

## Transport Note

### Proposed Residential Development

### Land at Norwich Road

### Morley St Peter

### Norfolk

## 1.0 Introduction

This Transport Note has been prepared by Rossi Long Consulting Ltd, on behalf of Collins & Clark Developments (Morley) Ltd, to support proposals for residential development on land to the north of Norwich Road, Morley St Peter, Norfolk.

Typically a Transport report (either a Transport Statement or Transport Assessment) is not required for developments of less than 50No. dwellings. However, it is considered beneficial to provide this note to summarise the transport/highways elements of the proposed development.

The site is referenced as SN4042 in the South Norfolk Village Clusters Housing Allocations Document. The site assessment form identifies the site as 3.3 hectares (Ha) of Grade 3 agricultural 'greenfield' land. A location plan is shown below:



The proposed site plan and schedule of accommodation are shown on the supporting drawings supplied by Architects, Feilden & Mawson.

The site is located to the north of Norwich Road and west of Golf Links Road, situated to the north-west of Besthorpe village. Morley Village and Sports Hall is located to the north with Hill Road housing to the west.

The proposed development site has recently been utilised for agricultural purposes. The Ordnance Survey grid reference at the centre of the site is TM 074 976.

The village of Morley St Peter and surrounding area is located within the jurisdiction of 'South Norfolk Council' as Local Planning Authority, and 'Norfolk County Council' as Local Highway Authority.

The proposed development is to comprise a total of 49No. residential dwellings with associated access/parking and open space. A total of 33No. of the dwellings would be allocated for the 'private' market, with the remaining 16No. reserved for the 'affordable' market. on an area of land totalling 0.67Ha in size.

Car parking spaces (including visitor parking spaces) will be allocated appropriately across the site according to dwelling size, and in accordance with Norfolk County Council's residential parking guide.

## 2.0 Accessibility

The proposals represent a relatively modest additional number of dwellings on the north-eastern fringe of the village of Besthorpe, and a short distance to the south of Morley St Peter.

As shown on Feilden & Mawson's supporting proposed layout drawing, vehicular access to the site would be taken from Norwich Road to the south of the site.

The properties will be accessed via a Priority T-junction with appropriate turning head facilities provided within the site. Visibility splays of at least 2.4m x 90m will be provided from the site entrance, which accord with the requirements of the DMRB (Design Manual for Roads and Bridges) for the 30mph speed limit on Norwich Road at this point.

'Type 3' access roads (5.5m width) and shared driveways will be provided within the site, as will appropriate footways on either side of the access roads (1.8m width).

Footway facilities will be provided from within the site to the access junction, and a 2.0m improved footway will be provided along Norwich Road to connect with existing facilities to the west. A new 2.0m footway will also be provided along the site frontage on Golf Links Road northwards from the junction with Norwich Road. These facilities will provide a safe, convenient connection for new residents.

Additionally, a footway link will be provided from within the site to connect with Morley Village and Sports Hall located on the site's northern boundary.

A summary of proposed access arrangements is shown on the supporting Feilden & Mawson drawings. As can be seen from these drawings, private accesses from both Norwich Road and Golf Links Road along frontage development are promoted (as requested by Norfolk County Council Highways), by way of serving to assist with speed attenuation in the area.

The site benefits from being located adjacent to an area of existing residential dwellings close to local services and facilities within walking and cycling distance.

Wymondham College is located a short distance to the north of the site (off Golf Links Road), which will soon also benefit from the provision of a Primary School.

Timber sheds will be provided where possible to enable cycle storage and to encourage residents to cycle rather than take the car.

Additionally, bus stop services are available on Norwich Road adjacent to the site (i.e. within 400m walking distance from anywhere within the site) providing a regular, fast connection to and from places such as Attleborough to the south and Wymondham and Norwich to the north.

The conclusion of the above is that the site is located adjacent to an existing residential area which will enable trips to be made by more sustainable modes of travel (e.g. walking, cycling and public transport).

### 3.0 Highway Safety

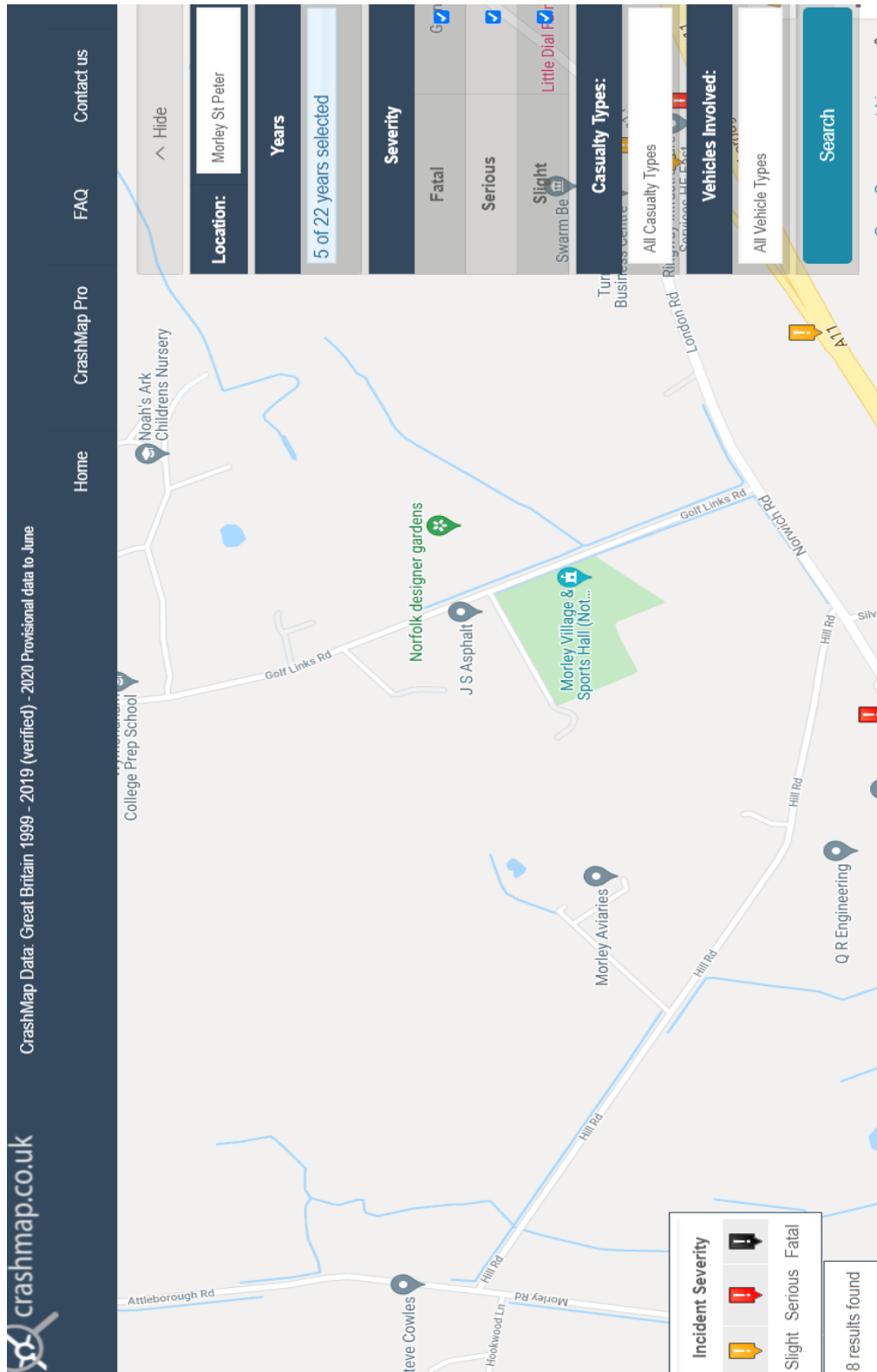
When assessing access proposals, it is important to review and identify any significant highway safety issues and provide an analysis of the recent accident history of the study area.

The Government has released accident data for England and Wales (including Morley St Peter) under the OGL open data licence. Based on this data, the 'Crashmap' website enables accidents to be shown on a map.

'Crashmap' uses data collected by the police about road traffic accidents occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The site uses data obtained directly from official sources but compiled into an easy-to-use format showing each incident on a map.

A check has been made of the accident records in the vicinity of the proposed site on Norwich Road.

No accidents were recorded to have occurred along the site frontage on Norwich Road or Golf Links Road, or indeed at the Norwich Road/Golf Links Road junction. A single 'serious' accident was recorded further to the west towards Besthorpe village. A plan confirming this summary is provided below:



The low number of accidents recorded on both Norwich Road and Golf Links Road in the vicinity of the site indicates that there are no inherent significant safety concerns to take into account in the local area.

It is therefore considered that there is no reason why the development proposals should significantly impact upon highway safety in this area.

## 4.0 Development Traffic

By way of a guide, it is generally accepted by transport planning consultants and Highway Authorities alike that, as a 'worse-case' scenario typically in this type of location, each residential dwelling could generate in the region of 0.6 two-way vehicular movements per dwelling in each of the generic peak hours (ref: TRICS 7.8.2).

This roughly equates to 0.4 departures and 0.2 arrivals in the AM peak, reversed in the PM peak.

Based on proposals for 49No. residential dwellings this would equate to a maximum of up to 20 departures and 10 arrivals in the AM peak hour, reversed in the PM peak.

It should be noted that these trip rates are based on 'private' dwellings, whereas the proposals would have a 33% 'affordable' element for which trip rates are typically slightly lower.

This quantum of development trips (i.e. a maximum of approximately 1 trip every 2 minutes) is considered small for the location of the proposed development and, therefore, should not cause any capacity issues.

## 5.0 Summary

This Transport Note has been prepared by Rossi Long Consulting Ltd in support of proposals for a modest residential development on land to the north of Norwich Road, Morley St Peter, Norfolk.

In summary, the information within this Note shows that there are no safety or capacity reasons why the site should not be permitted for the development proposed.

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