

Hotham Hall Estate Ltd

Hotham Hall Development (Phase 2b)
Harrybeck Lane, Hotham
Transport Statement

December 2023

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Client Commission

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|---------|------------------------|--------------------|--------------|
| Client: | Hotham Hall Estate Ltd | Date Commissioned: | October 2023 |
|---------|------------------------|--------------------|--------------|

LTP Quality Control

| Job No: | LTP/23/4949 | File Ref: | Phase 2b Hotham Hall TS Final Issue 1 | | |
|-----------------------|-------------|----------------------------|---------------------------------------|---------|------------|
| Issue | Revision | Description | Author | Checked | Date |
| DRAFT | - | Final Issue for Submission | RC | MR | 21/12/2023 |
| Authorised for Issue: | | | | SW | |

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

| Team Member | LTP Designation | Qualifications |
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HOTHAM HALL DEVELOPMENT (PHASE 2B)

HARRYBECK LANE, HOTHAM

TRANSPORT STATEMENT

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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Statement (TS) to support a full planning application associated with Phase 2b of the redevelopment of Hotham Hall at Harrybeck Lane, Hotham.
- 1.1.2 The local planning and highway authority for the site is East Riding of Yorkshire Council (ERYC).
- 1.1.3 A TS (LTP, 2023) that provides an appraisal of the transport impacts associated with the previous phase of the development (ref: 23/00821/PLF) has been produced. Reference has been made to the associated TS when preparing this document, with specific information and traffic projections taken directly from the TS.

I.2 Scope

- 1.2.1 This report has been written in accordance with the Government's 'National Planning Policy Framework' (DLUHC, 2023) and 'Planning Practice Guidance' (DLUHC, 2014), with the scope summarised below:

- **Introduction & Description of Proposals:**
 - Description of the development site, including location and any existing access arrangements;
 - Summary of relevant planning and allocation history for the site;
 - Description of the proposed development including site layout, pedestrian/cycle facilities and proposed access arrangements.
- **Site Assessment:**
 - Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area;
 - Assessment of the sustainable transport infrastructure (pedestrian, cycle and public transport) local to the site.
- **Road Casualty Appraisal:** Examination of road collision records (5-year study period) and assessment of the road safety impact of the proposed development on the local highway network.
- **Traffic Impact:**
 - Calculation of the projected trip generation for the proposed development;
 - Assessment of the likely traffic impact of the proposed development on the operation of the local highway network.
- **Conclusions:** Conclusions summarising the outcomes of the TS, including a commentary on the suitability of the proposals in terms of sustainable travel, road safety and traffic impact.

1.2.2 This TS report has been prepared in accordance with the above scope and reference has been made to the following documents where appropriate:

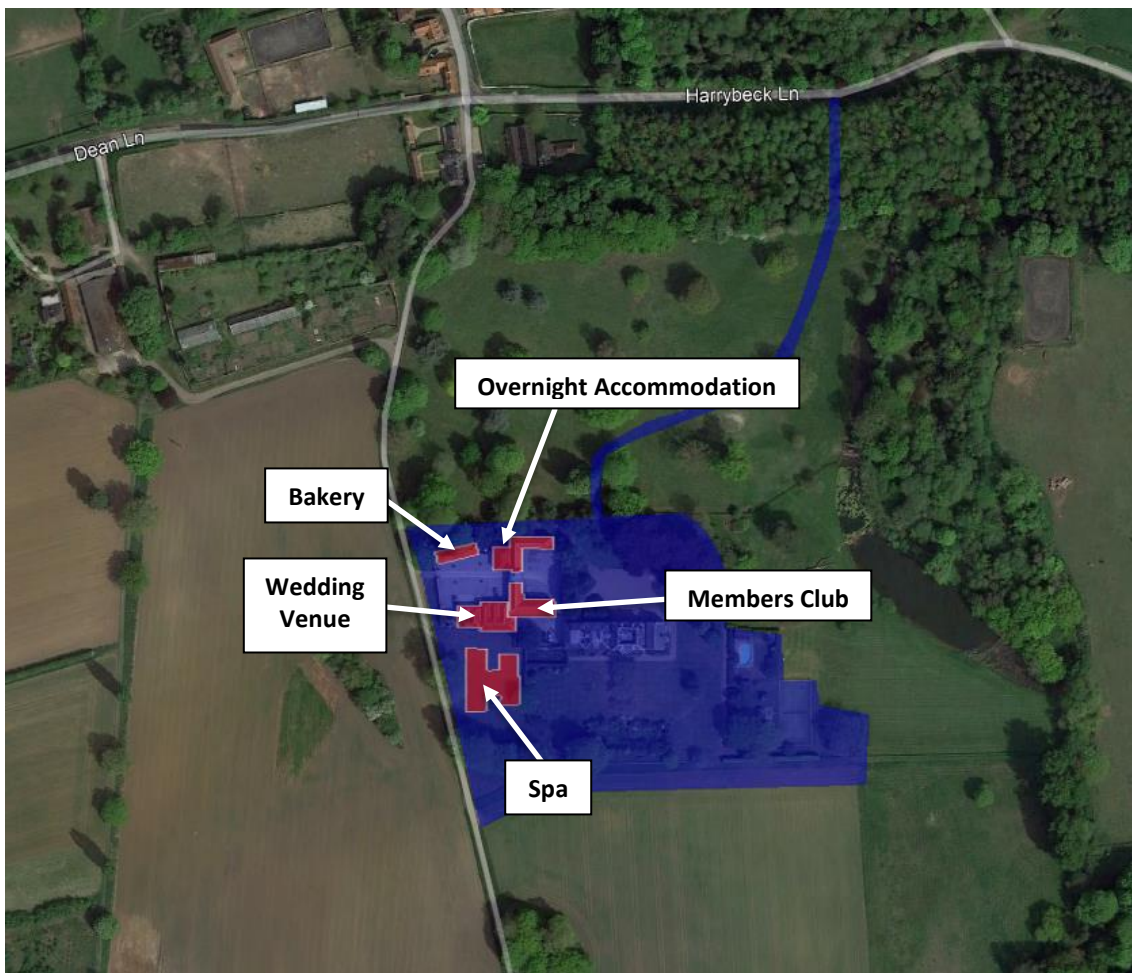
- National Planning Policy Framework (DLUHC, 2023);
- ERYC Local Plan Update 2020-2039: Draft Allocations Document Update (ERYC, 2021a);
- ERYC Local Transport Plan (2021-2039) (ERYC, 2021b);
- ERYC Sustainable Transport SPD (Supplementary Planning Document) (ERYC, 2016a);
- ERYC Local Plan: Allocations Document (ERYC, 2016b);
- Planning Practice Guidance (DLUHC, 2014);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- Guidance on Transport Assessment (DfT, 2007a); and
- Manual for Streets (DfT, 2007b).

2. SITE BACKGROUND

2.1 Site Location, Existing Site Operation & Planning History

2.1.1 Hotham Hall is located to the south of the village of Hotham within East Yorkshire. The hall is surrounded by former estate parkland to the north, east and south, with the existing private drive forming the western boundary. The wider Hotham Hall site is bound by Harrybeck Lane to the north, a combination of woodland and farmland to the east, woodland to the south-east (which is not in the ownership of the Applicant), and a dwelling and associated land owned by the Applicant to the south-west. The existing Hotham Hall buildings are shown in blue within Figure 1, with the proposed hotel, wedding venue and spa shown in red.

Figure 1: Site Location



Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

- 2.1.2 Hotham Hall is currently accessed via a private drive to the west of the existing buildings, connecting with Main Street to the north in Hotham village, and Church Lane/Nordham to the south within the village of North Cave to the south. It is understood that historically the private drive formed the secondary access to Hotham Hall. The main access to the hall was located in the north-eastern corner of the site crossing the parkland and connecting with Harrybeck Lane. It is understood that the Applicant is to reinstate the main access from Harrybeck Lane, although the existing access is to be utilised as a servicing/delivery/emergency vehicle access and for the majority of cars departing Hotham Hall.

Photo 1: Existing Vehicular Access



- 2.1.3 Since 2020, there have been numerous planning approvals relating to the interior and exterior restoration of Hotham Hall, however the majority of the applications to date are expected to impact the local highway network. A full planning application (ref: 23/00821/PLF) for Phase 2a was submitted in March 2023 and subsequently approved in September 2023 for the ‘Construction of new parkland drive through northern parkland to form principal arrival route to the Hall, erection of new entrance gates and wall at entrance of parkland drive, restoration and re-build of ha-ha bridge, northern forecourt landscaping works, construction of staff parking and associated service area landscaping works, construction of new service road from park drive to west of estate, construction of guest car park and overflow parking, alterations and repairs to pond in south lawn, installation of external lighting and below ground infrastructure ductwork throughout estate, installation of generator and ducts to guest car park and construction of hoggin paths in southern garden’. A TS (LTP, 2023) was submitted in support of the planning application.

2.2 Development Proposals & Access Arrangements

2.2.1 The masterplan proposals relate to the refurbishment and redevelopment of Hotham Hall and the stable block buildings which are both separated listed Grade II* buildings, pool house and grounds.

2.2.2 The overall Hotham Hall Estate masterplan comprises three phases of development, and Phase 1 (the refurbishment of the hall) and Phase 2a are currently underway.

Phase 2a:

2.2.3 Phase 2a comprises the following elements:

- New vehicular access from Harrybeck Lane with parkland drive leading to northern forecourt in the approximate location of the historic access. Three parking spaces to be provided in northern forecourt area;
- New permanent car park featuring 51 guest parking spaces (including 4 accessible bays) is to be provided to the west of Hotham Hall opposite the entrance to the stable courtyard. An overflow car park is also expected to be provided for 21 spaces which includes 1 accessible bay which provides an overall guest parking provision of 75 spaces which is 50% of the future event capacity of 150 guests;
- New service road and associated staff car park (featuring 12 parking spaces, including 2 accessible bays) to the north of the stable block providing access for delivery/servicing/emergency vehicles with a one-way clockwise system to be implemented; and
- New widened vehicular access over ha-ha bridge and central fountain.

Phase 2b:

2.2.4 The Phase 2b proposals, which are considered in this TS, are summarised below, with a copy of the site masterplan attached as Appendix 1:

- Conversion of part of the stable block to form overnight accommodation with nine guest rooms and a small retail area featuring antiques;
- Conversion of part of the stable block to form a member's club with a bar, lounges and library;
- Conversion of part of the stable block to a small bakery;
- Conversion of the remaining stable block to form a wedding/events space which will accommodate up to 150 guests, with the event capacity considered previously as part of the Phase 2a approval. Events at Hotham Hall will run no later than 01:00; and
- A new spa building with a Gross Internal Area (GIA) of 591m² featuring five treatment rooms, yoga studio, pool, beauty room and other amenities. Appointments will be by appointment only.

2.2.5 It is acknowledged that future phases of the masterplan will require a separate planning application, and therefore separate consideration of the transport impact.

3. SITE ASSESSMENT

3.1 Local Highway Network

- 3.1.1 Harrybeck Lane is a two-way single carriageway that varies in width between approximately 3.5m and 4m within the vicinity of the proposed site access location which forms part of Phase 2a. The road is subject to a derestricted speed limit (60mph), which reduces to a 30mph speed limit approximately 170m to the west on the approach to Hotham village.

Photo 2: Harrybeck Lane



- 3.1.2 The road forms Main Street to the west at the priority crossroads junction with Dean Lane and the existing Hotham Hall access. Approximately 75m to the east of the proposed access location, the road forms Pitbalk Hill which continues east to the priority T-junction with the A1034. Pitbalk Hill features a number of informal and formal passing places, at regular intervals, between the A1034 junction and the proposed access location and is expected to be utilised by the majority of vehicles accessing/egressing Hotham Hall.

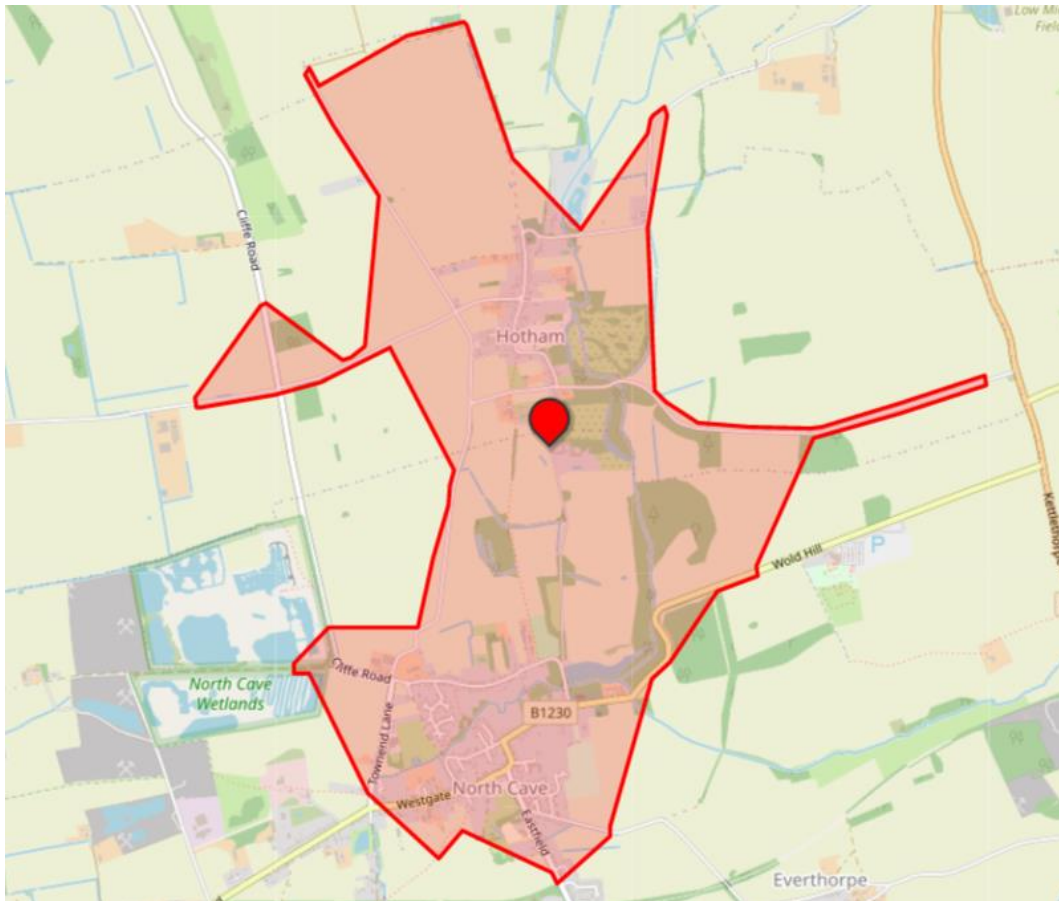
Photo 3: Main Street



3.2 Pedestrian Provision

- 3.2.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The site is located within a 2km walking distance of the majority of the built-up areas of Hotham and North Cave, as shown in Figure 2.

Figure 2: 2km Walking Isochrone



Source: ORS, 2023

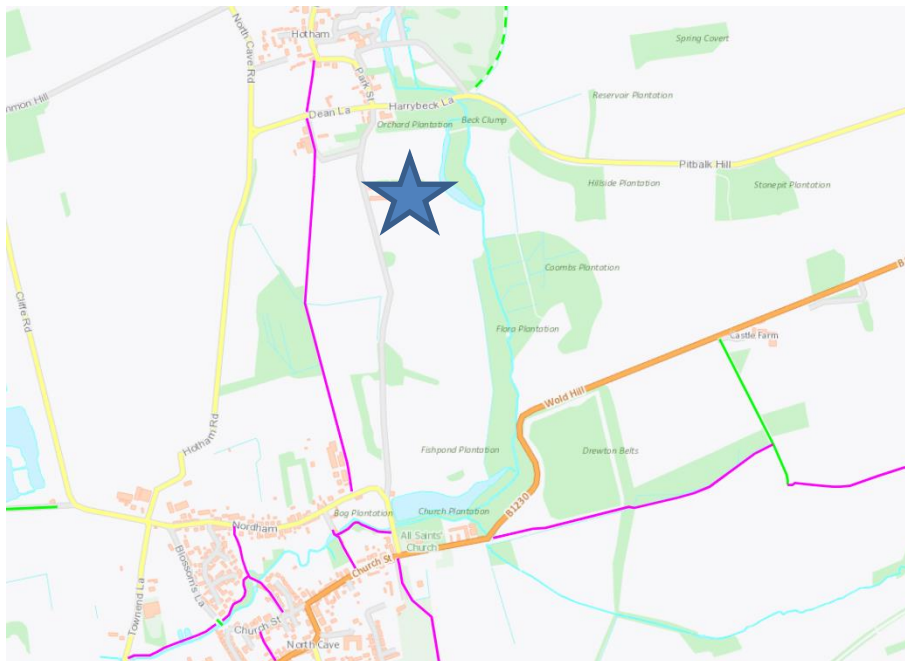
- 3.2.2 A footway is provided on the western side of Main Street to the north of the existing site access junction, measuring approximately 1.3m in width. The footway continues north, providing access to the wider pedestrian infrastructure in Hotham village.

Photo 4: Pedestrian Infrastructure on Main Street



- 3.2.3 Due to the rural nature of the site, there are no other formal pedestrian facilities within its vicinity.
- 3.2.4 Figure 3 shows the existing Public Rights of Way (PRoW) within the vicinity of the site (location of Hotham Hall indicated by blue star). Public footpaths are highlighted in magenta and public bridleways in green. A public footpath (HOTHF01) can be accessed approximately 440m to the north-west of Hotham Hall via Dean Lane which provides access to Hotham village to the north and Nordham to the south.

Figure 3: Local Public Rights of Way



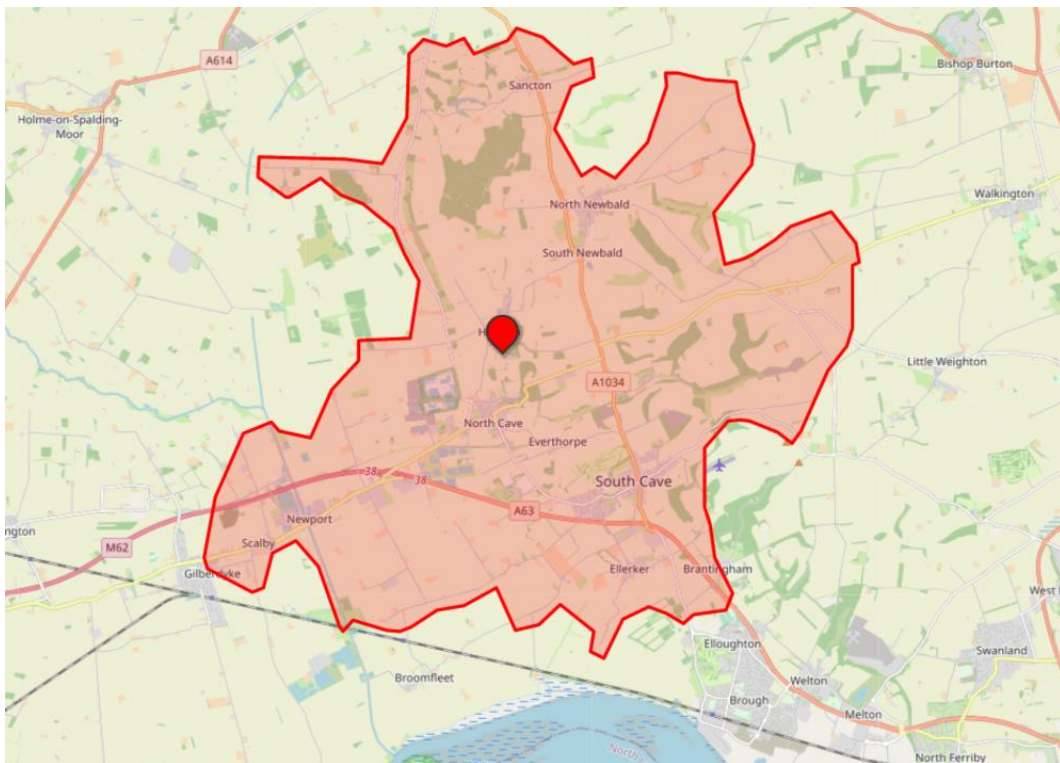
Source: ERYC, 2023

- 3.2.5 Given the location of the site and nature of the development proposals, it is expected that a significant proportion of staff and visitors will travel to the site by private car or taxi, with few trips expected to be made by foot.

3.3 Cycling Provision

- 3.3.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The Department for Transport (DfT) state that journeys up to five miles (circa 8km) are “an achievable distance to cycle for most people” (DfT, 2020).
- 3.3.2 The site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of the entire built-up areas of Hotham, North Newbald, South Newbald, North Cave and South Cave, as shown in Figure 4.

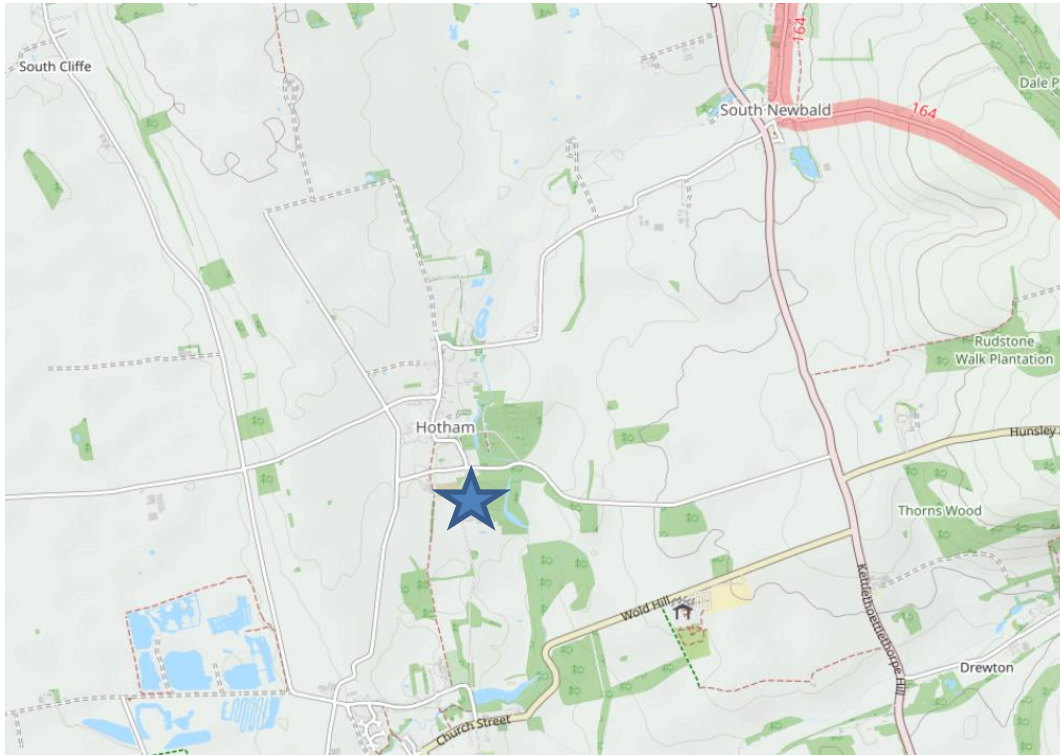
Figure 4: 8km Cycling Isochrone



Source: ORS, 2023

- 3.3.3 An extract from OpenCycleMap is provided as Figure 5 and demonstrates that there are limited dedicated cycling facilities within the vicinity of the site. The location of the site is indicated by the blue star, with off-road routes shown in red.

Figure 5: Local Cycle Routes



Source: OCM, 2023

3.3.4 As shown within Figure 5, National Cycle Network (NCN) Route 164 can be accessed an approximately 4.1km cycle ride to the north-east of the site in South Newbald. NCN Route 164 forms part of the Way of the Roses cycle route and locally the southern section of the NCN Route 164 runs between Beverley and Kiplingcotes via North Newbald and South Newbald.

3.3.5 Given the location of the site and nature of the proposals, it is expected that few trips are expected to be made by cycle.

3.4 Public Transport Provision

3.4.1 Advice within ‘Guidelines for Public Transport in Development’ (IHT, 1999) states that the generally acceptable maximum walking distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer, particularly for rural sites. The nearest bus stop to the site is located on Rectory Lane, an approximately 740m walk to the north-west of the site providing access to westbound bus services.

3.4.2 Details regarding the bus services which operate from the local stop are outlined within Table 1.

Table 1: Local Bus Services

| Service | Route | Weekday Frequency* | Weekend Frequency |
|---------|---|---|---------------------------------------|
| 143 | North Ferriby – Melton – Brough – Elloughton – Brantingham – South Cave – North Cave – North Newbald – Walkington – Beverley Bus Station | 2 services per day (Monday and Wednesday only) | 2 services per day (Saturday only) |

| Service | Route | Weekday Frequency* | Weekend Frequency |
|---------|---|--------------------|-------------------|
| 198 | North Cave – Hotham – South Newbald – North Newbald – Market Weighton | 1 service per day | No services |

*Refers to the general daytime service between 08:00-18:00.

3.4.3 Table 1 demonstrates that there are some services available from the local stops, albeit with limited frequency and therefore bus travel is not expected to be a viable mode of travel for most staff/visitors.

3.4.4 The nearest rail station to the site is Brough Rail Station, which is located approximately 8.4km to the west of the site (as the crow flies). Brough Rail Station accommodates Northern Rail, TransPennine and Hull Trains services. Among the rail services available from the station, three services per hour to Hull, with services available to/from York, Doncaster, Sheffield, Manchester and London Kings Cross. With a connecting taxi journey, or possibly cycle ride, rail travel may be a viable option for some staff/visitors.

4. ROAD CASUALTY APPRAISAL

4.1 Collision Record

- 4.1.1 Personal Injury Collision (PIC) data for the highway network local to the site for the most recent available five-year study period (01/01/2018 to 31/12/2022) was obtained via a search of the Department for Transport's (DfT) road safety data (DfT, 2023).
- 4.1.2 No collisions occurred within the study area, which includes Harrybeck Lane and a number of local junctions. The collision plot is attached as Appendix 2.

4.2 Road Safety Impact

- 4.2.1 No collisions have occurred within the study area during the five-year study period which represents a good road safety record and does not reveal any identifiable existing collision clusters associated with the current use of the site.
- 4.2.2 If the access junction on Harrybeck Lane, internal roads and car park layout associated with Phase 2a are designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design of any schemes affecting the highway, then the proposals should not have a detrimental road safety impact on the local transport network and should not adversely affect the safety of other road users.

5. TRIP GENERATION PROJECTIONS

5.1 Introduction

5.1.1 As part of the proposals, up to 150 guests are expected to attend weddings/events at Hotham Hall, with a small proportion of guests expected to stay overnight at Hotham Hall which will also be available for bookings when events are not being held at the venue. There are also expected to be a small number of visitors attending the spa on weekdays and weekends. This TS considers the approved trip generation associated with Phase 2a and the proposed trip generation associated with Phase 2b.

5.2 Approved Vehicle Trip Generation – Owners of Hotham Hall

5.2.1 There are negligible number of daily vehicle movements currently generated by the owners of Hotham Hall residing at the property.

5.3 Approved Vehicle Trip Generation – Wedding/Events (150 Guests)

5.3.1 The vehicle trip generation for 150 guests attending weddings/events at Hotham Hall was accepted previously by ERYC Highways as part of the Phase 2a planning approval (ref: 23/00821/PLF) and has been extracted from the Phase 2a TS (LTP, 2023) for reference.

Staff

5.3.2 The number of staff expected to work at Hotham Hall is currently unknown. Given the proposed level of staff car parking provided as part of the Phase 2a development, it is assumed that up to 12 staff could be based at the site when events are taking place.

5.3.3 To provide a robust 'worst-case' assessment, it has been assumed that the 12 staff members travel to the site individually by vehicle trip generating modes, although there is potential for some car sharing.

5.3.4 Staff working hours are unknown, however staff can be expected to work varied shifts, therefore arriving and departing the site across the day. Given guests would generally be expected to arrive at events between 12:00 and 14:00, and depart between approximately 21:00 and 01:00, it is expected that shifts will be spread out to cover these hours, with negligible staff trips expected to occur during the AM (08:00-09:00) and PM (17:00-18:00) network peak hours.

Guests

- 5.3.5 Hotham Hall is expected to accommodate up to 150 guests for weddings and events. As highlighted above, guests are generally expected to arrive at events between 12:00 and 14:00, and depart between approximately 21:00 and 01:00, predominantly for events on Friday and Saturdays. Given the expected nature of the events at Hotham Hall, it is expected that there will be a level of car sharing between guests. It is reasonable to assume that there is an average of 2 guests per car. For a robust, 'worst-case' scenario, it is assumed that all guests travel as vehicle driver or passenger, with no travel via other sustainable modes. This would result in 75 vehicle arrivals between 12:00 and 14:00, and 75 departures between 21:00 and 01:00 on Friday and Saturdays, therefore no vehicle trips would be generated during the weekday AM and PM network peaks.

5.4 Proposed Vehicle Trip Generation – Overnight Accommodation (9 Rooms)

- 5.4.1 If fully occupied, the overnight accommodation could be expected to generate a maximum of 18 two-way daily vehicle movements (9 arrivals in the afternoon for check-in [post 15:00] and 9 departures in the morning once checked-out [pre 11:00]) and therefore the vehicle movements are expected to occur outside of the typical weekday AM and PM peak hours. The accommodation would be expected to be utilised by guests attending wedding/events at Hotham Hall and on non-event days will be available to book for leisure trips. The general staff based at Hotham Hall (outlined in Section 5.3) would be expected to cover the operation/maintenance of the overnight accommodation. Within the overnight accommodation block, adjacent to the check-in area, it is understood that there will be a small retail area for the display and sale of antiques, however, this facility is not expected to directly generate any new vehicle trips.

5.5 Proposed Vehicle Trip Generation – Spa

- 5.5.1 The trip generation for the spa has been built-up from a first-principles approach through input from the Applicant. The use of a first principles approach accords with previous DfT guidance which recommended that *“unless there is a clear valid comparable situation, the assessment trips should be constructed from first principles based on a detailed analysis of the daily operation of the proposed development”* (DfT, 2007a).
- 5.5.2 The exact opening times of the spa are currently unknown, although the peak operation of the spa is expected to fall outside the peak vehicle trip generation for the wedding/events facility. As outlined in Section 5.3, staff based at Hotham Hall would be expected to cover the management of the spa, although there may be a small number of additional spa staff who are qualified to provide treatments/classes.
- 5.5.3 The spa features a total of five treatment rooms, yoga studio, and pool and amongst other amenities and it is reasonable to assume that a maximum of 30 guests could be expected at the facility at any one time with the majority of vehicle trips generated by visitors to the spa facility outside of the typical weekday AM and PM peak hours, with visitor levels expected to be highest on weekends.

5.5.4 Given the nature of the spa facility at Hotham Hall, it is expected that there will be an element of car sharing amongst visitors and therefore it is considered reasonable to assume that there is an average of two visitors per car. For a robust, 'worst-case' scenario, it is assumed that all visitors travel as vehicle driver or passenger, with no travel via other sustainable modes. This would result in a maximum of 30 two-way vehicle movements generated per hour although these are generally expected to be outside of the weekday AM and PM peak hours.

5.6 Proposed Vehicle Trip Generation – Members Club

5.6.1 The exact opening times of the private members club and expected visitor numbers are currently unknown. However, it is considered reasonable to assume that the total number of vehicle trips in the AM and PM peak hours is negligible, with trips likely to occur in the evening and weekend periods. An element of car sharing is expected between patrons of the members club.

5.7 Proposed Vehicle Trip Generation – Bakery

5.7.1 It is expected that the bakery will operate during typical business hours (08:00-17:00) although exact operational times are unknown, with the majority of trips to the bakery expected to be pass-by trips made by walkers travelling through the wider Hotham Hall estate and those staying at the overnight accommodation or attending an event. As such it is expected that the bakery will generate a negligible number of new vehicle trips in the typical AM and PM peak hours.

5.8 Traffic Impact Summary

5.8.1 The DfT has previously issued guidance that transport assessment of development impacts could be based on a threshold of "30 two-way peak hour vehicle trips" (DfT, 2007a). This guidance acknowledged that this threshold was not to be applied rigidly, but rather that it provided "a useful point of reference from which to commence discussions".

5.8.2 This national DfT guidance has now been superseded and replaced with the 'National Planning Policy Framework' (NPPF) (DLUHC, 2023) and its accompanying 'Planning Practice Guidance' (PPG) (DLUHC, 2014). NPPF and PPG require that transport assessment is undertaken for "developments that generate significant amounts of movement", although this is not defined. It is therefore acknowledged that there is no set threshold for assessment within the current national planning policy.

5.8.3 The proposed elements associated with Phase 2b of the Hotham Hall redevelopment are not expected to generate more than 30 two-way vehicle trips during the typical AM and PM peak hours. Therefore, the potential traffic generation is not expected to be significant, and as a result, the Phase 2b proposals are not expected to have a severe impact on the local highway network.

- 5.8.4 Therefore, the proposals are considered to be in accordance with the ‘*National Planning Policy Framework*’, which states 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*” (DLUHC, 2023).

6. CONCLUSIONS

- 6.1.1 This Transport Statement (TS) provides an appraisal of the likely transport impacts and road safety implications associated with Phase 2b of the redevelopment of Hotham Hall at Harrybeck Lane, Hotham.
- 6.1.2 This report has been produced in accordance with the relevant local and national guidance.
- 6.1.3 The overall Hotham Hall Estate masterplan comprises three phases of development, and Phase 1 (the refurbishment of the hall) is currently underway, Phase 2a (construction of new access, car park and service road). The Phase 2b proposals, which are considered in this TS, are summarised below:
- Conversion of part of the stable block to form overnight accommodation with nine guest rooms and a small retail area featuring antiques;
 - Conversion of part of the stable block to form a member's club with a bar, lounges and library;
 - Conversion of part of the stable block to a small bakery;
 - Conversion of the remaining stable block to form a wedding/events space which will accommodate up to 150 guests, with the event capacity considered previously as part of the Phase 2a approval. Events at Hotham Hall will run no later than 01:00; and
 - A new spa building with a Gross Internal Area (GIA) of 591m² featuring five treatment rooms, yoga studio, pool, beauty room and other amenities. Appointments will be by appointment only.
- 6.1.4 The site is located within a reasonable 2km walking distance of the majority of the built-up areas of Hotham and North Cave, and within a reasonable cycle ride (up to 8km, approximately 25 minutes at the average cycling speed of 12mph), of the entire built-up areas of Hotham, North Newbald, South Newbald, North Cave and South Cave. The nearest bus stop to the site is located on Rectory Lane, an approximately 740m walk to the north-west of the site providing access to westbound bus services. The nearest rail station to the site is Brough Rail Station, which is located approximately 8.4km to the west of the site (as the crow flies). Brough Rail Station accommodates Northern Rail, TransPennine and Hull Trains services. Among the rail services available from the station, three services per hour to Hull, with services available to/from York, Doncaster, Sheffield, Manchester and London Kings Cross. With a connecting taxi journey, or possibly cycle ride, rail travel may be a viable option for some staff/guests.

- 6.1.5 No Personal Injury Collisions (PICs) have occurred within the study area during the five-year study period which represents a good road safety record and does not reveal any identifiable existing collision clusters associated with the existing Hotham Hall site. If the proposed internal roads are designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design of any schemes affecting the highway, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.
- 6.1.6 There are negligible number of daily vehicle movements currently generated by the owners of Hotham Hall residing at the property.
- 6.1.7 **Approved Wedding/Events Capacity (up to 150 guests)** - The vehicle trip generation for 150 guests attending weddings/events at Hotham Hall was accepted previously by ERYC Highways as part of the Phase 2a planning approval (ref: 23/00821/PLF).
- 6.1.8 **Overnight Accommodation** - If fully occupied, the overnight accommodation could be expected to generate a maximum of 18 two-way daily vehicle movements (9 arrivals in the afternoon for check-in [post 15:00] and 9 departures in the morning once checked-out [pre 11:00]) and therefore the vehicle movements are expected to occur outside of the typical weekday AM and PM peak hours. The accommodation would be expected to be utilised by guests attending wedding/events at Hotham Hall and on non-event days will be available to book for leisure trips. The general staff based at Hotham Hall would be expected to cover the operation/maintenance of the overnight accommodation. Within the overnight accommodation block, adjacent to the check-in area, it is understood that there will be a small retail area for the display and sale of antiques, however, this facility is not expected to directly generate any new vehicle trips.
- 6.1.9 **Spa** - The exact opening times of the spa are currently unknown, although the peak operation of the spa is expected to fall outside the peak vehicle trip generation for the wedding/events facility. Staff based at Hotham Hall would be expected to cover the management of the spa, although there may be a small number of additional spa staff who are qualified to provide treatments/classes.
- 6.1.10 The spa features a total of five treatment rooms, yoga studio, and pool and amongst other amenities and it is reasonable to assume that a maximum of 30 visitors could be expected at the facility at any one time with the majority of vehicle trips generated by visitors to the spa facility outside of the typical weekday AM and PM peak hours, with visitor levels expected to be highest on weekends. Given the nature of the spa facility at Hotham Hall, it is expected that there will be an element of car sharing amongst visitors and therefore it is considered reasonable to assume that there is an average of two visitors per car. For a robust, 'worst-case' scenario, it is assumed that all visitors travel as vehicle driver or passenger, with no travel via other sustainable modes. This would result in a maximum of 30 two-way vehicle movements generated per hour although these are generally expected to be outside of the weekday AM and PM peak hours.

- 6.1.11 **Private Members Club** - The exact opening times of the private members club and expected visitor numbers are currently unknown. However, it is considered reasonable to assume that the total number of vehicle trips in the AM and PM peak hours is negligible, with trips likely to occur in the evening and weekend periods. An element of car sharing is expected between patrons of the members club.
- 6.1.12 **Bakery** - It is expected that the bakery will operate during typical business hours (08:00-17:00) although exact operational times are unknown, with the majority of trips to the bakery expected to be pass-by trips made by walkers travelling through the wider Hotham Hall estate and those staying at the overnight accommodation or attending an event. As such it is expected that the bakery will generate a negligible number of new vehicle trips in the typical AM and PM peak hours.
- 6.1.13 The proposed elements associated with Phase 2b of the Hotham Hall redevelopment are not expected to generate more than 30 two-way vehicle trips during the typical AM and PM peak hours. Therefore, the potential traffic generation is not expected to be significant, and as a result, the Phase 2b proposals are not expected to have a severe impact on the local highway network.
- 6.1.14 Based on the assessments of this TS, it is considered that the Phase 2b proposals would not be expected to have a severe impact on the operation of the local highway network. The proposals are therefore considered to be in accordance with the '*National Planning Policy Framework*' (NPPF) which states 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*" (DLUHC, 2023).
- 6.1.15 It is concluded from the assessments within this TS that the Phase 2b proposals at Hotham Hall would not be expected to have a severe impact in terms of sustainable travel, road safety and traffic impact.

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Appendix I – Masterplan Layout

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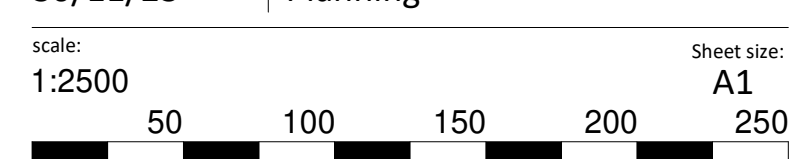
Note
 Refer to SBA design drawings for landscape design

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| P01 | 01.12.23 | Issued for planning | RM | NB |
| revision date | description | | drawn by | ck'd |

brown + company

project:
 Hotham Hall Estate
 Hotham, York YO43 4UA
 drawing:
 Proposed Site Plan

| | |
|----------|----------|
| date: | status: |
| 30/11/23 | Planning |



| job number | orig | zone | level | type | role | drawing number | rev |
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| 23039- | BC- | ZZ- | XX- | DR- | A- | 03-003 | P01 |

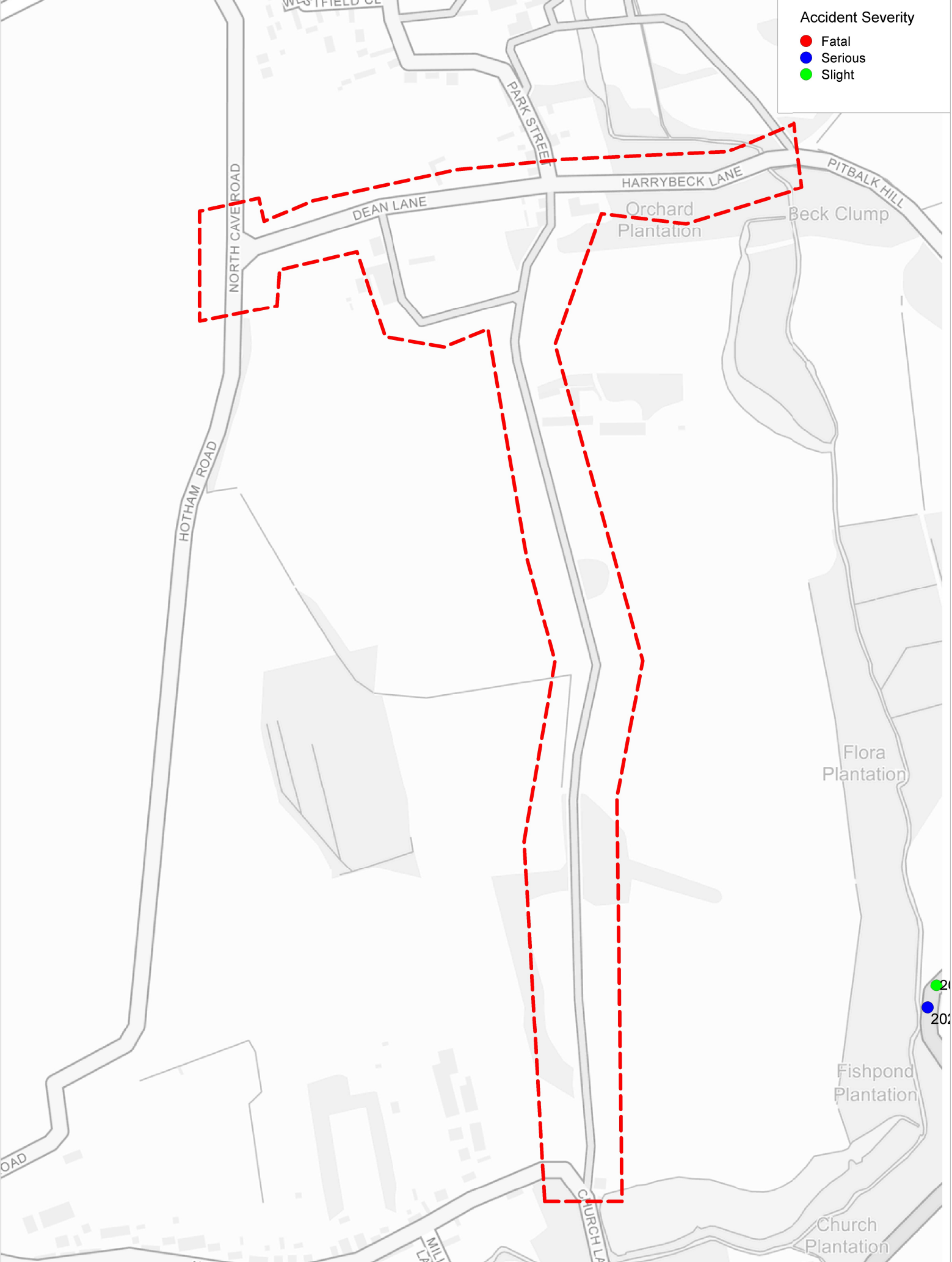
Proposed Site Plan
 1 : 250



Appendix 2 – Collision Plot

Accident Severity

- Fatal
- Serious
- Slight



Planning application for Hotham Hall Development (Phase 2b), Harrybeck Lane, Hotham
Collision Plot 2018-2022, Produced by Local Transport Projects Ltd (LTP/4949/RC) 29/11/2023
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