of access remain as per proposed i.e., priority control, although this should be confirmed on topographical survey and through traffic surveys. The current 30mph speed limit terminal located near to the site access is recommended to be relocated further north of the proposed site access which will require a Traffic Regulation Order.			
Accessibility to Services	A proportion of daily and weekly services can be accessed by pedestrian, cyclists or public transport routes and within 2.0km.			
Pedestrian Links	Good site routes to primary education and most local amenities. A short section of new 1.8m wide footway required between the site access and Sewell Road.			
Cycle Facilities	No additional infrastructure deemed necessary.			
Public Transport	The current public transport provision meets the NCC targets and offers very good regular services to/from Norwich / North Walsham.			

It is therefore concluded that in terms of vehicular access, accessibility to services, other modes of transport and the public transport provision, the development site location is likely to meet all necessary transport policy criteria with appropriate mitigation.

I trust the foregoing is satisfactory but if we can be of any further assistance, please do not hesitate to contact us.
Yours sincerely



Raymond Long BSc (Hons) IEng MCIHT MICE
Associate
on behalf of Richard Jackson Limited

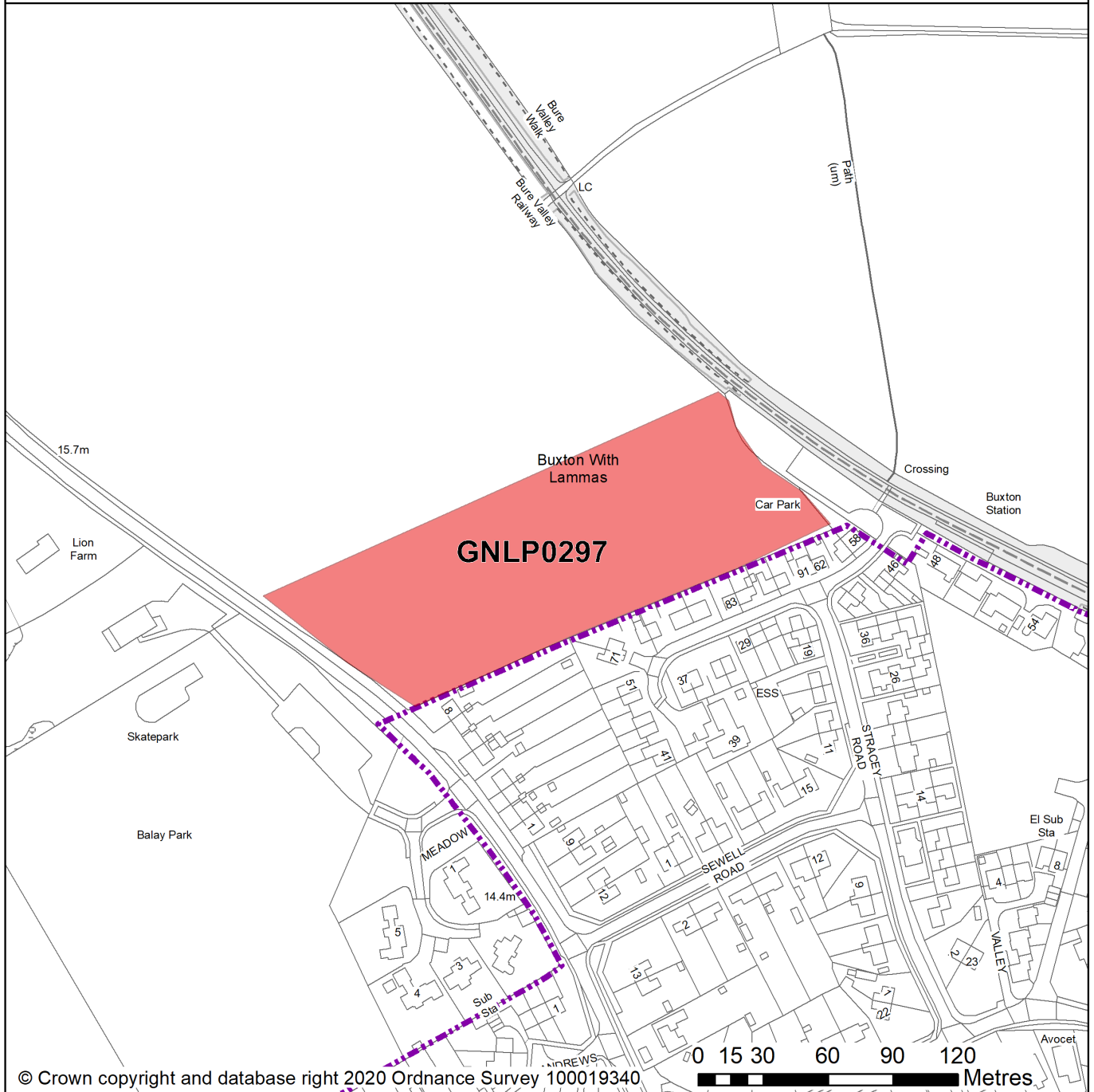
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GNLP Site Location Plan
Drawing 61133/PP/SK01(A) – Indicative Access Strategy

CC. Ms Lydia Voyias - Savills

BUXTON WITH LAMAS

GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNL0297
 LOCATION: Land east of Aylsham Road
 ALLOCATION: Residential development (40 dwellings)
 SITE AREA: 1.68 ha



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0 15 30 60 90 120 Metres

Scale at A4:
1:2,500

- Housing Allocation
- Parish Boundary
- Settlement Boundary

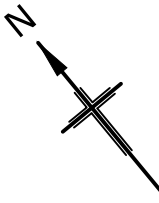
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*new and extant permission at 1st April 2020

Date: 04/11/2020

DO NOT SCALE



VEGETATION CLEARANCE REQUIRED FOR ACCESS AND VISIBILITY SPLAYS

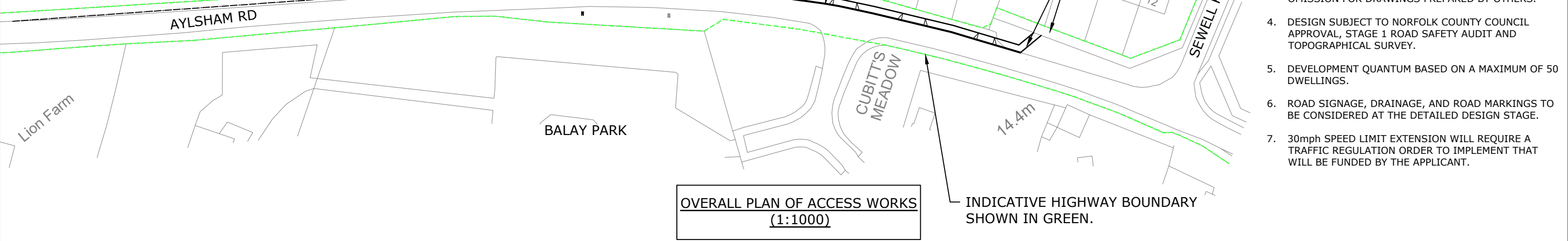
EXTENT 2.4x160m VISIBILITY SPLAY FOR 50mph SPEED LIMIT

EXTENT OF 2.4x90m VISIBILITY SPLAY FOR 30mph SPEED LIMIT

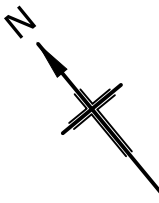
NEW FOOTWAY TO CONNECT TO EXISTING FOOTWAY.

NOTES:

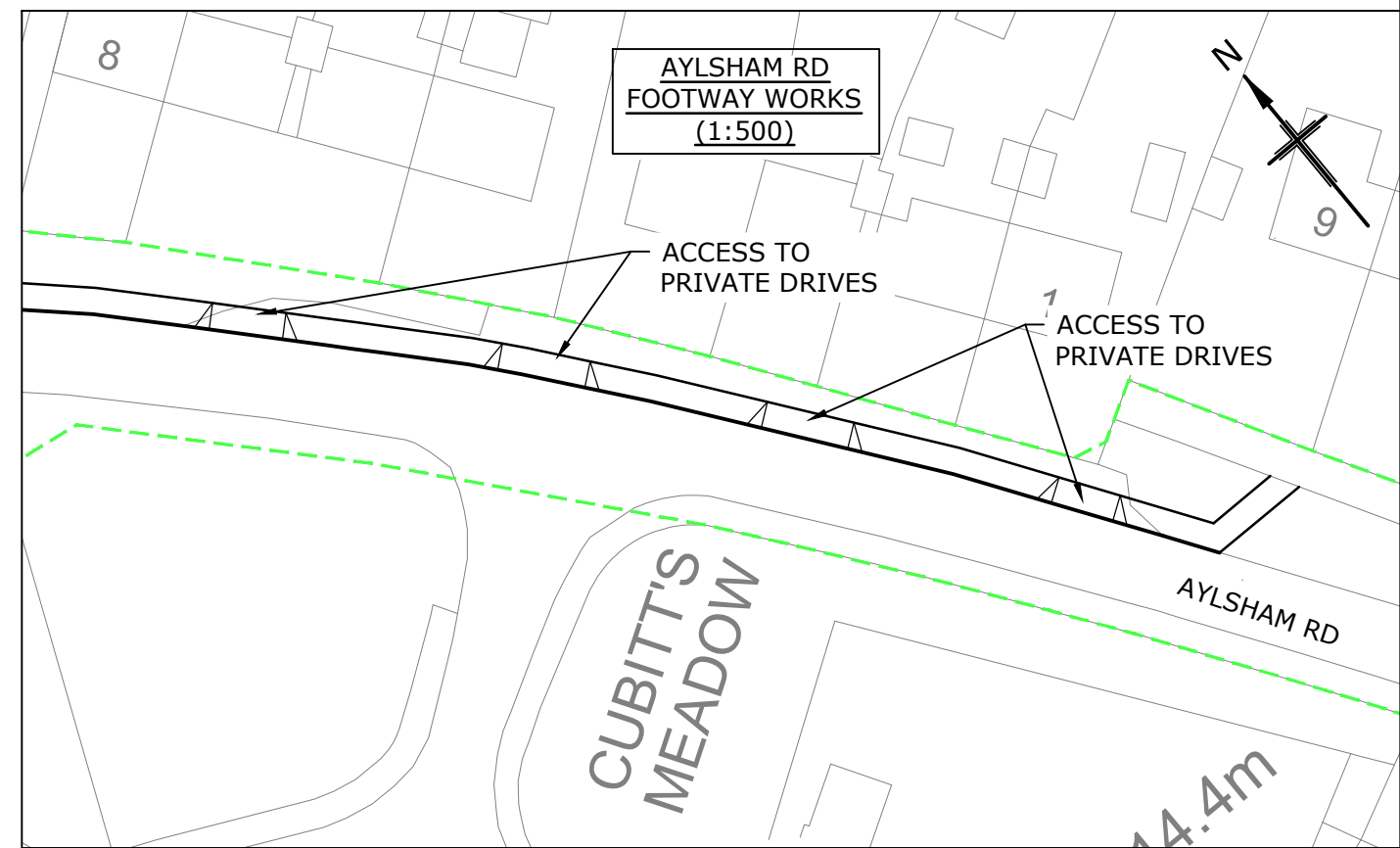
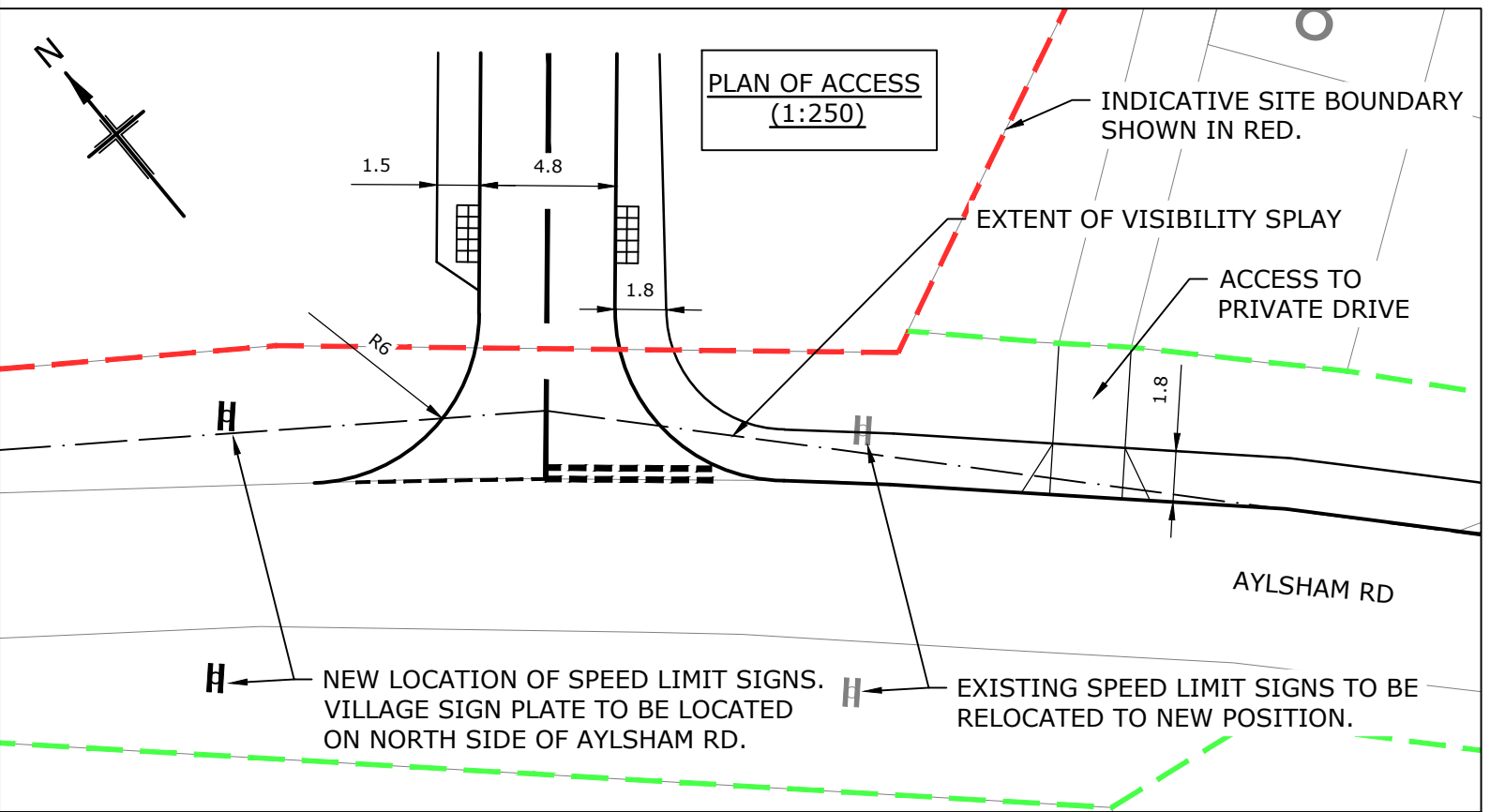
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. SITE BOUNDARY, THIRD PARTY LAND OWNERSHIP, AND HIGHWAY BOUNDARY INFORMATION TO BE CONFIRMED.
3. RJ LTD ACCEPT NO RESPONSIBILITY FOR ERROR OR OMISSION FOR DRAWINGS PREPARED BY OTHERS.
4. DESIGN SUBJECT TO NORFOLK COUNTY COUNCIL APPROVAL, STAGE 1 ROAD SAFETY AUDIT AND TOPOGRAPHICAL SURVEY.
5. DEVELOPMENT QUANTUM BASED ON A MAXIMUM OF 50 DWELLINGS.
6. ROAD SIGNAGE, DRAINAGE, AND ROAD MARKINGS TO BE CONSIDERED AT THE DETAILED DESIGN STAGE.
7. 30mph SPEED LIMIT EXTENSION WILL REQUIRE A TRAFFIC REGULATION ORDER TO IMPLEMENT THAT WILL BE FUNDED BY THE APPLICANT.



OVERALL PLAN OF ACCESS WORKS (1:1000)



PLAN OF ACCESS (1:250)



AYLSHAM RD FOOTWAY WORKS (1:500)

REPRODUCED FROM ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT RICHARD JACKSON LTD - ACC No. 100002572.

REV	DATE	DESCRIPTION	DRAWN	CHKD
A	12.03.21	AMENDED FOOTWAY & BOUNDARIES	RNL	RNL

Project Title	LAND EAST OF AYLSHAM RD, BUXTON (GNLP0297)		
Drawing Title	PRELIM ACCESS DESIGN		

Client Title	EXECUTORS OF JM CRANE WILL TRUST & TRUSTEES OF JM CRANE CHILDRENS 2001 SETTLEMENT		
Scale	AS SHOWN	Drawn	RNL
Date	11.03.21	Checked	DDP
Job Manager	RNL	Approved	RNL

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.

Richard Jackson Engineering Consultants

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Drawing Status	<input checked="" type="checkbox"/> INFORMATION <input type="checkbox"/> APPROVAL <input type="checkbox"/> COSTING <input type="checkbox"/> TENDER <input type="checkbox"/> CONSTRUCTION <input type="checkbox"/> AS CONSTRUCTED		