

# Transport Statement



<b>Ref</b>	JTP648
<b>Site Name</b>	Land at Great Ashfield Airfield, Suffolk
<b>Date</b>	December 2022

## Quality Assurance

Site name: Great Ashfield Airfield

Client name: John Miles and Sons

Type of report: Transport Statement

Prepared and Reviewed by: Steve Amann BSc (Hons) MSc (Eng)

Signed:

A handwritten signature in black ink, appearing to be "SA", written over a horizontal line.

Date: December 2022



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# 1 Introduction

- 1.1 Journey Transport Planning Ltd has been instructed by John Miles and Sons to undertake a Transport Statement in support of proposals pursuant to the conversion and change of use of two redundant aircraft hangers to B8 Storage and Distribution use on land at Great Ashfield Airfield, Haugh Lane, Great Ashfield. The location of the site and development is illustrated in **Appendix 1**.

## Background

- 1.2 This Transport Statement provides a summary of investigations at the site and its access, pursuant to demonstrating the proposal will not have a detrimental impact on highway safety or capacity in the vicinity of the site.
- 1.3 The following matters are considered in this appraisal:
- Examination of policy and guidance as it pertains to the proposal and the site
  - Site assessment
  - Examination of the likely development trip generation
  - Assessment of the traffic impact of the proposal

## 2 National Policy

- 2.1 Relevant policy guidance relating to new development, and transport and land use planning is set out at the national level in the following document:
- the National Planning Policy Framework
- 2.2 These documents set the context in which the proposals have been assessed.

### The National Planning Policy Framework (NPPF)

- 2.3 The National Planning Policy Framework (NPPF,2021) in this document the government sets out its core principles for the planning system in England.
- 2.4 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.5 Promoting Sustainable Transport
- 2.6 The NPPF in promoting sustainable transport considers that for sites to be allocated for development in plans, or specific applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
  - safe and suitable access to the site can be achieved for all users;
  - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
  - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.7 The framework goes on to re-iterate that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.8 The NPPF sets out in the context of applications for development that they should:
- 2.9 give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

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- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.10 The chapter concludes that ... All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

## 3 Site Assessment

### Existing Information

- 3.1 The development site is located to the southeast of Great Ashfield and northeast of Elmswell. The site takes access from Elmswell Road to the west via Haugh Lane, a largely single-track road, which is also a public right of way (PROW).
- 3.2 The site entrance from Haugh Lane sits approximately 700m to the east of Elmswell Road.
- 3.3 Whilst Haugh Lane is limited in width, it benefits from the availability of number of passing bays along its length which enable drivers to observe on coming vehicles and pull aside to allow passing to be completed safely without the need for significant reversing manoeuvres.
- 3.4 Whilst the lane is subject to the national speed limited, speeds are very significantly lower and are observed to be on average around 20 to 30mph and the lane is designated as a Quiet Lane.
- 3.5 The widths and alignment Haugh Lane and the locations of passing bays are illustrated in **Appendix 2**.

## 4 Development Proposals

### Description of Proposal

- 4.1 The development proposals for the site include:
  - The refurbishment and conversion of two former aircraft hangers and a former airfield building to form 563sqm of B8 floorspace accessible from the sites' existing access from Haugh Lane.
- 4.2 The proposed facility would be accessed via the existing junction and access road from Elmswell Road.
- 4.3 The development is illustrated in **Appendix 1**.
- 4.4 The proposed change of use has been assessed in the context off its potential to generate additional trips along Haugh Lane. In this respect the TRICS trip generation database

**Table 4.1 Proposed Development Trip Generation**

	Am Peak 08:00-09:00		PM Peak 17:00-18:00		Daily Traffic Generation (05:00-21:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trips per 100sqm	0.250	0.046	0.037	0.278	1.995	1.905
Total Per 563sqm	1	0	0	2	11	11

- 4.5 **Table 4.1** indicates that the proposal would generate 1 movement in the AM peak and 2 in the PM peak and 22 movements over a 16 hour day averaging 2 movements an hour during the day.
- 4.6 The TRICS data is held in **Appendix 3**.
- 4.7 It should also be noted that warehousing tends to operate on a tidal basis with vehicles leaving the facility in the AM and returning in the PM and as such limiting the potential for conflicts along the access lane. This would also limit conflicts with existing users along the lane which appear to provide a low level of access to similar facilities and operations.
- 4.8 The movements would be undertaken predominantly via light goods vehicles with some larger rigid HGV or articulated HGV dependent on supplier and product being transported.
- 4.9 The proposal would result in a very slight increase in vehicular traffic in the vicinity and would not have a detrimental impact of the local road network in terms of either highway safety or capacity.
- 4.10 In the context of the operation of Haugh Lane, the projected increase in traffic will not have a material or discernible impact on its operation and the road, by virtue of the existence of a

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number of passing bays that can facilitate passing traffic along some of its length, can accommodate the additional traffic associated with the proposal.

- 4.11 It is also considered that the addition of one or two vehicles movements per hour will not have a materially harmful impact on the safety or amenity of non-motorised users of the lane due to the very low number of movements involved and the ability for drivers to easily observe pedestrians, cyclists and horse riders and take appropriate action to allow such users to pass safely.
- 4.12 The addition of one or two vehicles an hour moving at relatively low speeds will not have a significant or material impact on the pedestrians, cyclists or equestrian users of the lane or the designation of the Haugh lane as a Quiet Lane.
- 4.13 The existing passing areas and vehicle tracking are illustrated in **Appendix 4**. The tracking illustrates the typical worst case scenario assuming an articulated HGV and car passing each other.

### Parking and Access

- 4.14 Access to the proposed use will be maintained via the existing gated access onto Haugh Lane which accommodates ample space and hardstanding areas within the site to enable all sizes of HGV to enter and exit the site in forward gear.
- 4.15 Given the extensive hardstanding areas available, parking for the proposal can be accommodated in accordance with Suffolk County Council parking standards for the proposed use.



# 5 Summary and Conclusions

## Summary

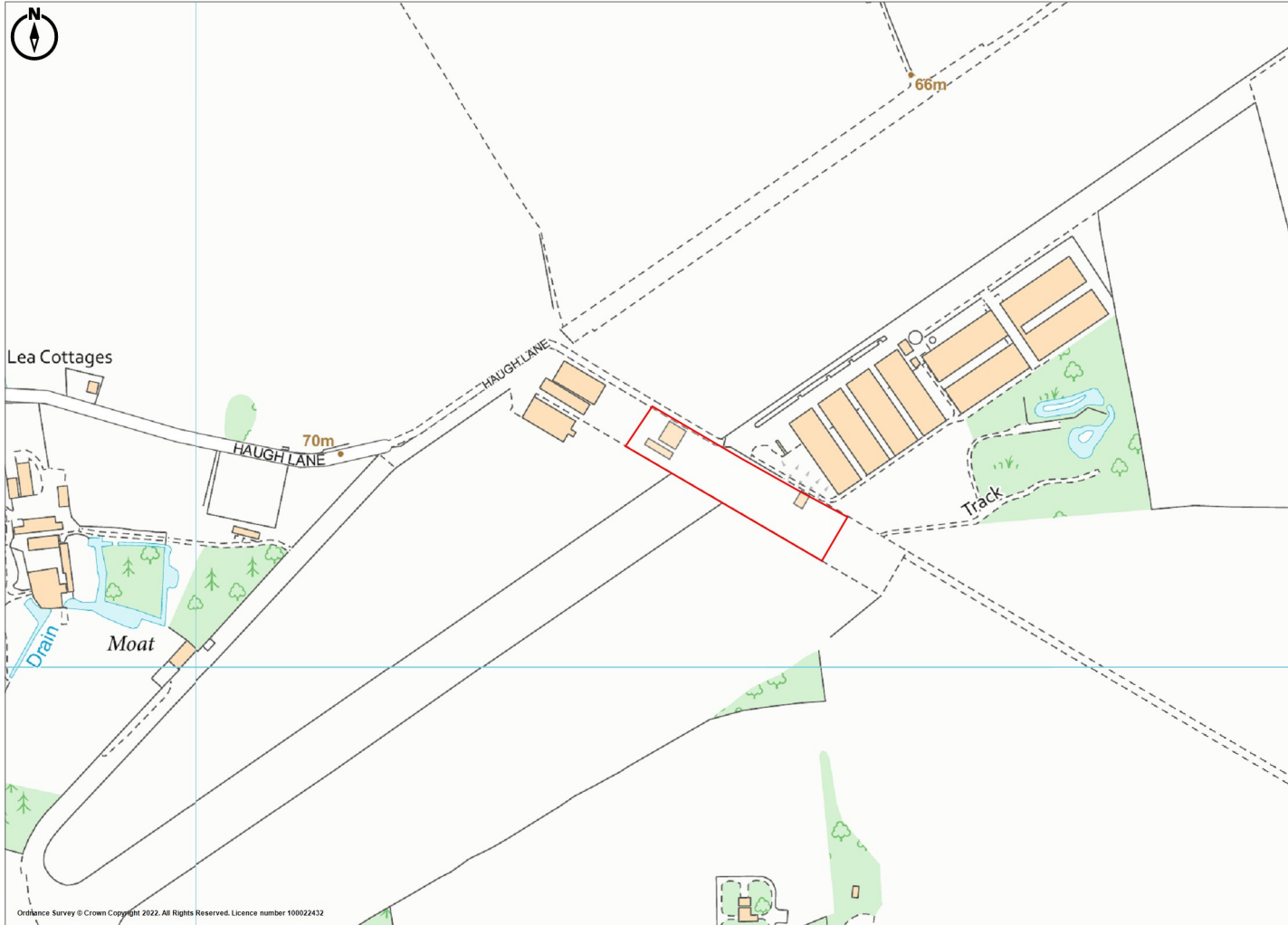
- 5.1 This Transport Statement has been provided in support of a planning application to Babergh District Council for proposals to develop land at Great Ashfield Airfield for the purposes of a change of use from aircraft hanger to B8 storage and distribution to be accessed via Haughs Lane.
- 5.2 The proposal will lead to a minimal increase in vehicular traffic on the local road network.
- 5.3 The proposed access arrangements from the existing HGV access to the development are suitable to provide access to the facility and will not have material impact on the existing use on the lane.
- 5.4 The assessment demonstrates that the increase in vehicular trips can be accommodated on the local highway network without having a detrimental or significant impact in terms of either highway safety or capacity.
- 5.5 The proposal will not have a significant impact on the function of the existing farm and access track as a public right of way.

## Conclusions

- 5.6 This Transport Statement demonstrates that the proposals have been developed in accordance with the aims and objectives of current national and local policy as it relates to transport and will not have a significant impact on the efficiency or safety of the local transport network.
- 5.7 In view of the foregoing, it is considered that there are no substantive highway or transportation reasons why the proposals as submitted should not be permitted.



**Appendix 1**  
**Site Location**



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**Promap**

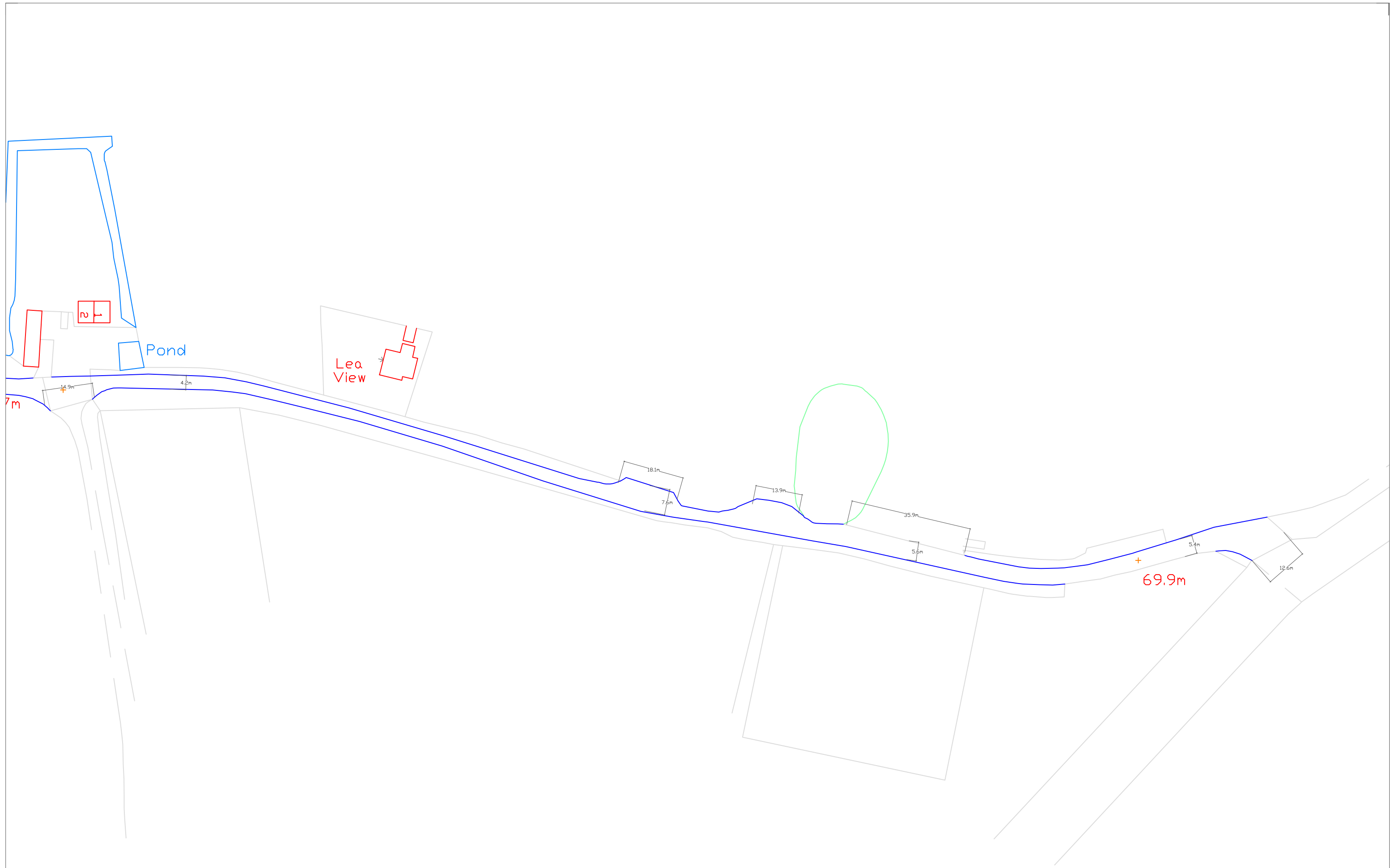
● LANDMARK INFORMATION

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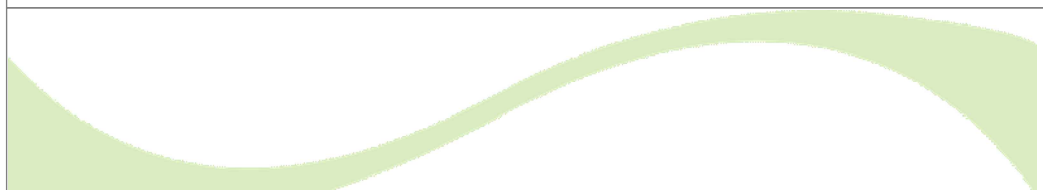
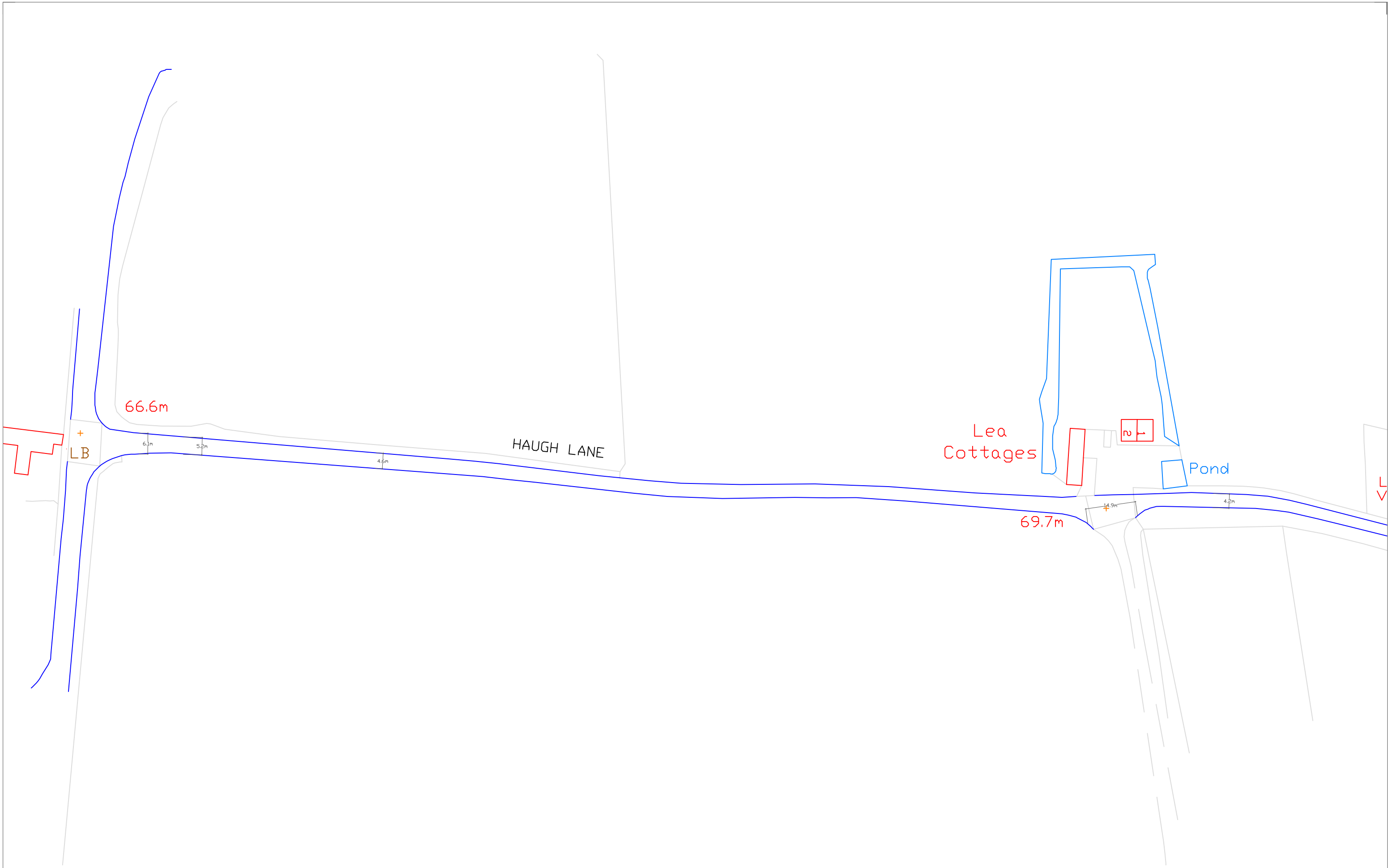
Plotted Scale - 1:6000. Paper Size - A4



**Appendix 2**  
**Access and Passing Bays**



	client: <b>John Miles and Sons</b>	title: <b>Haugh Lane Access Tracking</b>	date: <b>13/12/22</b>	scale @ A3 <b>1-1000</b>	
	project: <b>Land at Great Ashfield Airfield</b>	status: <b>Planning</b>	drawn:	Revision	
	discipline <b>Transport Planning</b>	project no. <b>JTP 648</b>	chk'd <b>SAA</b>	dwg no. <b>DR1</b>	



client: John Miles and Sons	title: Haugh Lane Access Tracking	date: 13/12/22	scale @ A3 1-1000
project: Land at Great Ashfield Airfield	status: Planning	drawn	Revision
discipline: Transport Planning	project no. JTP 648	chk'd: SAA	dwg no. DR2





## **Appendix 3**

### **TRICS Data**

Calculation Reference: AUDIT-757101-221222-1248

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : F - WAREHOUSING (COMMERCIAL)  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 190 to 3665 (units: sqm)  
 Range Selected by User: 190 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 27/09/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	2 days
Thursday	1 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town	4
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*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected



Secondary Filtering selection:

Use Class:

n/a	1 days
B8	3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

125,001 to 250,000	3 days
500,001 or More	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No	4 days
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*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	4 days
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*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BO-02-F-01 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORD
	Edge of Town Industrial Zone Total Gross floor area: 3500 sqm <i>Survey date: THURSDAY 15/10/20</i>		<i>Survey Type: MANUAL</i>
2	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm <i>Survey date: MONDAY 27/09/21</i>		<i>Survey Type: MANUAL</i>
3	TB-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	TORBAY
	Edge of Town Industrial Zone Total Gross floor area: 190 sqm <i>Survey date: FRIDAY 29/03/19</i>		<i>Survey Type: MANUAL</i>
4	WM-02-F-02 SOVEREIGN ROAD BIRMINGHAM KINGS NORTON	LOGISTICS FIRM	WEST MIDLANDS
	Edge of Town Commercial Zone Total Gross floor area: 3625 sqm <i>Survey date: MONDAY 09/11/15</i>		<i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 563 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	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	2	1845	0.217	1.221	2	1845	0.027	0.153	2	1845	0.244	1.374
06:00 - 07:00	2	1845	0.190	1.068	2	1845	0.108	0.610	2	1845	0.298	1.678
07:00 - 08:00	4	2745	0.155	0.872	4	2745	0.082	0.461	4	2745	0.237	1.333
08:00 - 09:00	4	2745	0.273	1.538	4	2745	0.046	0.256	4	2745	0.319	1.794
09:00 - 10:00	4	2745	0.191	1.077	4	2745	0.036	0.205	4	2745	0.227	1.282
10:00 - 11:00	4	2745	0.255	1.436	4	2745	0.200	1.128	4	2745	0.455	2.564
11:00 - 12:00	4	2745	0.191	1.077	4	2745	0.209	1.179	4	2745	0.400	2.256
12:00 - 13:00	4	2745	0.164	0.923	4	2745	0.200	1.128	4	2745	0.364	2.051
13:00 - 14:00	4	2745	0.310	1.743	4	2745	0.164	0.923	4	2745	0.474	2.666
14:00 - 15:00	4	2745	0.219	1.231	4	2745	0.282	1.590	4	2745	0.501	2.821
15:00 - 16:00	4	2745	0.146	0.820	4	2745	0.373	2.102	4	2745	0.519	2.922
16:00 - 17:00	4	2745	0.100	0.564	4	2745	0.137	0.769	4	2745	0.237	1.333
17:00 - 18:00	4	2745	0.046	0.256	4	2745	0.337	1.897	4	2745	0.383	2.153
18:00 - 19:00	4	2745	0.027	0.154	4	2745	0.173	0.974	4	2745	0.200	1.128
19:00 - 20:00	2	1845	0.000	0.000	2	1845	0.027	0.153	2	1845	0.027	0.153
20:00 - 21:00	2	1845	0.000	0.000	2	1845	0.000	0.000	2	1845	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			2.484	13.980			2.401	13.528			4.885	27.508

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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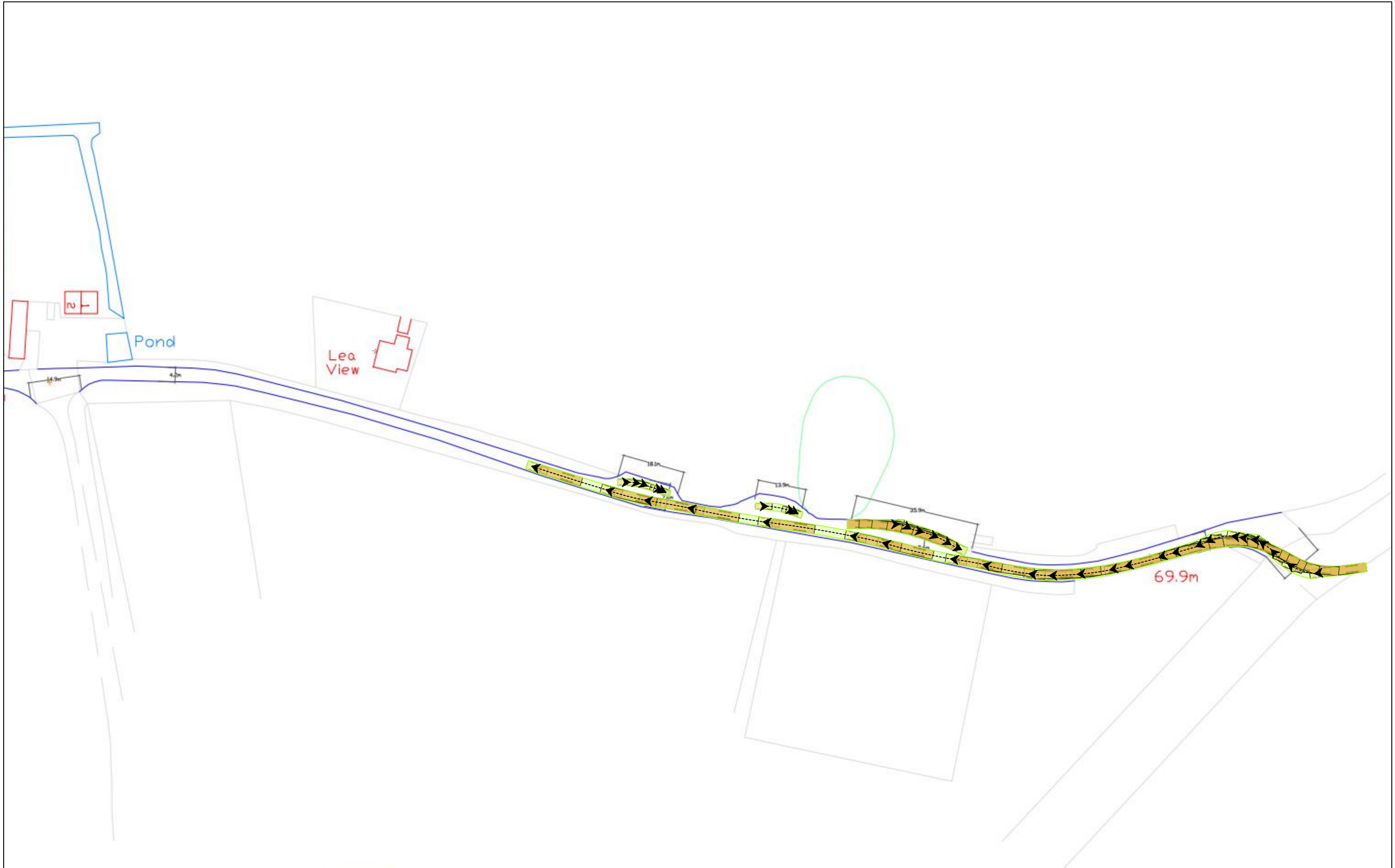
#### Parameter summary

Trip rate parameter range selected:	190 - 3665 (units: sqm)
Survey date date range:	01/01/14 - 27/09/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



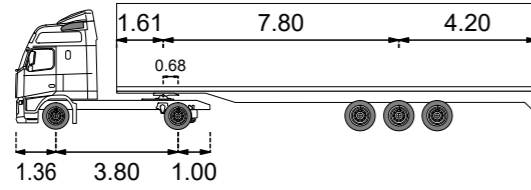
**Appendix 4**  
**Vehicle Tracking**



	client: John Miles and Sons	title: Haugh Lane Access Tracking	date: 13/12/22	scale @ A3 1-1000
	project: Land at Great Ashfield Airfield	status: Planning	drawn:	Revision
	discipline: Transport Planning	project no.: JTP 648	chk'd: SAA	dwg no.: DR1



**Vehicle dimensions**



**Artic**

Length: 16.48 m  
 Max width: 2.55 m  
 Lock to lock time: 6.0 s  
 Max steering angle: 42.64°  
 Turn radius (curb to curb): 6.60 m  
 Turn radius (wall to wall): 7.47 m

66.6

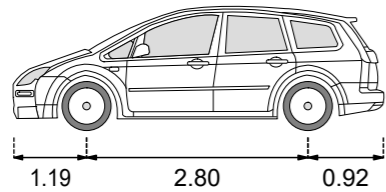
LB

HAUGH LANE

Lea Cottages

Pond

**Vehicle dimensions**



**Passenger car (compact) - Custom**

Length: 4.86 m  
 Max width: 1.87 m  
 Lock to lock time: 4.0 s  
 Max steering angle: 33.73°  
 Turn radius (curb to curb): 5.80 m  
 Turn radius (wall to wall): 6.50 m

69.7m

client: John Miles and Sons

project: Land at Great Ashfield Airfield

discipline: Transport Planning

title: Haugh Lane Access Tracking

status: Planning

project no.: JTP 648

date: 13/12/22

drawn

chk'd

SAA

scale @ A3  
1-1000

Revision

dwg no.

DR2

