

LAND ADJACENT TO SHERINGHAM HOUSE

Amenity Impact of 92 Apartments

for the Over 55s

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1.0 INTRODUCTION

- 1.1 Create Consulting Engineers Ltd have been instructed by Sutherland Homes to review the potential impact that could be caused by a proposed residential development of 92 units restricted to the over 55s, on land adjacent to Sheringham House, Sheringham.
- 1.2 This report assumes that the development will be served by a single vehicular access off Willow Grove and therefore the consideration of any potential impact is concentrated on this area.
- 1.3 The report considers the potential amenity impact of increased vehicle and pedestrian movements on the adjoining residential areas, including aspects such as noise, safety, privacy and sensitivity. This report does not consider any landscape or visual impact.
- 1.4 This report is to be read in conjunction with the Transport Assessment which has been prepared to support the proposed allocation by Create Consulting Engineers Ltd's Report Number JPC/KC/104/TS.

2.0 SITE DESCRIPTION

- 2.1 The proposed site is located adjacent to Sheringham House, which is a development of luxury apartments and bungalows which were constructed on the former Sheringham Convalescent Home in Sheringham, Norfolk. The site is located approximately 1km to the south of the main town centre of Sheringham, which is located on the North Norfolk Coast. See Drawing Number 104/01/01A.
- 2.2 The proposed development area is approximately 1.77 ha and is generally 'L' shaped. The southern boundary of the site is formed by residential development accessed by Cedar Grove, Willow Grove, Juniper Grove and Elm Grove. The western boundary is formed by an area known as Morley Hill. The northern boundary is formed by Sheringham House and an area of woodland which formed part of the grounds of the former hospital.

Proposed Development

- 2.3 It is intended that the site will be developed as 92 residential apartments with an over 55s age restriction. The majority of these apartments are to be provided in five blocks to the east of the internal access road with a range of onsite facilities being provided for the residents. These will include the following:
- Coffee shop.
 - Cinema room.
 - Guest suites.
 - Staff accommodation.
 - Therapy and plunge pools.
 - Treatment rooms.
 - Gymnasium.
 - Smoker room.
 - Hairdressing services.
 - Laundry.
 - Internet facilities.

- 2.4 It is proposed that the development will include 28 affordable units. These are expected to be located to the west of the proposed access road.
- 2.5 For the purposes of this report, it has been assumed that all residents will be retired, both in the affordable and private housing sections of the site.

Vehicular Access

- 2.6 It is proposed that the site will be served by a new access linking with Willow Grove, connecting to the southern boundary of the site. Willow Grove is a small cul-de-sac currently providing access to 16 dwellings and linking with Woodland Rise. Woodland Rise is a local distributor road serving the residential areas to the south of Sheringham. See Drawing Number 104/03/04.
- 2.7 There are ten residential properties with direct frontage to Willow Grove. Willow Grove carriageway is 5.5m wide with a 1.8m wide footway either side. The properties are all brick bungalows, built approximately 30 to 40 years ago. Each property has a drive and off-street parking along with front gardens. The nearest property to Willow Grove is Number 6 which is immediately adjacent to the turning head at the end of Willow Grove. A number of the properties have well maintained hedges enclosing their front gardens; in addition, Number 1 Willow Grove has a small retaining wall and hard landscaping. See Figure 1. The access point to the development is currently fenced off using a close boarded fence. See Figure 2. There will be no tree loss or hedge removed in forming the proposed access to the site.



Figure 1



Figure 2

- 2.8 There is adequate visibility in both directions at the junction between Willow Grove and Woodland Rise. See Figures 3 and 4.



Figure 3



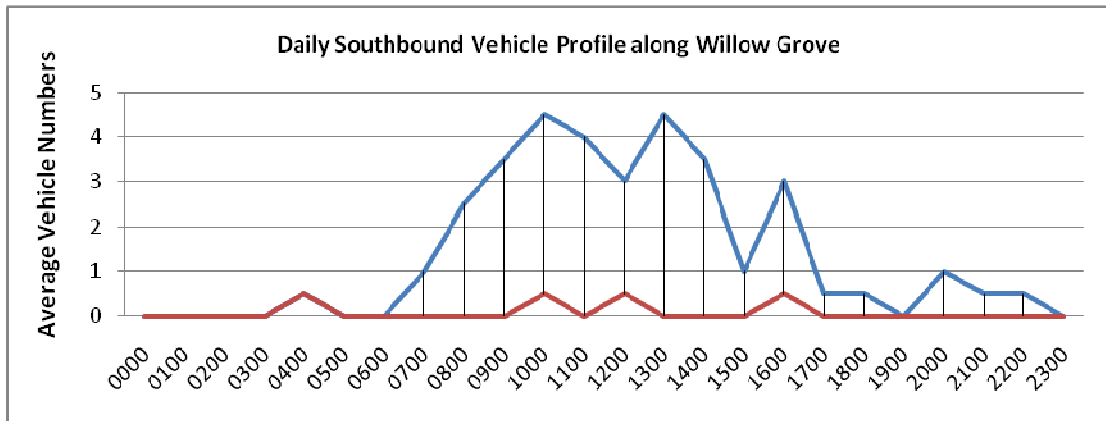
Figure 4

- 2.9 On site parking is to be provided as part of the development proposal. This includes 62 spaces which are to be allocated in the basement of Block A, a further 22 visitor spaces are also being provided to serve the site.

3.0 EXISTING SCENARIO

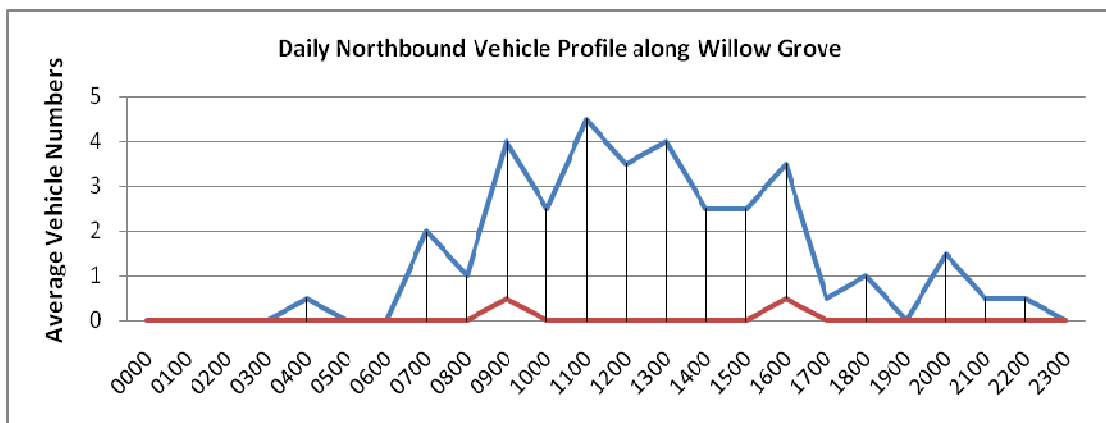
3.1 To enable the level of potential impact to be assessed on the properties along Willow Grove, an Automatic Traffic Counter (ATC) was installed across the entrance to the road on Wednesday 22 July through to Sunday 26 July 2009.

3.2 A summary of the results of this ATC are enclosed in Appendix A. The counter showed that the 12 hour two way movements totalled 61, with four two way movements between 08:00 and 09:00. A profile of vehicle movements in and out of Willow Grove is shown in Graphs 1 and 2 respectively. The blue line shows total vehicles whilst the red line shows the profile of HGVs.



Graph 1: Daily Southbound (outbound) Vehicle Profile along Willow Grove

Source: Count on Us, 2009



Graph 2: Daily Northbound (inbound) Vehicle Profile along Willow

Source: Count on Us, 2009

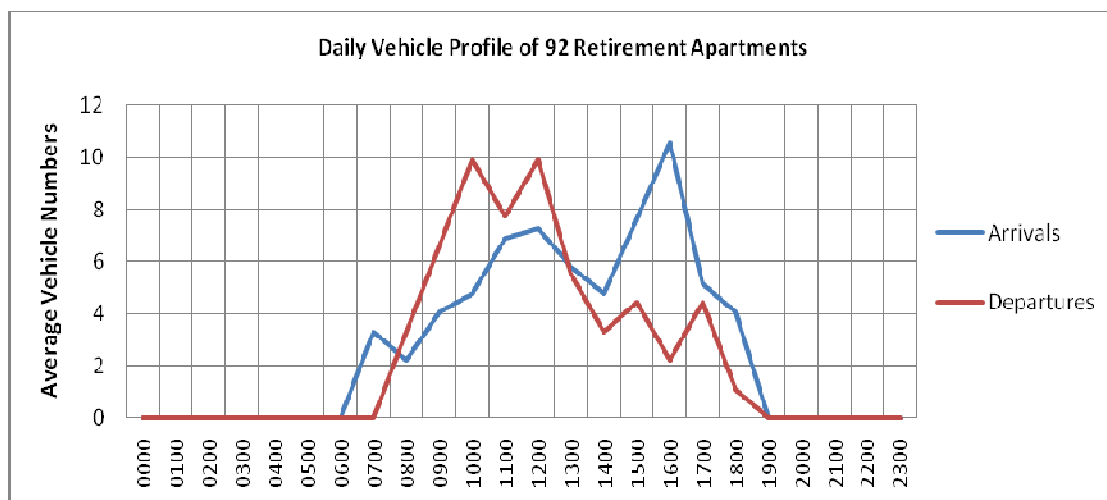
3.3 The profile shows that the maximum number of vehicles in and out of Willow Grove occurred between 12:00 and 13:00 hours. This profile would indicate that the majority of the residents along Willow Grove are retired.

3.4 The majority of the vehicles exiting Willow Grove turn right along Woodland Rise eventually connecting to Holway Road.

- 3.5 Willow Grove has existing street lighting mainly located around the junction with Juniper Grove. There is very little on street parking along Willow Grove, with the majority of the residents choosing to use their off street parking facilities.

4.0 PROPOSED TRIP GENERATION

- 4.1 In order to assess the potential increase in vehicle movements along Willow Grove as a result of the development, a review of the TRICS database has been undertaken of similar sites throughout the UK. The results of the TRICS review are shown in Appendix B.
- 4.2 This analysis shows that this development is likely to generate 134 two way vehicular trips over a 12 hour period. This comparison also indicated that the development would generate 7 two way movements between 08:00-09:00 and 10 two way trips between 17:00–18:00. The maximum number of vehicular trips in a single hour was shown to be 17, this took place between the hours of 12:00 and 13:00. A daily profile is shown in Graph 3 below.



Graph 3: Daily Vehicle Profile of 92 Retirements

Source: TRICS® 2009(b)v6.4.1 June 2009

- 4.3 It has been assumed for the purpose of this assessment that the trip generation of an affordable development restricted to over 55s is the same so that as a normal market development restricted to over 55s.
- 4.4 As part of the TRICS review, a number of sites contained multi-modal surveys, the analysis showed that a development of 92 retirement apartments is likely to generate 122 12 hour two way pedestrian movements and 13 two way public transport movements. The main pedestrian destinations are to the north of the site where the majority of the residents are likely to use the Knowle Road/The Rise/ Cremers Drift route into the town centre. Residents who use public transport are likely to use the footway link along Willow Grove to the nearest bus stop.
- 4.5 In summary, a development of 92 retirement apartments is anticipated to generate an additional 134 two way vehicle trips over a 12 hour period along Willow Grove, an estimated 122 pedestrian movements and a nominal 13 two way public transport trips. The maximum number of additional vehicle trips in any one hour is projected to be 17 two way vehicle trips between the hours 12:00 and 13:00, equating to one vehicle every 3.5 minutes.

5.0 NOISE ASSESSMENTS

5.1 When assessing the decibels caused by vehicular movement along Willow Grove, the following data is required:

- 18 hour vehicular flow;
- Average speed in KPH over an 18 hour period;
- Percentage of heavy vehicles;
- Gradient; and
- Road Surface.

5.2 This data is provided in Table 1 below:

	2009 Observed Traffic Flows	92 Units Based on TRICS Inc Affordable
AM two-way	4	11
PM two-way	1	13
18 hour two-way	65	134
18 hour HGV % two-way	3.86%	3.86%
Two way average speed (kph)	25	
Road Surface	Impervious	

Table 1 – Traffic Flows Along Willow Grove

5.3 The national method for predicting road traffic noise is described in the publication Calculation of Road Traffic Noise (CRTN) 1988. This document states that Calculations of noise levels for traffic flows below 50 veh/h or 1000 veh/18-hour day are unreliable on site.

5.4 With projected traffic levels of only 134 veh/18-hour days, it has been determined that the vehicular flows are so low that they will not be significant in terms of noise impact and therefore noise calculations are not thought necessary in this case.

6.0 PRIVACY AND SECURITY

- 6.1 With the anticipated level of vehicle movements and pedestrian movements likely to use Willow Grove being generally low, it is not considered that there will be a significant impact on the amenity of the residents in this area.
- 6.2 The road is of sufficient standard and width to deal with the projected levels of traffic safely and there are good pedestrian facilities both sides of the carriageway.
- 6.3 The majority of the frontage of the properties is screened by mature hedges or boundary walls and are generally set back from the rear of the kerb.
- 6.4 As all of the properties currently front onto adoptable highway and the proposed access from Willow Grove will not effect the layout of either carriageway or footway, it is therefore considered that there will be no change to the level of privacy of the dwellings along Willow Grove as a result of the proposed development.

7.0 CONCLUSION

- 7.1 From the information enclosed in this report and our on-site observations, a proposed development 92 retirement apartments accessed from Willow Grove will have minimal impact on the amenity of the residents living in the area.
- 7.2 The very low levels of pedestrian and vehicular traffic anticipated to be using the access will not materially create any additional noise, safety concerns or changes in privacy levels to that which the existing properties currently enjoy.

APPENDIX A

ATC Summary @ Willow Grove Southbound Tuesday 21 July - Thursday 23 July		
	All Vehicles	HGV
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	1
0500	0	0
0600	0	0
0700	1	0
0800	3	0
0900	4	0
1000	5	1
1100	4	0
1200	3	1
1300	5	0
1400	4	0
1500	1	0
1600	3	1
1700	1	0
1800	1	0
1900	0	0
2000	1	0
2100	1	0
2200	1	0
2300	0	0
07-19	32	2
06-22	33	2
06-00	34	2
00-00	34	2

ATC Summary @ Willow Grove Northbound Tuesday 21 July - Thursday 23 July		
	All Vehicles	HGV
0000	0	0
0100	0	0
0200	0	0
0300	0	0
0400	1	0
0500	0	0
0600	0	0
0700	2	0
0800	1	0
0900	4	1
1000	3	0
1100	5	0
1200	4	0
1300	4	0
1400	3	0
1500	3	0
1600	4	1
1700	1	0
1800	1	0
1900	0	0
2000	2	0
2100	1	0
2200	1	0
2300	0	0
07-19	32	1
06-22	34	1
06-00	34	1
00-00	35	1

APPENDIX B

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS						
Calculation Factor: 1 DWELLS						
92 dwellings						
Time Range	Arrival		Departure		Total	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
00:00-01:00	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0
07:00-08:00	0.036	3	0.036	3	0.072	7
08:00-09:00	0.024	2	0.048	4	0.072	7
09:00-10:00	0.044	4	0.048	4	0.092	8
10:00-11:00	0.052	5	0.063	6	0.115	11
11:00-12:00	0.075	7	0.052	5	0.127	12
12:00-13:00	0.079	7	0.083	8	0.162	15
13:00-14:00	0.063	6	0.071	7	0.134	12
14:00-15:00	0.052	5	0.079	7	0.131	12
15:00-16:00	0.083	8	0.095	9	0.178	16
16:00-17:00	0.115	11	0.063	6	0.178	16
17:00-18:00	0.056	5	0.052	5	0.108	10
18:00-19:00	0.044	4	0.04	4	0.084	8
19:00-20:00	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0
Daily Trip Rates:	0.723	67	0.73	67.16	1.453	133.676

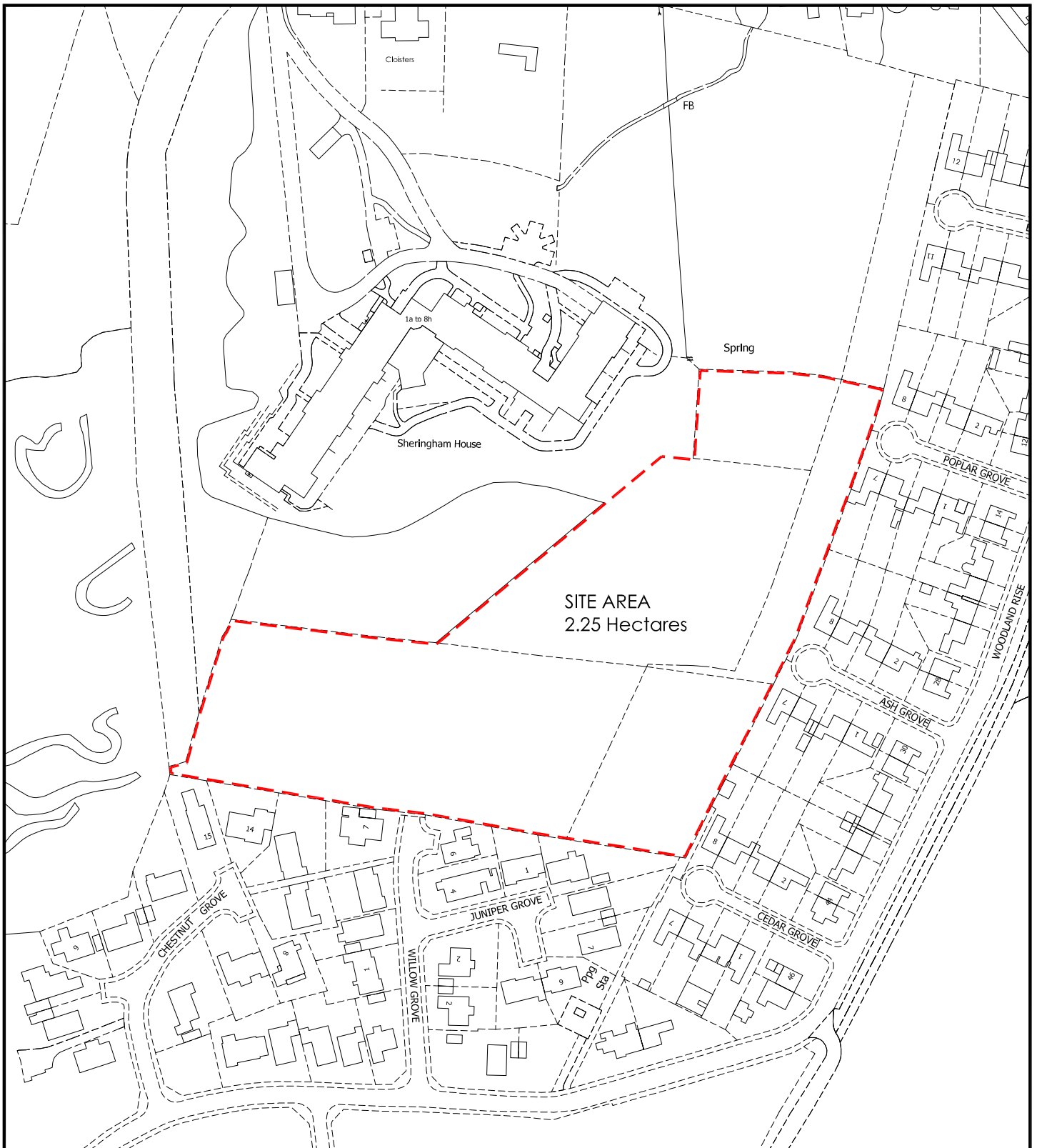
TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLA TRICS Ref TW-03-N-01
 Calculation Factor: 1 DWELLS CA-03-N-01

92 dwellings

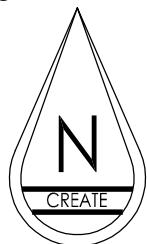
Time Range	Arrival		Departure		Total	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
00:00-01:00	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0
07:00-08:00	0.012	1	0	0	0.012	1
08:00-09:00	0.048	4	0.036	3	0.084	8
09:00-10:00	0.048	4	0.072	7	0.12	11
10:00-11:00	0.084	8	0.108	10	0.192	18
11:00-12:00	0.084	8	0.084	8	0.168	15
12:00-13:00	0.06	6	0.108	10	0.168	15
13:00-14:00	0.157	14	0.06	6	0.217	20
14:00-15:00	0.036	3	0.036	3	0.072	7
15:00-16:00	0.036	3	0.048	4	0.084	8
16:00-17:00	0.06	6	0.024	2	0.084	8
17:00-18:00	0.048	4	0.048	4	0.096	9
18:00-19:00	0.012	1	0.012	1	0.024	2
19:00-20:00	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0
Daily Trip Rates:	0.685	63	0.636	59	1.321	122

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS						
Calculation Factor: 1 DWELLS						
92 Apartments						
Time Range	Arrival		Departure		Departure	
	Trip Rate	Trip	Trip Rate	Trip	Trip Rate	Trip
00:00-01:00	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0
07:00-08:00	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	0.024	2	0.024	2
11:00-12:00	0	0	0.06	6	0.06	6
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0.012	1	0.012	1
15:00-16:00	0.024	2	0	0	0.024	2
16:00-17:00	0.024	2	0	0	0.024	2
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0
Daily Trip Rates:	0.048	4	0.096	9	0.144	13


DRAWINGS



This plan shows the general position, not the exact line of the boundaries. The plan maybe subject to distortion and measurements scaled from this plan may not match measurements between the same points on the ground.



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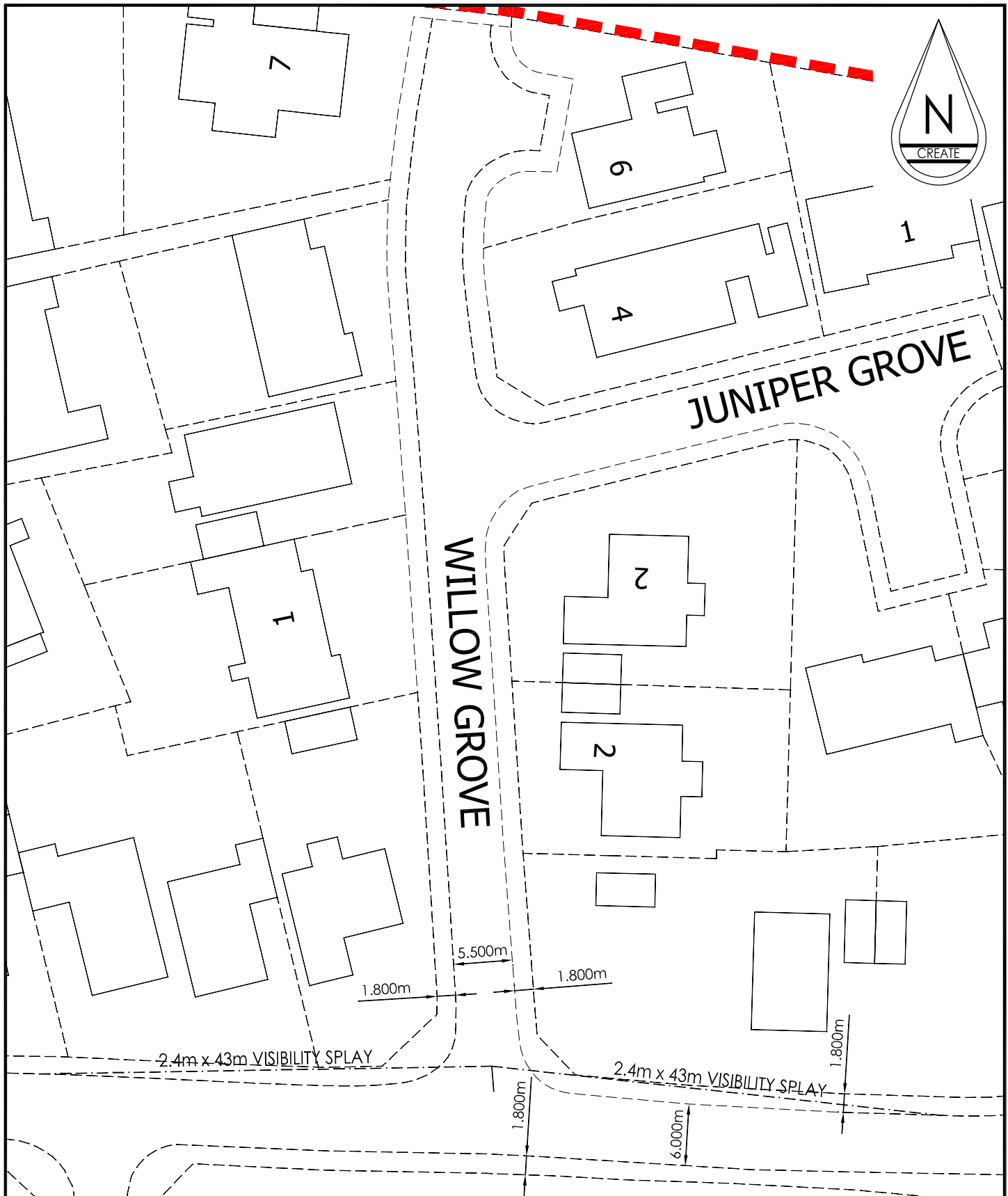
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SITE LOCATION PLAN	1: 2,000	MJN	MJN	
CLIENT	JOB No	CHECKED	APPROVED	
SUTHERLAND HOMES	104	JPC	-	
	DRAWING No	REVISION		
	01/01A	-		

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ORIGINAL SHEET SIZE - A4 Portrait

DO NOT SCALE



NOTES:

1. FOR SITE ACCESS PROPOSAL OFF WILLOW GROVE SEE DRAWING 104/03/02.

PROJECT	DATE	DRAWING STATUS		 create CONSULTING ENGINEERS LTD
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WILLOW GROVE	1: 500	MJN	MJN	
CLIENT	JOB No	CHECKED	APPROVED	
SUTHERLAND HOMES	104	JPC		
	DRAWING No	REVISION		
	03/04	-		

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