TRANSPORT ASSESSMENT ADDENDUM – REVISION A

Land East of Holt Road, Horsford

David Wilson Homes (Eastern)

February 2016

Project no: 47172
Document Review Sheet: -

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<td>A</td>
<td>09/02/17</td>
<td>Updated layout and roundabout to NCC comments</td>
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1. INTRODUCTION

1.1. Richard Jackson Ltd have been commissioned by David Wilson Homes (Eastern) to prepare a Transport Assessment Addendum (TAA) in support of an application for full planning permission for a development of 259 dwellings on land east of Holt Road, Horsford, Norfolk. The site has a grid reference of 618900, 317350 and an approximate postcode of NR10 3ED. The site location is shown on Figure 1.

1.2. The site is bound by residential properties to the southwest, Green Lane to the north, agricultural fields to the east and the development of ‘Butterfly Mill’ to the south.

1.3. The site lies within the Broadland District Council area and Broadland District Council (BDC) are the local planning authority for the development which is being considered under application number 20161770. The local highway authority is Norfolk County Council (NCC).

1.4. This TAA reviews changes to the developments access since the submission of the planning application following discussions with NCC. As part of these discussions the proposed junction improvement at Holt Road/Green Lane has been changed from a priority arrangement to a compact roundabout for which NCC’s agreement in principle is included in Appendix A. The development layout has also been updated following comments received from NCC, however the proposals still include 259 new dwellings. A 20mph zone within the development has also been requested and the extents of this are considered. Updated tracking drawings, including the foot, cycle, bus and emergency access though to Butterfly Mill, are provided for these revised proposals in this addendum.

1.5. This TAA will cover the following areas:

- A Technical Update is presented in Chapter 2.
- The conclusions derived are set out in Chapter 3.

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2. **TECHNICAL UPDATE**

**Introduction**

2.1. The proposed development will comprise of 259 dwellings on the site as illustrated on the Site Layout included in Appendix B which has been updated by the architect following comments received from NCC. The associated improvements to the Holt Road/Green Lane have also been revised in consultation with NCC as detailed below.

**Holt Road/Green Lane Junction Format**

2.2. Following discussions with NCC (summarised in Appendix A) further consideration has been given to the junction format at Holt Road/Green Lane where a compact roundabout is understood to be preferred to a priority junction. The format of the compact roundabout junction is shown on Drawing 47172-PP-004 which be a three arm junction with Haveringland Road immediately to the north remaining on priority control. The design would result in the loss of the existing property at 360 Holt Road which is within the developers control. The roundabout will reduce speeds on the B1149 approach to Horsford. The junction has been tested to ensure that an HGV may negotiate northbound and southbound manoeuvres. Drawings showing tracking are provided in this addendum on Drawing 47172-PP-016.

2.3. As requested by NCC the drawing includes the highway boundary. As a result the alignment of Haveringland Road has been amended from that included in an earlier consultation version considered by NCC. The northern arm of the junction has also been revised following technical and safety comments from NCC. The junction would be subject to detailed design and safety audit in due course and be subject to a S278 agreement.

2.4. It is possible that the roundabout would be constructed by NCC via a S106 contribution.

2.5. The NCC confirmed to BDC on 31 January 2017 that the “Development Team agreed to have no objection to the off-site works”.

**Road Signage**

2.6. To support the introduction of the compact roundabout the existing 40mph speed limit change is proposed will be relocated some 150-200m to the north at a point agreeable with NCC.

2.7. The speed limit on Green Lane would be reduced to 30mph as far as the site access point with the eastern extent shown on Drawing 47172-PP-005. Within the development a 20mph zone will be provided with the limit commencing on the first straight section of road adjacent to plot 4 as shown on Drawing 47172-PP-005.

2.8. The speed limit changes will be the subject of Traffic Regulation Order(s) which will be promoted as part of the planning application.
2.9. If the TRO(s) are accepted in due course, there is the opportunity to include entry gateway ‘mantle’ style speed restriction signing to Horsford to improve driver awareness of the new junction and the change to a more urban environment.

**Traffic Modelling**

2.10. The compact roundabout has been checked for vehicular capacity in isolation with standard modelling software Junctions 9 based on traffic flows for 2021 with development included with the Transport Assessment (Appendix E, Traffic Flow Diagrams 11 and 12). The model output is included at Appendix C and summarised in Table 2.1.

**Table 2.1 – B1149/Green Lane Road Compact Roundabout Junction Assessment – 2021 with Development**

<table>
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<th>Arm/Movement</th>
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<tr>
<td></td>
<td>Queue</td>
<td>RFC</td>
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<tr>
<td>Holt Road (N)</td>
<td>1.1</td>
<td>0.52</td>
</tr>
<tr>
<td>Green Lane</td>
<td>0.2</td>
<td>0.14</td>
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<tr>
<td>Holt Road (S)</td>
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<td>0.39</td>
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2.11. The results indicate that the junction will operate within capacity at 2021 with development traffic included. The forecast queue lengths are up to around 1PCU on each approach.

2.12. When considered as part of a staggered arrangement with Green Lane, queue lengths for Haveringland Road at 2021 were forecast to be around 1PCU in length in the worst case as illustrated in Table 7.1 of the Transport Assessment. The proximity of Haverlingland Road is therefore not been modelled in further detail.