



**Structural Civil Building  
Engineers**

## **Transport Statement**



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**Document Ref:** 218790-MR-00-XX-RP-D  
**Site:** The Woodyard, Worstead Estate  
**Client:** Worstead Estate  
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## Document Issue Record

The table below provides a record of document issue and revision history:

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Rev	Description	Prepared By	Checked By	Approved By	Date
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## 1 INTRODUCTION

Canham Consulting Ltd have been commissioned by Worstead Farms Ltd to produce a Transport Statement (TS) in support of a planning application at Worstead Park for changes to the frequency of use of the Woodyard venue. The site location is shown below in Figure 1. A copy of the proposed site plan is shown in Appendix A.

This report will identify the proposals, summary of traffic associated with the development and highway improvements.



Figure 1: Site Location Plan

## 1.1 Planning Context

Planning permission to convert the former Woodyard barns to a wedding venue was granted in September 2017 (planning ref PF 17/1510).

There have also been several applications to repurpose and save listed buildings within the estate which have been withdrawn.

This report will assess the impact of the traffic associated with the proposed development and the affect it will have on the surrounding highway network.

A previous pre-app for the adjacent Coach House site included three main transport related recommendations:

1. Providing an upgraded Access Road from Dilham Road
2. Car Parking and Access Strategy
3. Commercial Travel Plan

This report will detail how these recommendations will be incorporated into the design of the proposed scheme.

An upgraded two-way estate road will be provided linking the development to Dilham Road. This road links to Dilham Road at the northern gate. This reinstates a previously used access and upgrades the existing single track within the site to a two-way access road. The estate access strategy will be amended to close off access/exit via the eastern gate, with all traffic associated with The Woodyard to enter and exit the site via the Northern Gate and new two-way access road.

Car parking and access has been considered as part of the wider estate strategy. The Woodyard parking does not alter as a result of this application. There is no requirement for additional parking as there will be no additional traffic on any given day.

Discussions have previously been had with highways over the proposals, with all comments raised by highways addressed and agreement that offsite works be delivered through a S278 agreement and conditions proposed by the Highway Authority (under discussion associated with the Coach House development).

## **2 EXISTING ARRANGEMENTS**

### **2.1 Introduction**

This chapter reviews the existing setting of the site, including the area surrounding the site and the transport options available in the immediate area.

The site houses an existing building (Woodyard).

Surrounding The Woodyard is Worstead Park, open countryside, woodland with a number of other buildings within its grounds. To the west is a large lake.

The park lies between Worstead to Northwest, Smallburgh and Dilham to the Southeast and Frankfort and Sloley to the South West.

Access to the park is currently provided from two vehicle access points, the East and West Gates. There is also an existing north gate, which provides farm access, although the road within the estate has become overgrown from the north gate.

### **2.2 Surrounding Land Use**

The site is bounded to the north by a walled garden to the north. To the east, the site is bounded by the access road and beyond this, woodland and agricultural land. To the south, the site is bounded by an internal access road. To the west, the site is bounded by a wooded area and beyond this, a body of water.

### **2.3 Site and Local Highway Network Description**

Access and egress to the site is made via access roads extending from both Sloley Road and Mill Lane/Chapel Road. (West and east accesses respectively), alongside the existing north gate access. The private estate roads have a 15mph speed limit applied and operate on a one-way system.

Sloley Road, Mill Lane and Chapel Road are all national speed limit roads (60mph) however, it is understood that most vehicles do not travel at the speed limits along these roads. Sloley Road is a single carriageway country road. The exit onto Mill Lane and Chapel Road is on a right-angle bend between the two roads.

Union Road has a 30mph speed limit, which extends into Anchor Street. The speed limit changes to the national speed limit for the remaining stretch of Anchor Street to the west of the residential area (east of Shop Lane).

The B1150 North Walsham Road has a 40mph speed limit at its junction with Anchor Street and a 50mph speed limit at the junction with Sloley Road and Westwick Road.

There is a 20mph speed limit within Worstead village.

An upgraded two-way access road is proposed to be made onto Dilham Road, at the northern gate, upgrading the current single track. Dilham Road is a national speed limit (60mph) single lane country road. There are several passing bays along Dilham Road to facilitate traffic flow and passing of vehicles. It is considered that there is enough carriageway width along Dilham Road for cars to pass each other, with the passing bays at suitable distances. (See Appendix D) Due to the nature of Dilham Road, it is believed that most drivers will not be travelling at the speed limit, especially if they can see traffic coming the other direction. There is generally good forward visibility.

There are no footways within the immediate vicinity of the site. There is no streetlighting in the immediate area surrounding the site. There are public rights of way (PRoW) and permissive paths in the vicinity of the site and wider area. There is a permissive path to the north of Dilham Road, along the southern boundary of the field. This provides a pedestrian route towards Worstead.

There are no national cycle routes in the immediate area surrounding the site.

#### **2.4 Public Transport – Accessibility**

The nearest bus stop to the site which has operational services is along A149 Yarmouth Road (east of the site). This stop is approximately 1.2 miles south-west of the site (along the road network). The bus stop id is 'NFOGMPTD. Sanders Coaches runs services that serve these stops. Based on the Sanders Coaches service being the only available, there are very limited bus services surrounding the site. Additionally, there are poor connections to the bus stops due to the lack of footways surrounding the site.

The nearest train station is Worstead train station, approximately 2.2 miles west which is a 9-minute drive or 12-minute cycle ride. Worstead is on the Norwich to Sheringham line. Full train timetables and routes can be found at [www.greateranglia.co.uk](http://www.greateranglia.co.uk).

Connections from Worstead train station can be made to destinations including, but not limited to, Sheringham, Cromer, North Walsham, Hoveton & Wroxham and Norwich. Connections can be made from Norwich station to major designations including London Liverpool Street and Manchester.



### **3 PROPOSED DEVELOPMENT**

The proposed development is shown within Appendix A. The proposed development doesn't see any alteration to the building itself, just a change to the use, so that two events (wedding or non-wedding) can be held each week. The proposals include for the improved access arrangements and an offsite highway improvement at the A149 junction.

The Woodyard venue will be restricted to having two events a week, one at weekend and one during the week.

The proposed development will re-purpose the existing north gate of the Park to allow two-way access to take traffic to and from The Woodyard. A plan showing the proposed access arrangements are available in Appendix B. The access road is proposed to be 5m with a 2m footway along one side. The access road will be considerate to the rural surroundings. The road will not be over engineered in appearance, with no kerbs proposed and the surface materials sensitive to the landscape setting.

Currently guests enter the Park through the West gate and exit via the East gate. It is proposed to modify this arrangement as part of the development to only allow public vehicle access to the park through the North Gate. Signage will direct traffic out of the North gate, right onto Dilham Road. Although it is recognised that locals may turn left out towards Worstead.

There will also be signposts along the preferred route, and at the exit, directing all traffic to the A149 to help avoid traffic turning west. It is suggested that the proposed signage be conditioned and subject to agreement by the Highway Authority.

The North gate will provide convenient access to the A149 via a short section of Dilham/Worstead Road. Guests will be encouraged to arrive via the A149 to take traffic away from the highway network to the west and from around Worstead.

This will streamline the flow of traffic for those visiting The Woodyard and the Park. It will take the existing traffic away from the west gate on Sloley Road and the east gate on Chapel Road thereby improving the flow of traffic on the surrounding highways network.

There is a good level of existing passing bays along Dilham Road, especially between the A149 and the northern access. The passing bays and visibility between the bays are shown in Appendix D.

There are improvements proposed at the Dilham Road / A149 junction, with a proposed splitter island (Appendix E).

The visibility out onto Dilham Road indicates a visibility splay of 2.4m x 215m is achievable, following recent forestry work done with permission from the forestry commission. The proposed visibility splay is in line with the visibility splay requirements of accesses onto national speed limit roads (60mph). As the access to the site from Sloley Road is proposed to become an entry-only access, and will be more of a pedestrian route, the visibility splay is not as critical as if it was a vehicle exit junction.

It is considered that there is suitable forward visibility along Sloley Road to allow safe entry and exit to the site.

Refuse and delivery vehicles will access from the north (along the upgraded access road) and exit via the north gate, after turning at a suitable location. The turning area and swept path of the turning movement is also shown in Appendix C.

## **4 TRIP GENERATION**

### **4.1 Introduction**

This section considers the trips associated with the existing site use and the trips associated with the proposed development.

### **4.2 Existing Trips**

The site has planning permission for use as a wedding venue, with restriction on events taking place at weekends only, primarily on Saturdays. There is a limit to guest numbers. The venue could cater for approximately 110 visitors, with 10 staff anticipated.

It is considered that most guests would arrive in pairs, as families or as multiple couples in a single vehicle, as such the parking levels (53 spaces) are considered appropriate.

### **4.3 Proposed Trips**

Due to the nature of the site it is considered that the majority of the trips will fall outside the peak hours on the traffic network as people will be visiting The Woodyard for weddings and other event celebrations, such as dinners, parties, christenings.

There are some permissive routes and PRoW in the surrounding area. Although there are travel options available, given the use and as most guests will be in smart attire, it is envisaged that the majority of guest will arrive by car or pre-arranged transport (shared wedding bus, taxi, car share etc)

The development size doesn't change, the proposals are to open up the use to enable other events as well as weddings, although there will be a limit to two events a week. It is proposed to limit the events to one weekday and one weekend event each week. The trips could therefore double as currently only one weekend event is permitted.

Any deliveries to the site are also considered to take place outside the peak hours of the surrounding highway network. Weekday set up is available from midday.

We looked to obtain TRICS data, although there were no comparable or similar sites.

Overall, it is considered that the trips associated with the proposed development will not have a significant impact on the surrounding highway network. Additionally, the trips that are generated by the proposed development will mostly fall outside of the peak hours on the highway network. With the re-routing of the Woodyard trips away from the east access, and the improvements being made offsite, there will be an improvement on the local country roads, with traffic re-routed to the north access and to the A149.

Given these predicted traffic flows there will be minimal impact on the traffic using Dilham Road. As there will be an increase in trips at the Dilham / A149 junction, it is proposed to provide a splitter island to improve the junction layout. A draft proposal is shown in Appendix E. It is suggested that the detailed design of the offsite highway improvements be conditioned by a suitable worded condition and through a S278 agreement.

### **4.4 Travel Plan**

A travel plan will be implemented which will promote the travel modes available and routes for accessing the site. This will highlight the different modes of travel to the site.

#### 4.5 Offsite Accommodation

A study of offsite third-party accommodation (within 5 miles) has been undertaken. See Figure 2 below for the 5-mile radius reviewed.



Figure 2: 5-mile radius Accommodation Area

Google maps (fastest route) has been used as this is commonly used as a navigation tool. The assessment uses google maps. Table 1 shows that 88% of third-party accommodation (those not living locally) would exit east onto Dilham Road with 12% headed west towards Worstead.

<b>North Drive</b>		<b>WEST</b>	<b>EAST</b>
EAST	Dilham Rd - A149 (NORTH)		20
EAST	Dilham Rd - A149 (NORTH)		12
EAST	Dilham Rd - Honing Rd		8
EAST	Dilham Rd - A149 (South)		6
EAST	Dilham Rd - Church Rd		46
WEST	Westwick Rd - Withergate Rd	2	
EAST	Dilham Rd - A149 (South)		18
EAST	Dilham Rd - A149 (South)		8
EAST	Dilham Rd - A149 (North)		28
WEST	Westwick Rd - B1150 (South)	16	
EAST	Dilham Rd - A149 (South)		4
EAST	Dilham Rd - A149 (South)		11
EAST	Dilham Rd - A149 (South)		59
WEST	Dilham Rd	12	
		<b>30</b>	<b>220</b>
		12%	88%

Table 1: Routes of non-local Traffic

#### **4.6 Worstead Estate Accommodation**

There are currently facilities for 31 guests (28% of the maximum 110 guests) within the Worstead Estate properties.

#### **4.7 Impact During Construction**

The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area. Access will be restricted to Dilham Road to avoid disruption to the local road network.

## 5 SUMMARY

The proposed development is to enable different types of events and not limit to weddings only. The development will see a restriction to one weekend and one weekday event each week. The proposal also includes for improved access arrangements and offsite highways improvements.

The site will be accessed via an upgraded two-way estate road that connects to Dilham Road at the northern gate. The North Gate access will be upgraded to form a new T junction with 215m visibility splays in both directions. This access re-instates a previously used access.

The trips associated with the proposed development will, for the most part, fall outside the peak hours on the surrounding highway network. Due to the introduction of the new and improved access strategy the impact on the local road network will be minimised, with vehicles removed from the east (Chapel Road and Mill Lane) and west gate (Solely Road), with traffic reassigned to the north access (Dilham Road).

The impact on the local road network will be limited to the short section of Dilham Road between the A149 junction and the proposed upgraded North Gate junction. Other areas of the local highway network will see a benefit, with cars removed from those roads.

It is proposed to provide a splitter island at the junction of Dilham Road / A149 to improve the junction layout.

Considering the above information, it is considered that the proposed development will have a positive impact on the surrounding local highway network.

## **Appendix A**

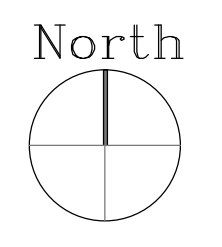
### **Proposed Development Layout**

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all dimensions to be checked on site and architect notified of any discrepancies prior to commencement.  
do not scale.



- PLANNING BOUNDARIES**
- ▬ WORSTEAD PARK, APPLICANT'S OWNERSHIP
  - ▬ PLANNING BOUNDARY THE WOOD YARD, LANDSCAPE AREAS AND VEHICULAR ACCESS ROUTE
- EXISTING LANDSCAPE AREAS**
- EXISTING WOODLAND
  - WATER
  - WALLED GARDEN
  - DISABLED PARKING AREA
  - PARKING AREA
  - OVERFLOW PARKING AREA
- PROPOSED ACCESS ROUTE**
- PROPOSED VEHICULAR ACCESS ROUTE
  - PROPOSED PAVEMENT



rev:	date:	comment(s):	name:
status: PLANNING			
client: WORSTEAD FARMS LTD			
job: THE WOOD YARD AND ISLAND			
title: LOCATION PLAN			
date: APRIL 2023		scale @ a1: 1:3000	
job no: 23.22		drg no: 01	



THE RURAL ARCHITECT

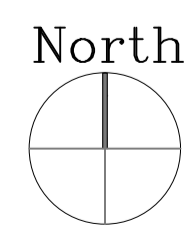
LOCATION PLAN 1:3000





rev:    date:    comment(s):    name:

status: **PLANNING**  
client: **WORSTEAD FARMS LTD**  
job: **THE WOOD YARD**  
title: **SITE PLAN**  
date: **APRIL 2023**    scale @ **1:500**  
job no: **23.22**    drg no: **01**



SITE PLAN 1:500

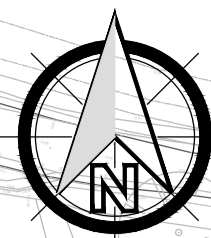


THE RURAL ARCHITECT








## **Appendix B**

### **Proposed Access Arrangements**

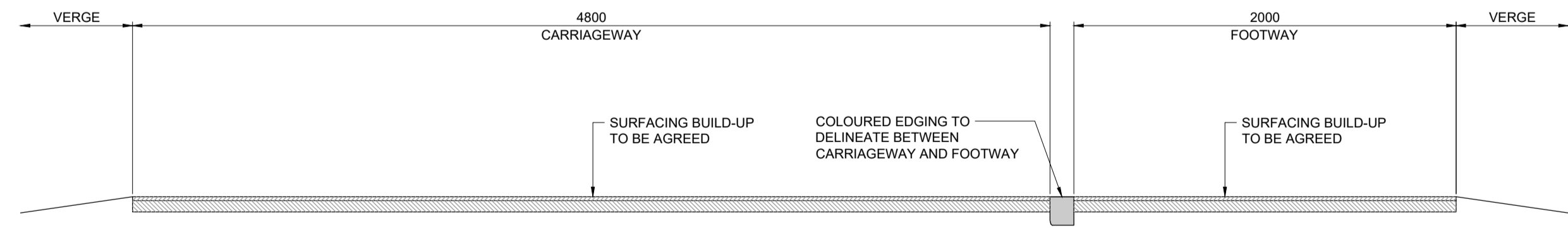
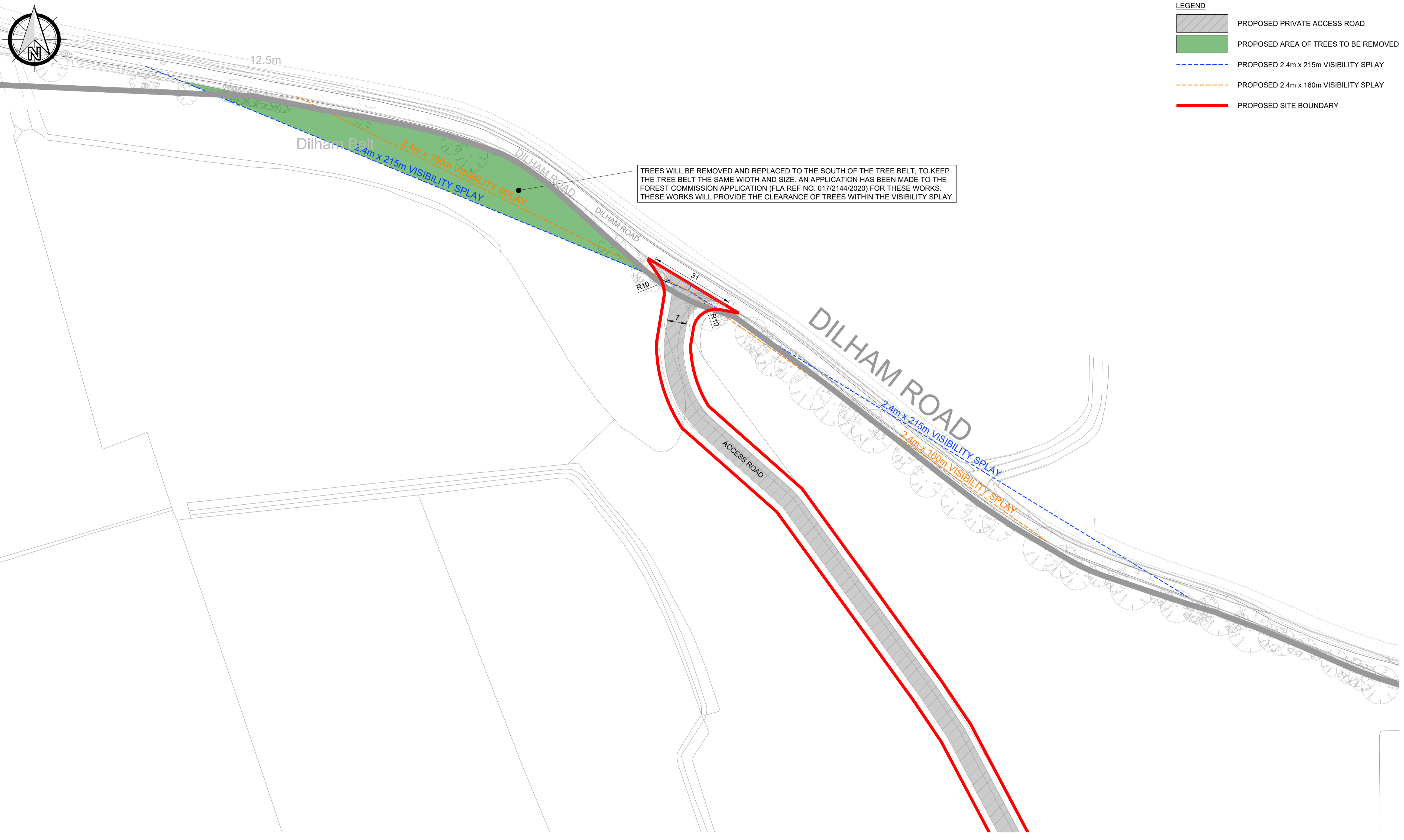


LEGEND

-  PROPOSED PRIVATE ACCESS ROAD
-  PROPOSED AREA OF TREES TO BE REMOVED
-  PROPOSED 2.4m x 215m VISIBILITY SPLAY
-  PROPOSED 2.4m x 160m VISIBILITY SPLAY
-  PROPOSED SITE BOUNDARY

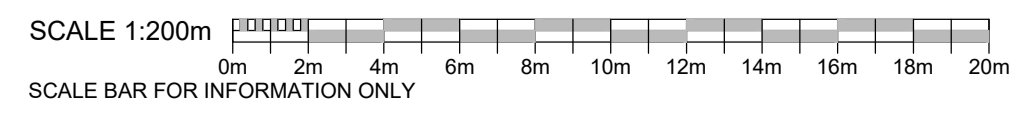
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TYPICAL CROSS SECTION THROUGH ACCESS ROAD  
SCALE 1:20

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WORSTEAD ESTATE

architect  
  
project  
THE WOODYARD, WORSTEAD ESTATE  
  
title  
NORTH ACCESS PLAN

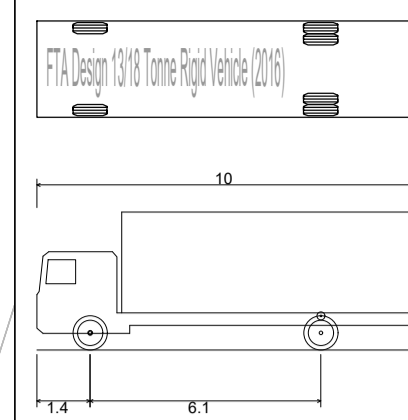
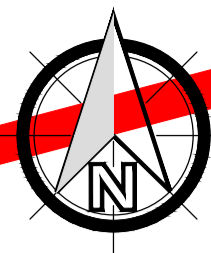
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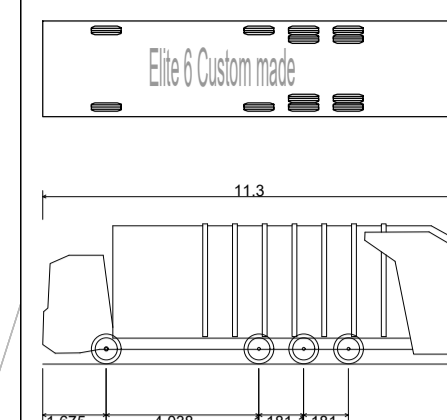
## **Appendix C**

### **Swept Path Plans**



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



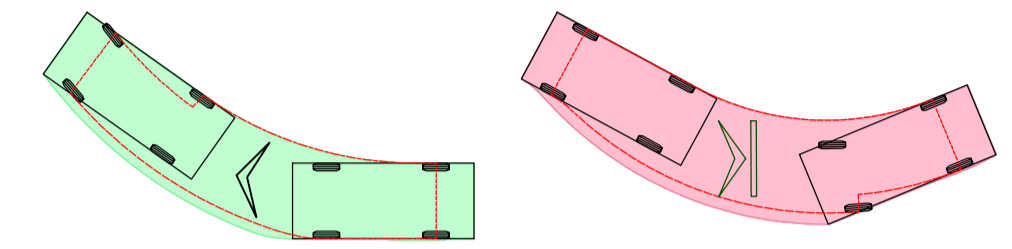
Elite 6 Custom made

Overall Length	11.300m
Overall Width	2.530m
Overall Body Height	3.707m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.200m

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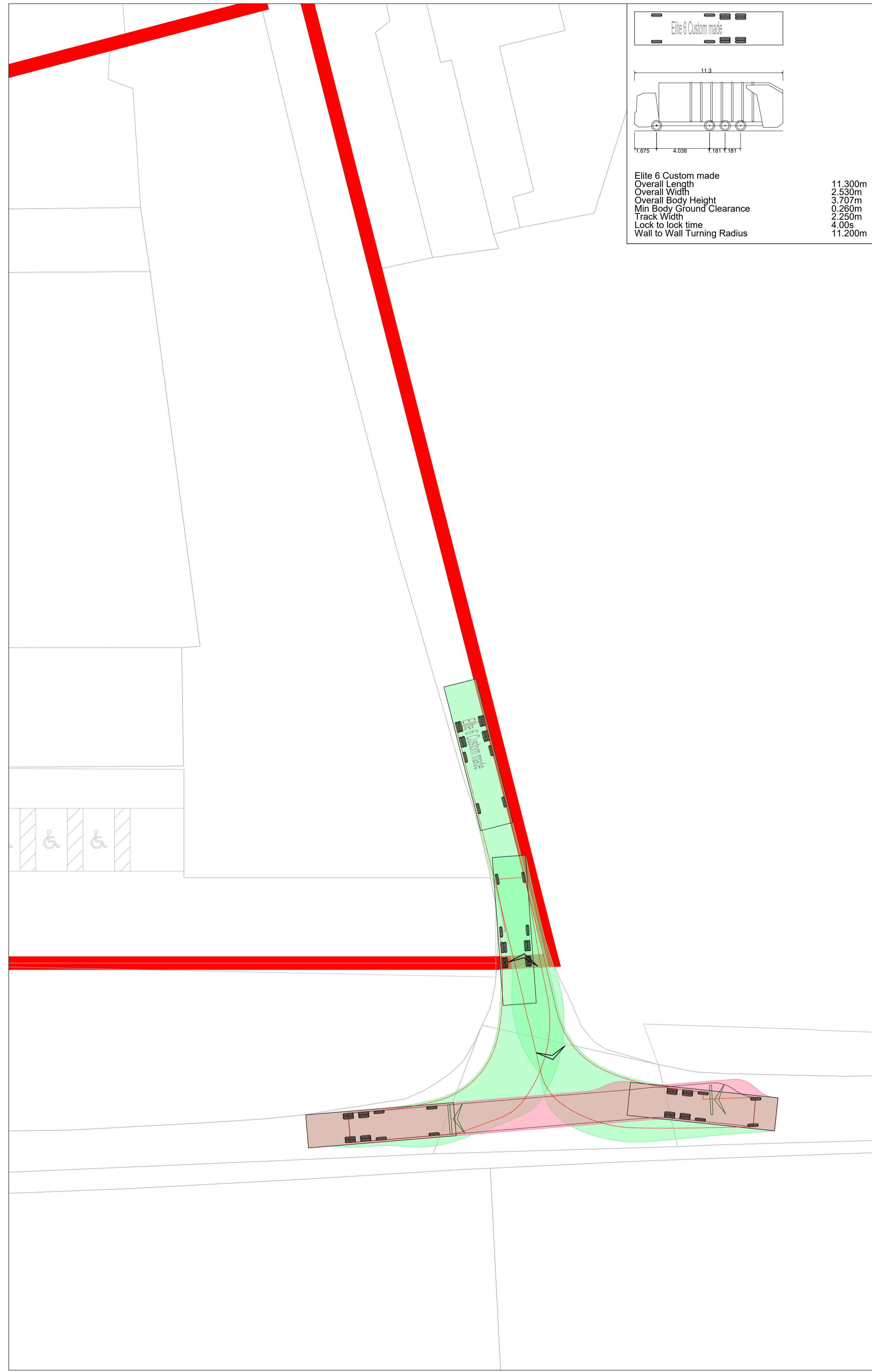
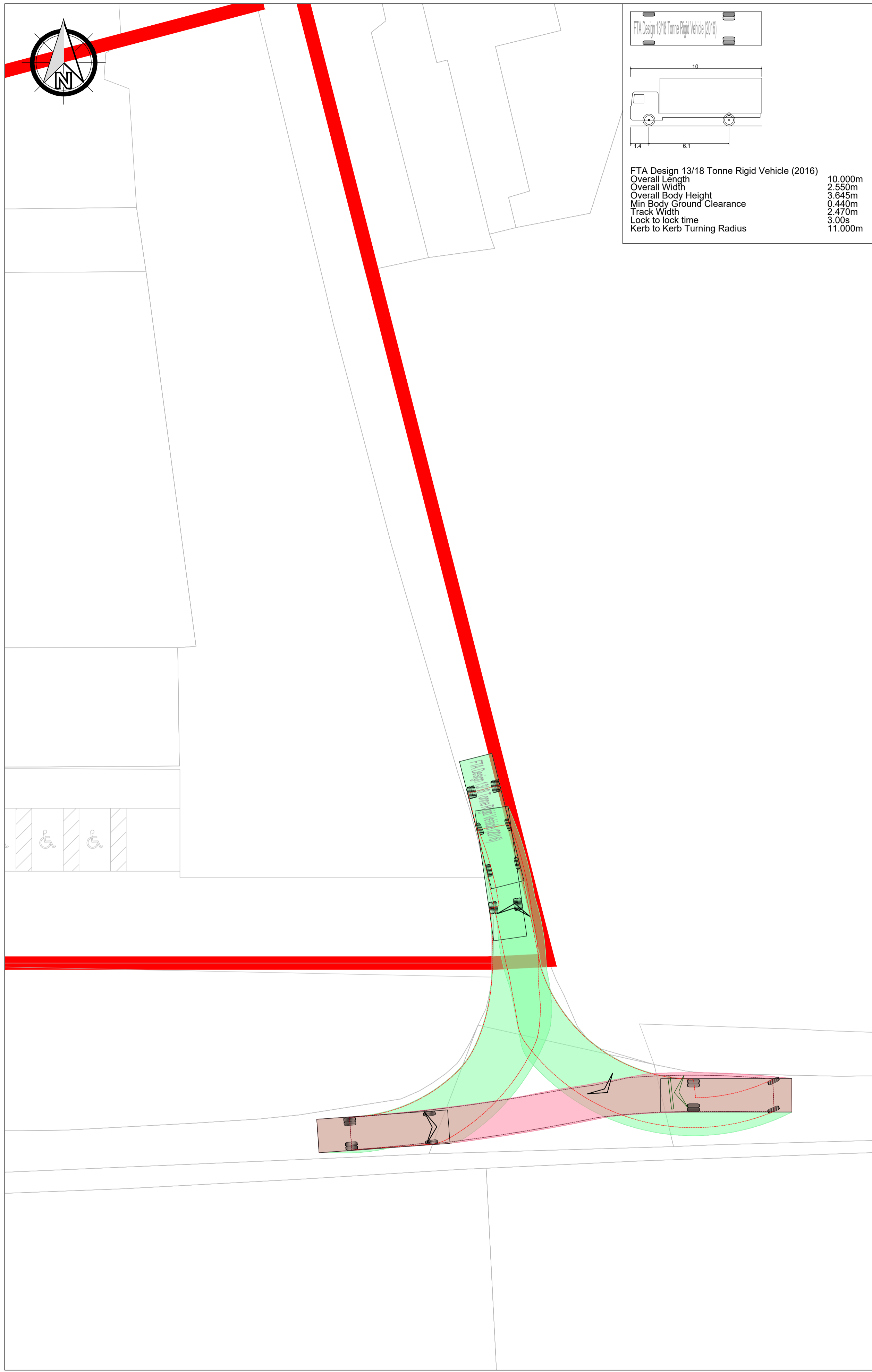
**VEHICLE SWEEP PATH - KEY TO SYMBOLS**



VEHICLE MOVING FORWARD: BODY OUTLINE - GREEN SHADING, WHEEL TRACK - RED DOTTED LINE  
 VEHICLE MOVING IN REVERSE: BODY OUTLINE - RED SHADING, WHEEL TRACK - RED DOTTED LINE

**LEGEND**

PROPOSED SITE BOUNDARY



rev	date	details	drawn	checked
P01	18.05.23	PRELIMINARY ISSUE	GPC	MR



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client: WORSTEAD ESTATE

architect:

project: THE WOODYARD, WORSTEAD ESTATE

title: VEHICLE SWEEP PATH ANALYSIS TURNING AREA

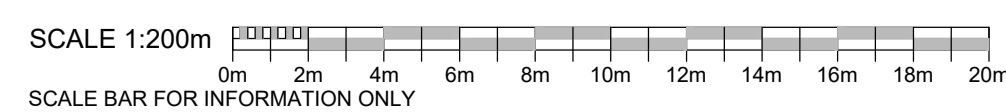
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218790	GPC	GPC	MR	1:200	A1 (L)	18.05.2023

status: S2 - SUITABLE FOR INFORMATION

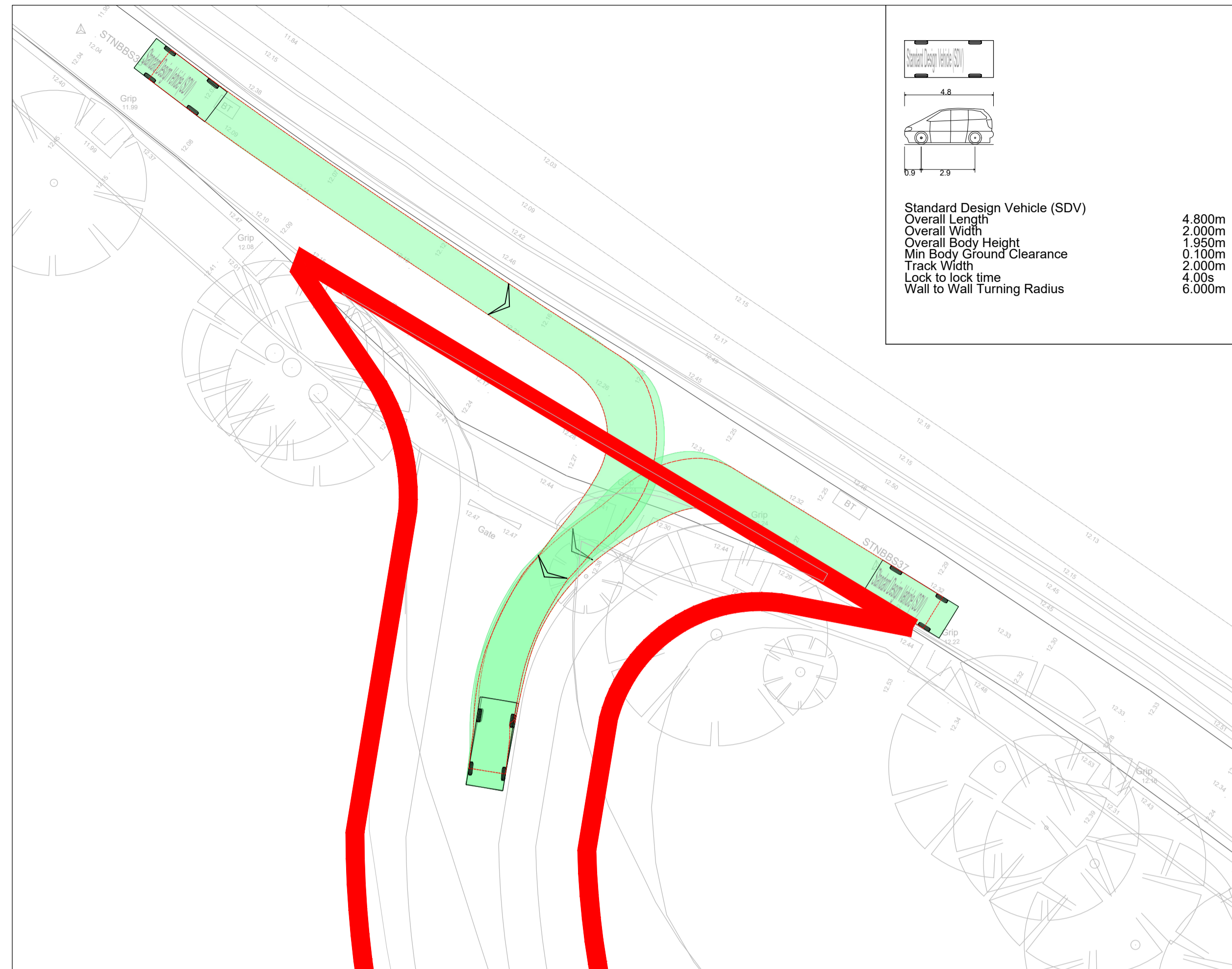
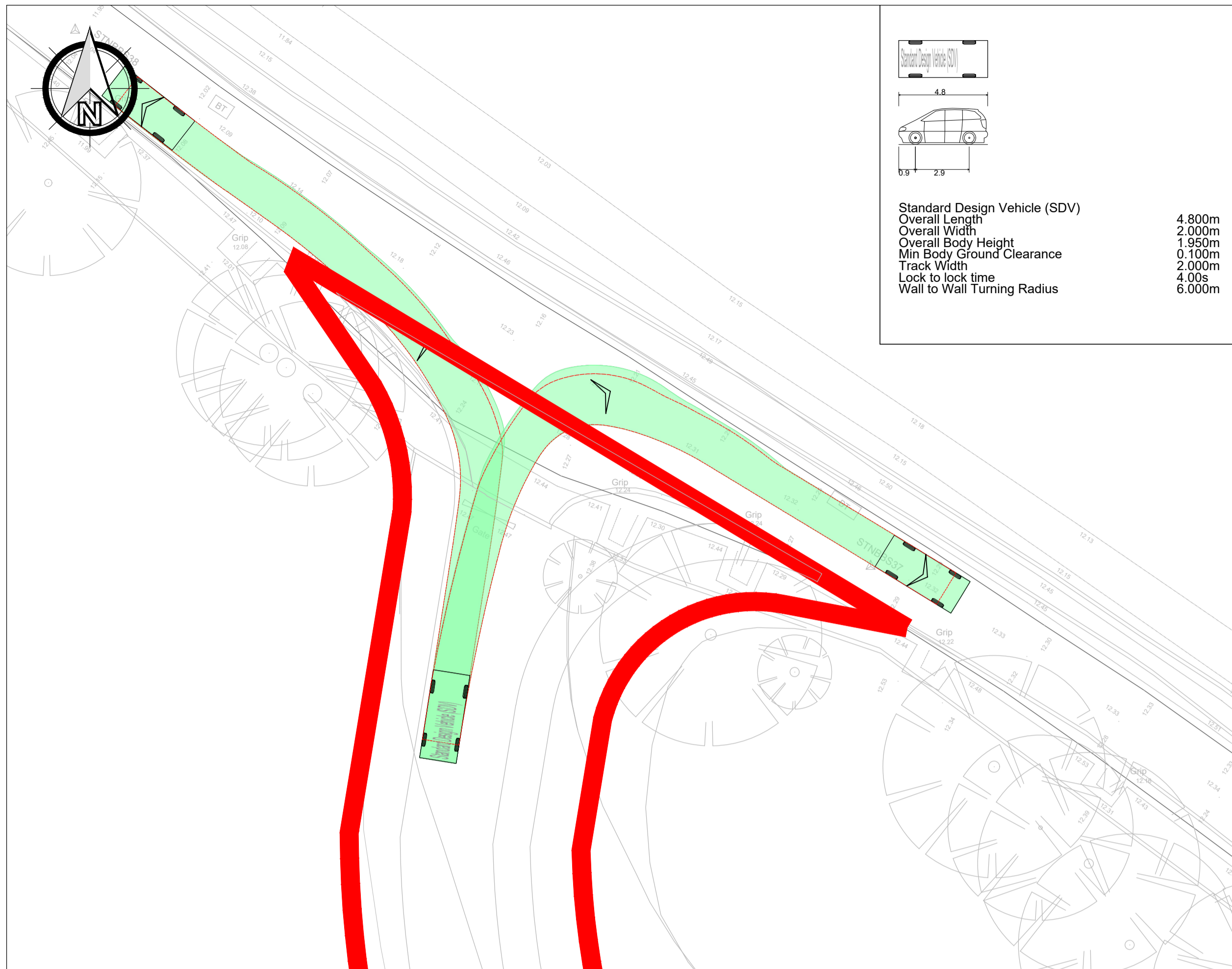
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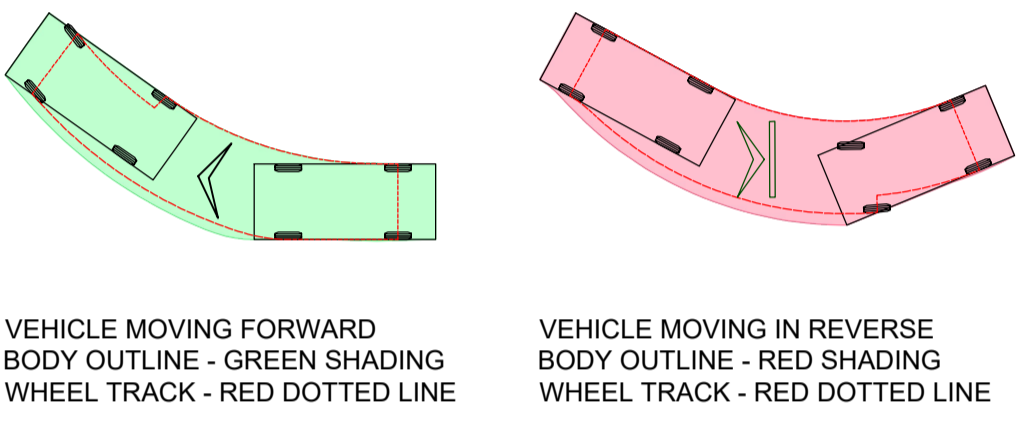
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8. THE PROPOSED SITE LAYOUT SHOWN ON THIS DRAWING IS BASED UPON THE RURAL ARCHITECT DRAWING 23.22-01, DATED APRIL 2023.

**VEHICLE SWEEP PATH - KEY TO SYMBOLS**

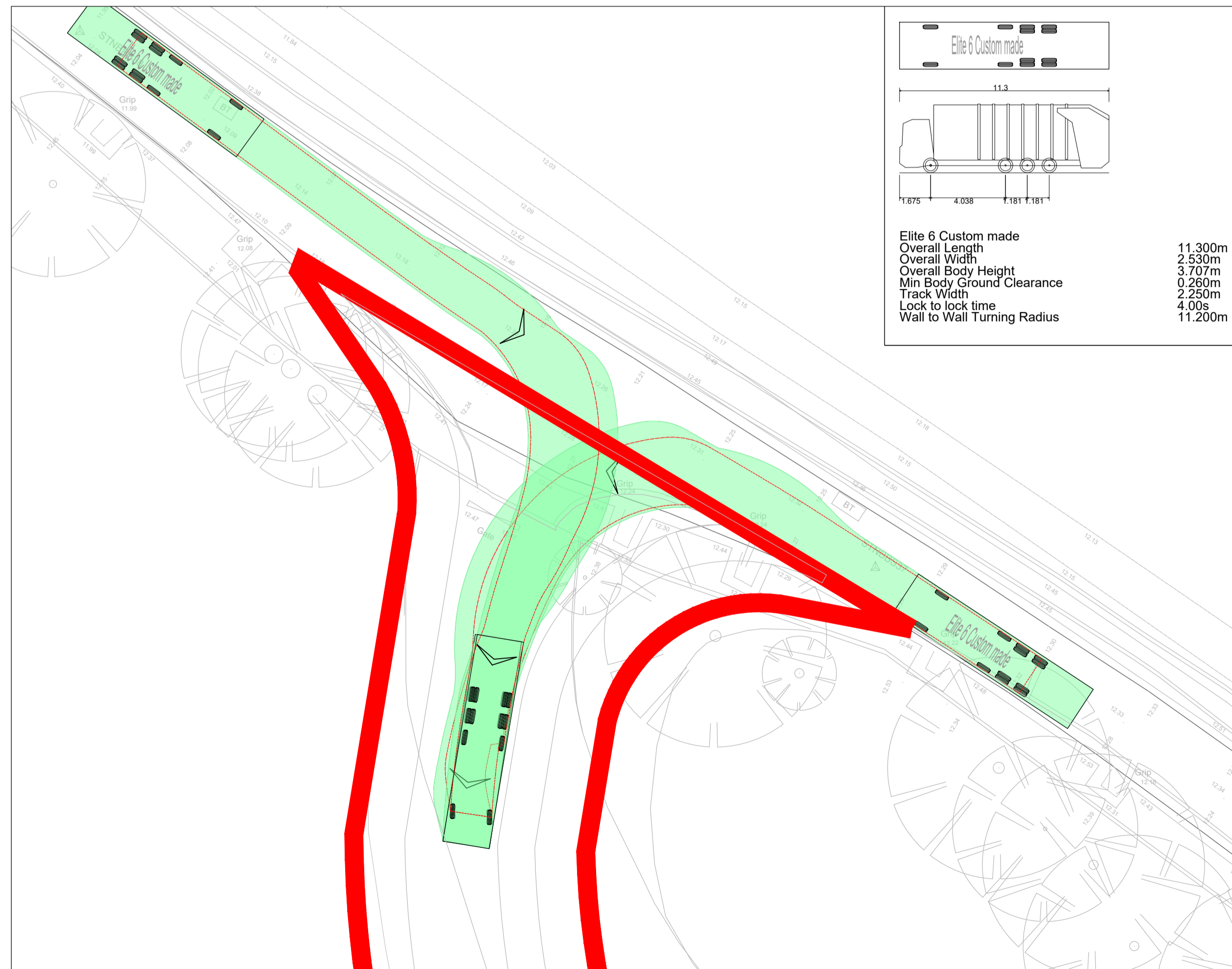
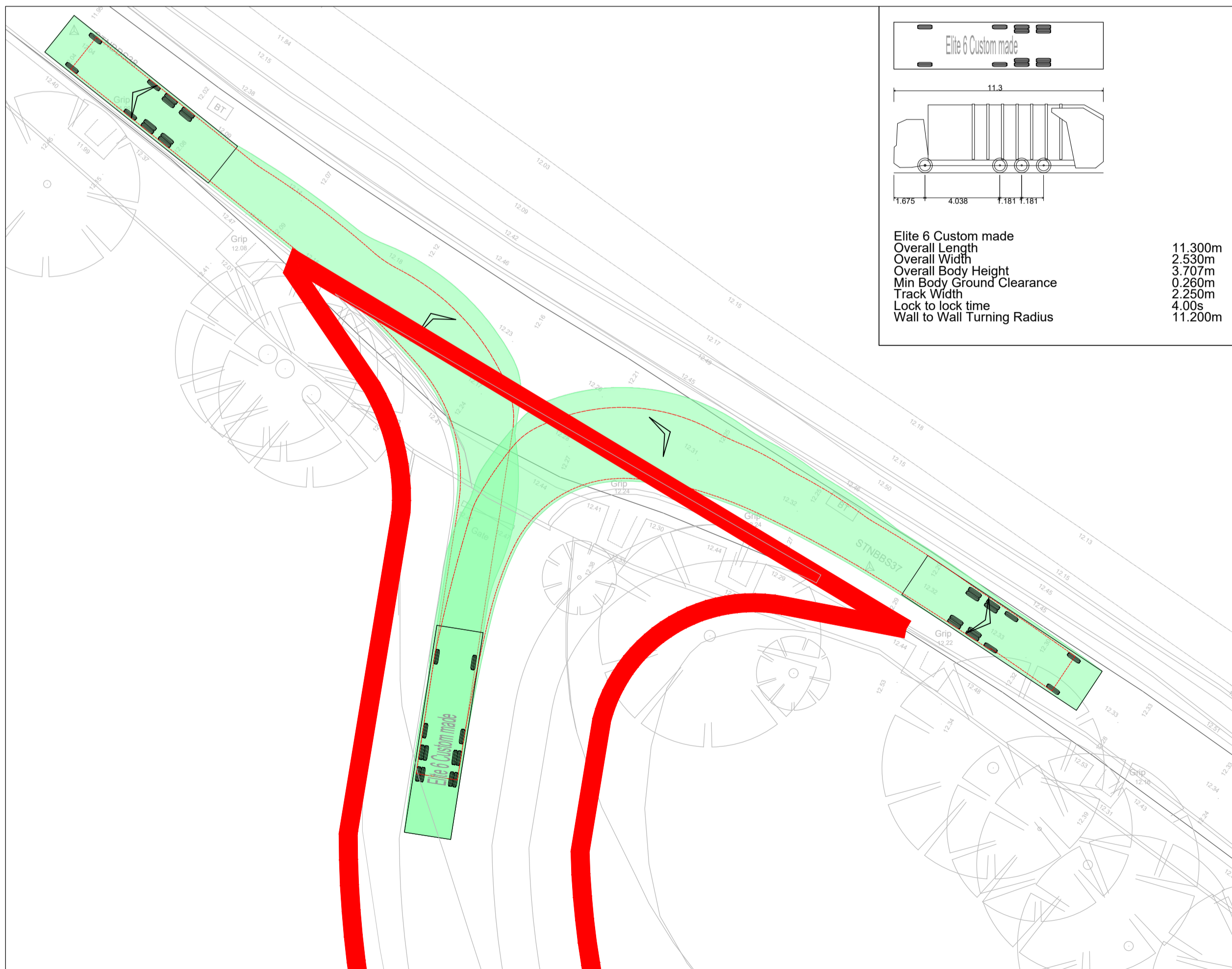


**LEGEND**



**CAR - EXITING THE SITE FROM THE PROPOSED NORTH ACCESS TO DILHAM ROAD**  
SCALE 1:200

**CAR - ENTERING THE SITE ON THE PROPOSED NORTH ACCESS FROM DILHAM ROAD**  
SCALE 1:200



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rev	date	details	drawn	checked



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client  
**WORSTEAD ESTATE**

architect  
project  
**THE WOOD YARD, WORSTEAD ESTATE**

title  
**VEHICLE SWEEP PATH ANALYSIS  
NORTH ACCESS**

CCL ref:	drawn	design	checked	scale	size	date
218790	GPC	GPC	MR	1:200	A1 (L)	18.05.2023

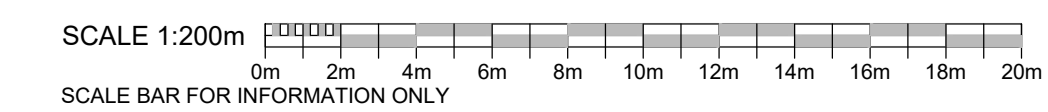
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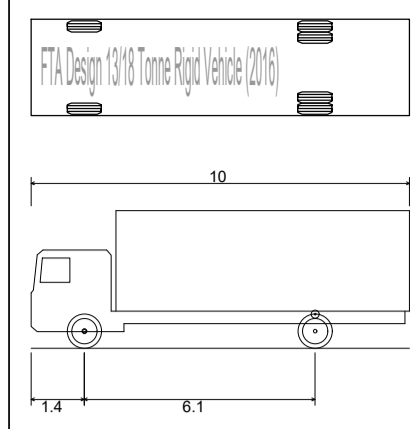
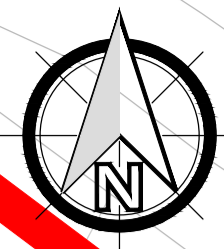
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revision  
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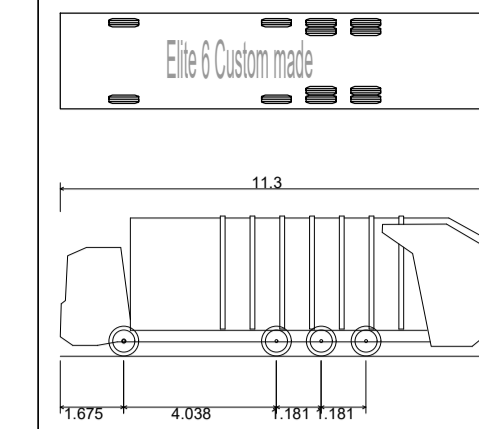
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SCALE 1:200

**REFUSE VEHICLE - ENTERING THE SITE ON THE PROPOSED NORTH ACCESS FROM DILHAM ROAD**  
SCALE 1:200





**FTA Design 13/18 Tonne Rigid Vehicle (2016)**  
 Overall Length 10.000m  
 Overall Width 2.550m  
 Overall Body Height 3.645m  
 Min Body Ground Clearance 0.440m  
 Track Width 2.470m  
 Lock to lock time 3.00s  
 Kerb to Kerb Turning Radius 11.000m

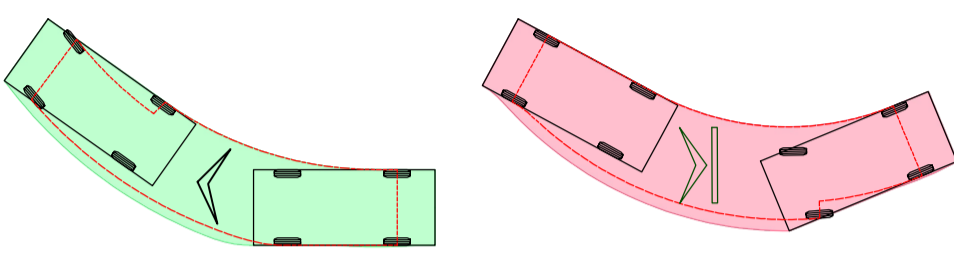


**Elite 6 Custom made**  
 Overall Length 11.300m  
 Overall Width 2.530m  
 Overall Body Height 3.707m  
 Min Body Ground Clearance 0.260m  
 Track Width 2.250m  
 Lock to lock time 4.00s  
 Wall to Wall Turning Radius 11.200m

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**VEHICLE SWEEP PATH - KEY TO SYMBOLS**

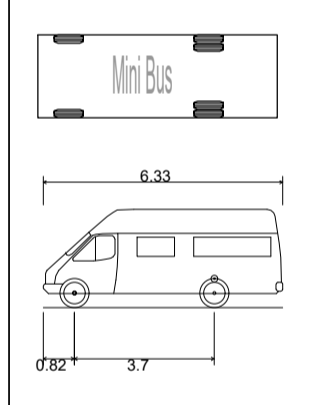
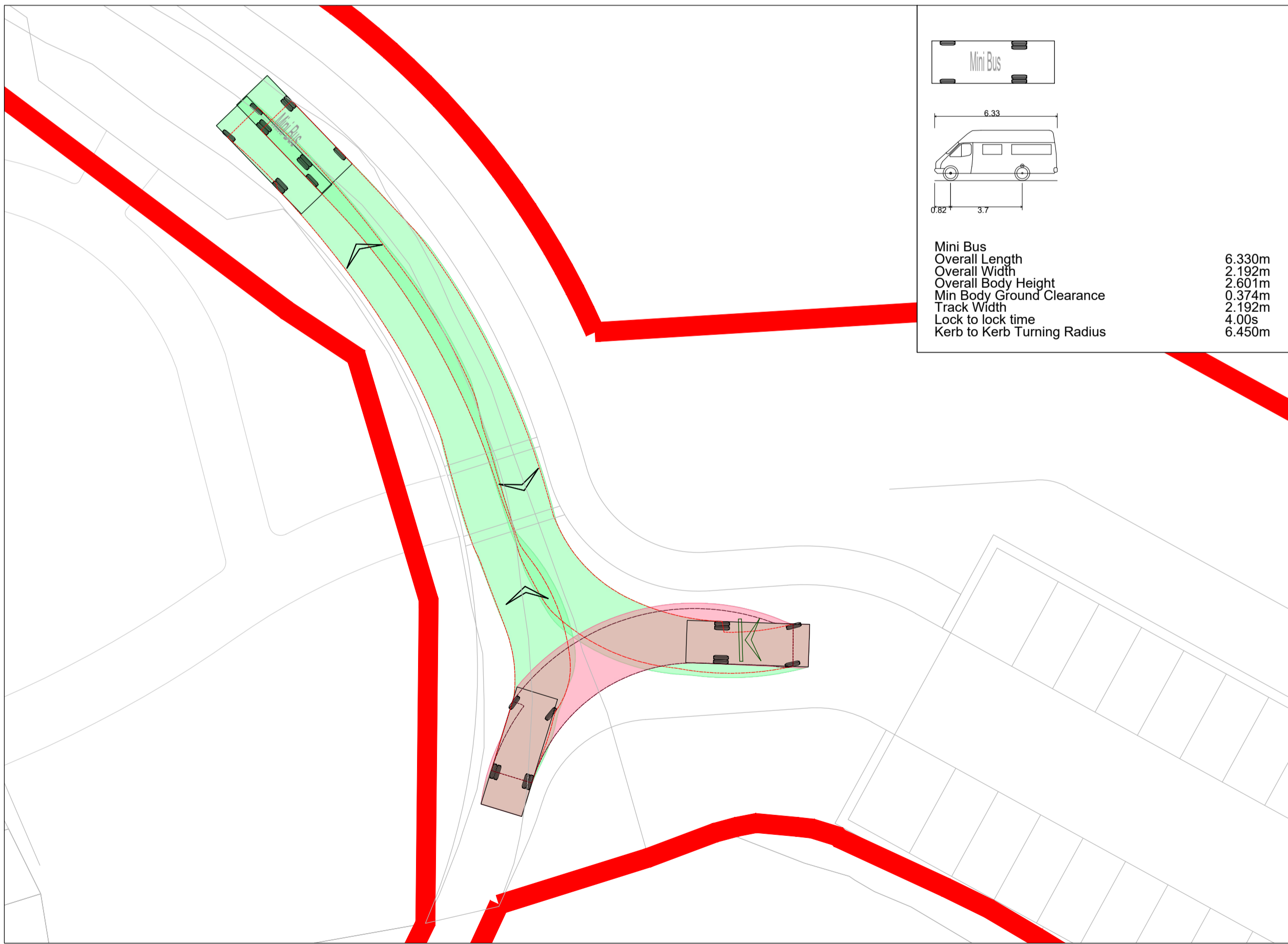
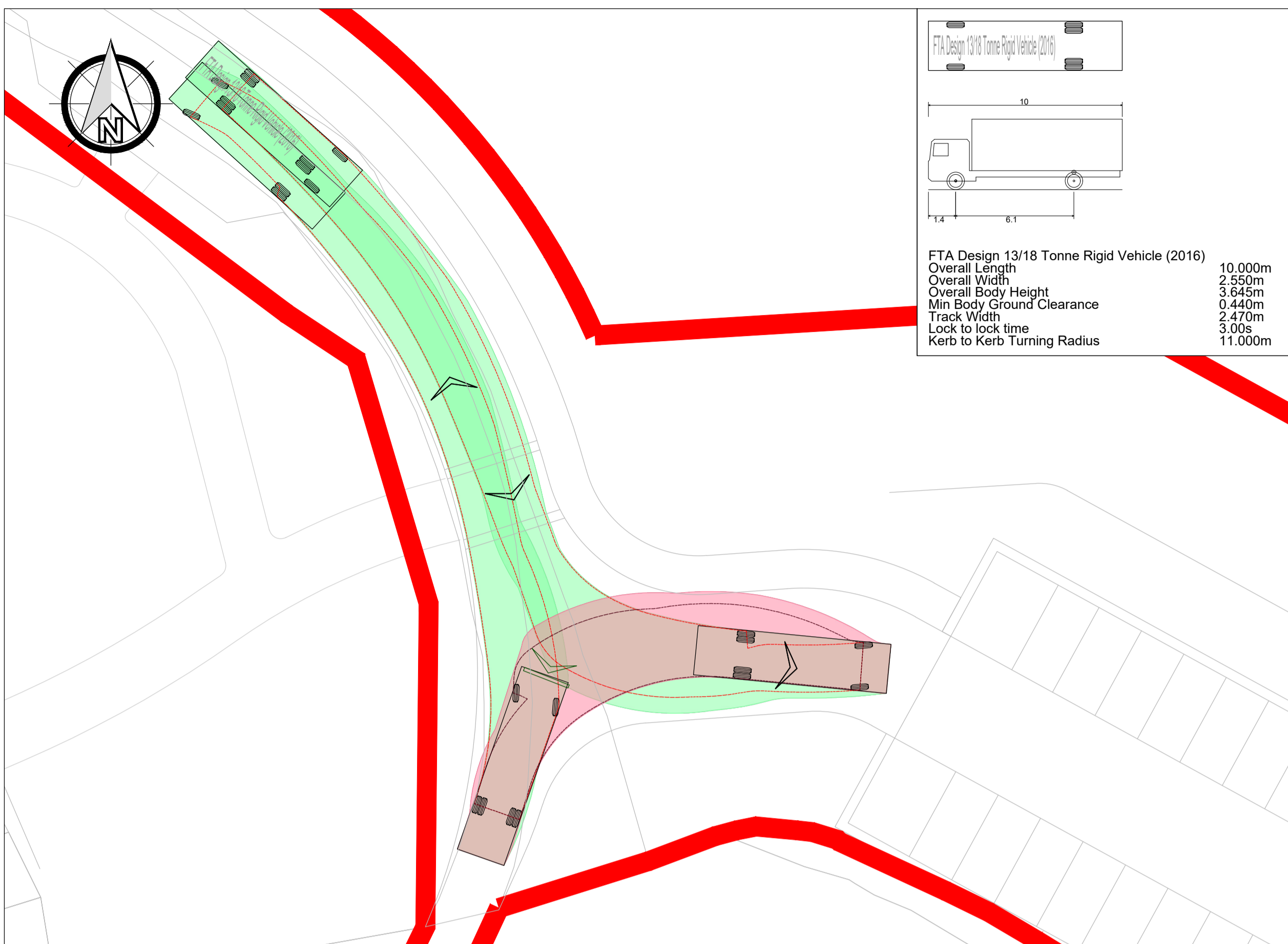


VEHICLE MOVING FORWARD  
 BODY OUTLINE - GREEN SHADING  
 WHEEL TRACK - RED DOTTED LINE

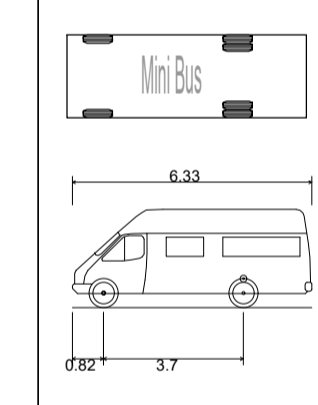
VEHICLE MOVING IN REVERSE  
 BODY OUTLINE - RED SHADING  
 WHEEL TRACK - RED DOTTED LINE

**LEGEND**

PROPOSED SITE BOUNDARY



**Mini Bus**  
 Overall Length 6.330m  
 Overall Width 2.192m  
 Overall Body Height 2.601m  
 Min Body Ground Clearance 0.374m  
 Track Width 2.192m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 6.450m



**Mini Bus**  
 Overall Length 6.330m  
 Overall Width 2.192m  
 Overall Body Height 2.601m  
 Min Body Ground Clearance 0.374m  
 Track Width 2.192m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 6.450m

P01	18.05.23	PRELIMINARY ISSUE		GPC	MR
rev	date	details		drawn	checked



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client **WORSTEAD ESTATE**

architect

project **THE WOODYARD, WORSTEAD ESTATE**

title **VEHICLE SWEEP PATH ANALYSIS  
 CAR PARK ACCESS & LAYBY**

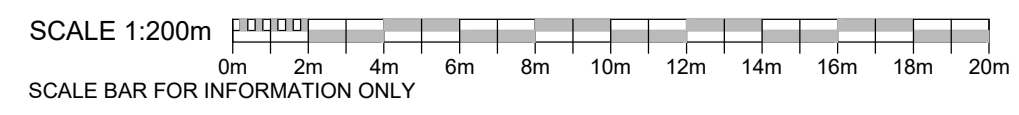
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218790	GPC	GPC	MR	1:200	A1 (L)	18.05.2023

status: **S2 - SUITABLE FOR INFORMATION**

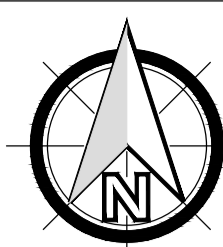
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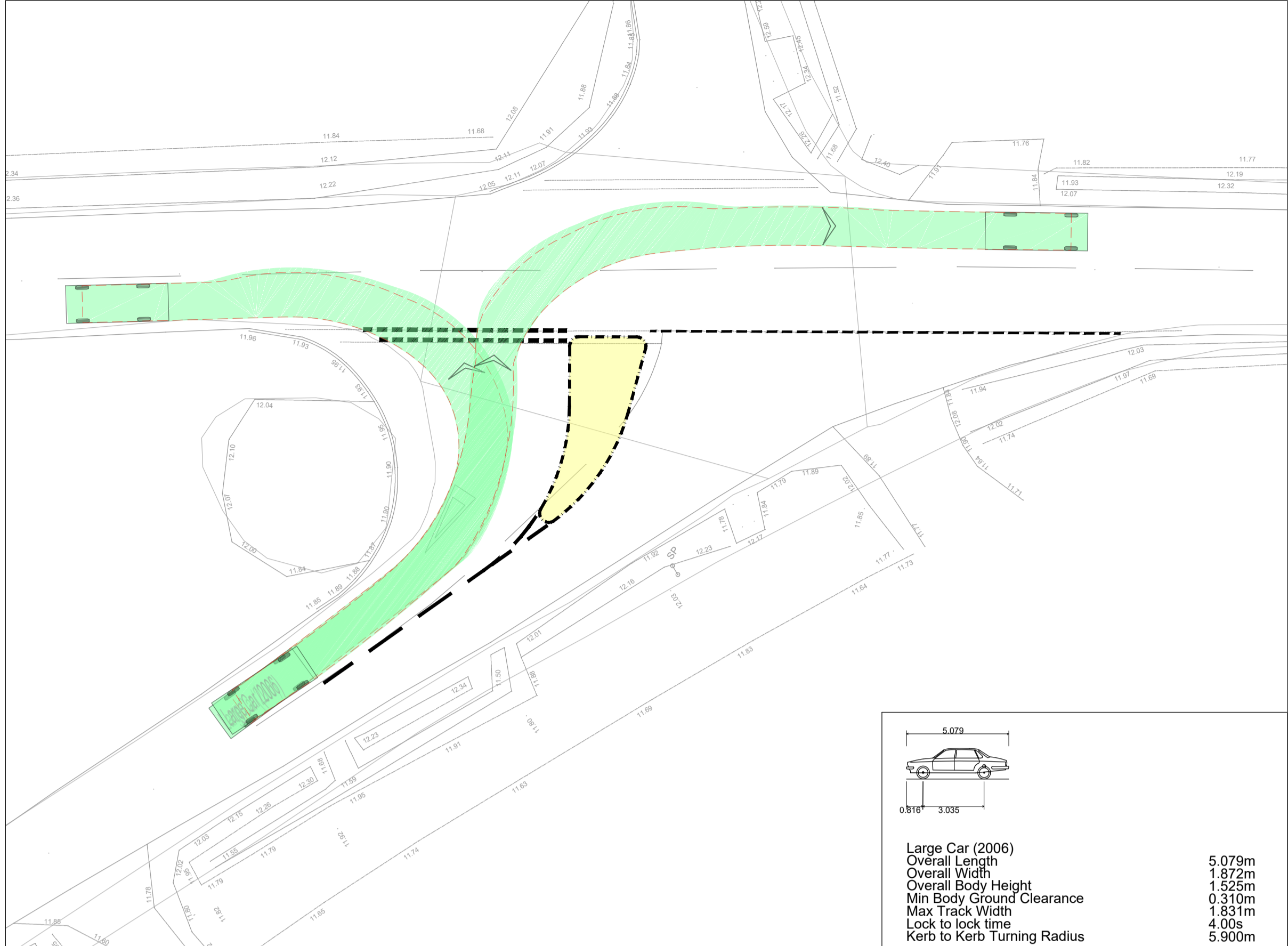
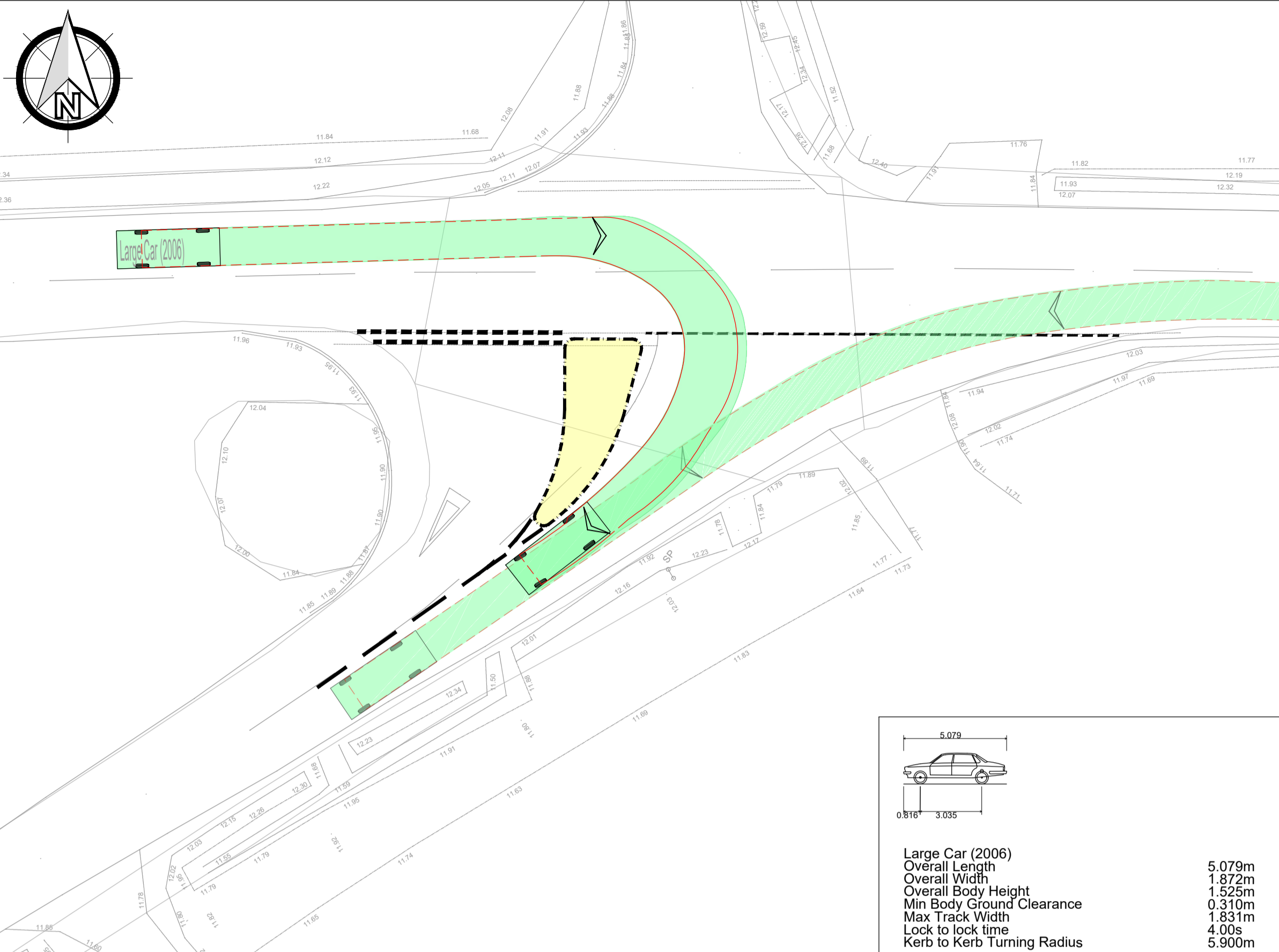
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**LEGEND**

- PROPOSED SPLITTER ISLAND
- PROPOSED HB2 KERB



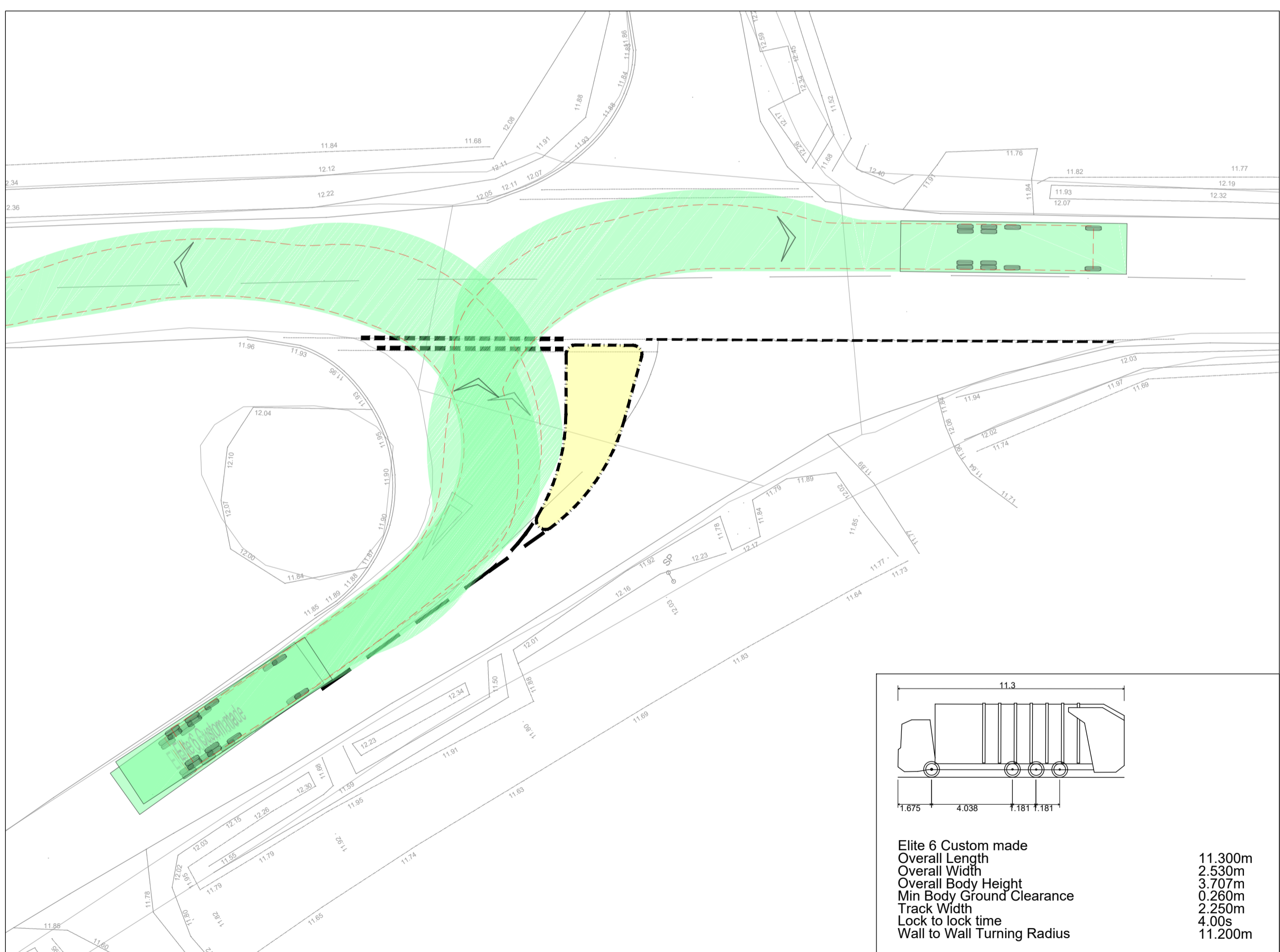
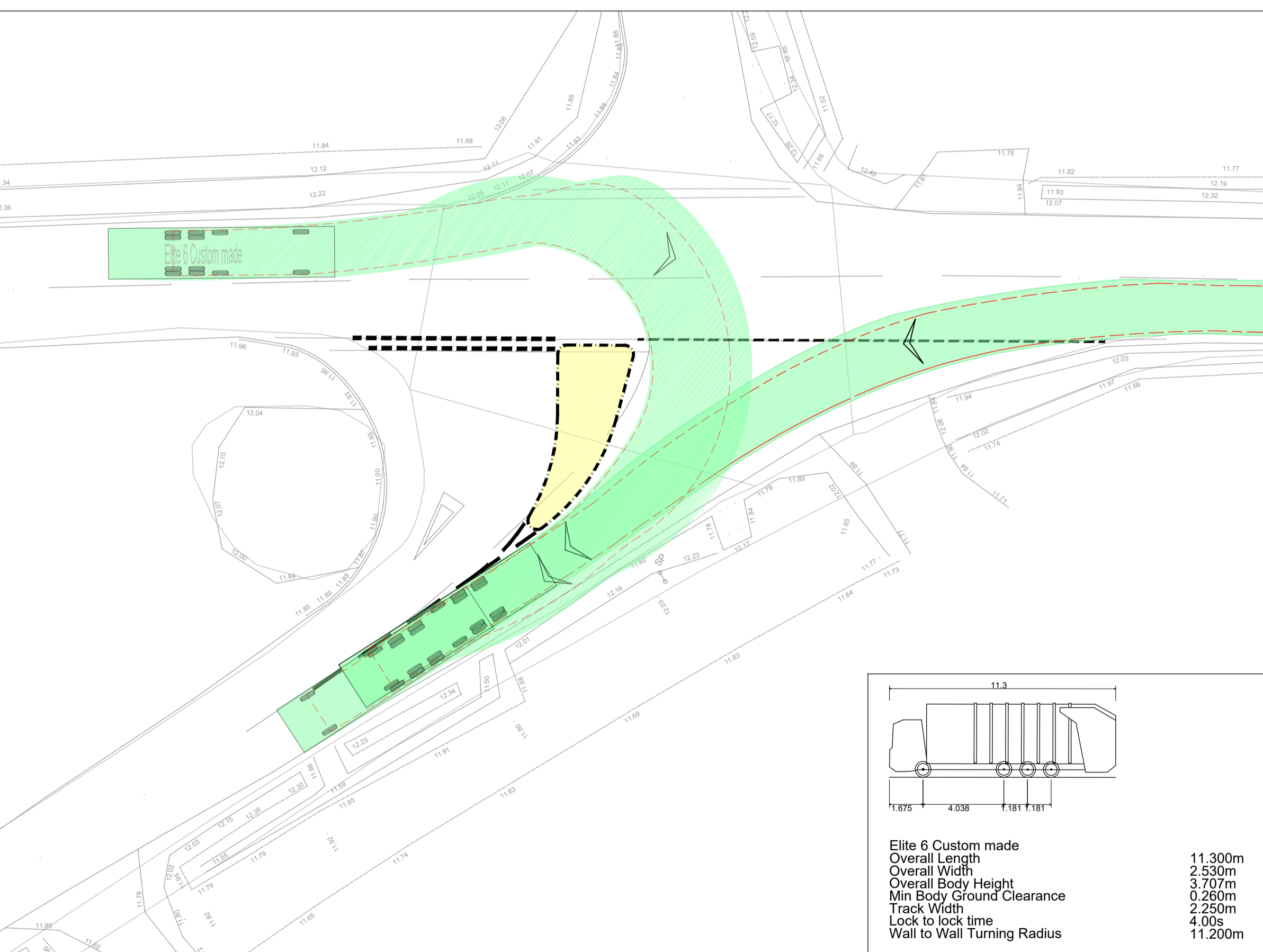
**LARGE CAR - ENTERING FROM DILHAM ROAD**  
SCALE 1:200

**LARGE CAR - EXITING ONTO DILHAM ROAD**  
SCALE 1:200

**VEHICLE SWEEP PATH - KEY TO SYMBOLS**

VEHICLE MOVING FORWARD  
BODY OUTLINE - GREEN SHADING  
WHEEL TRACK - RED DOTTED LINE

VEHICLE MOVING IN REVERSE  
BODY OUTLINE - RED SHADING  
WHEEL TRACK - RED DOTTED LINE



**REFUSE VEHICLE - ENTERING FROM DILHAM ROAD**  
SCALE 1:200

**REFUSE VEHICLE - EXITING ONTO DILHAM ROAD**  
SCALE 1:200

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rev	date	details	drawn	checked

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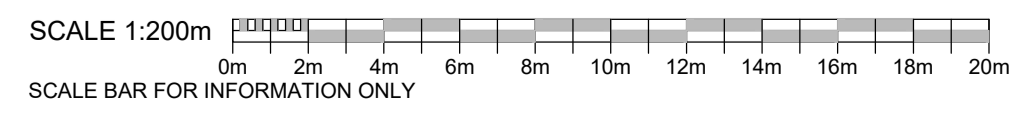
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architect: \_\_\_\_\_  
project: **THE WOODYARD, WORSTEAD ESTATE**

title: **VEHICLE SWEEP PATH ANALYSIS  
SPLITTER ISLAND  
SHEET 1 OF 2**

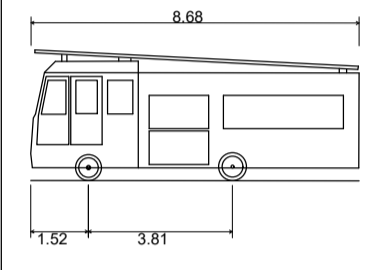
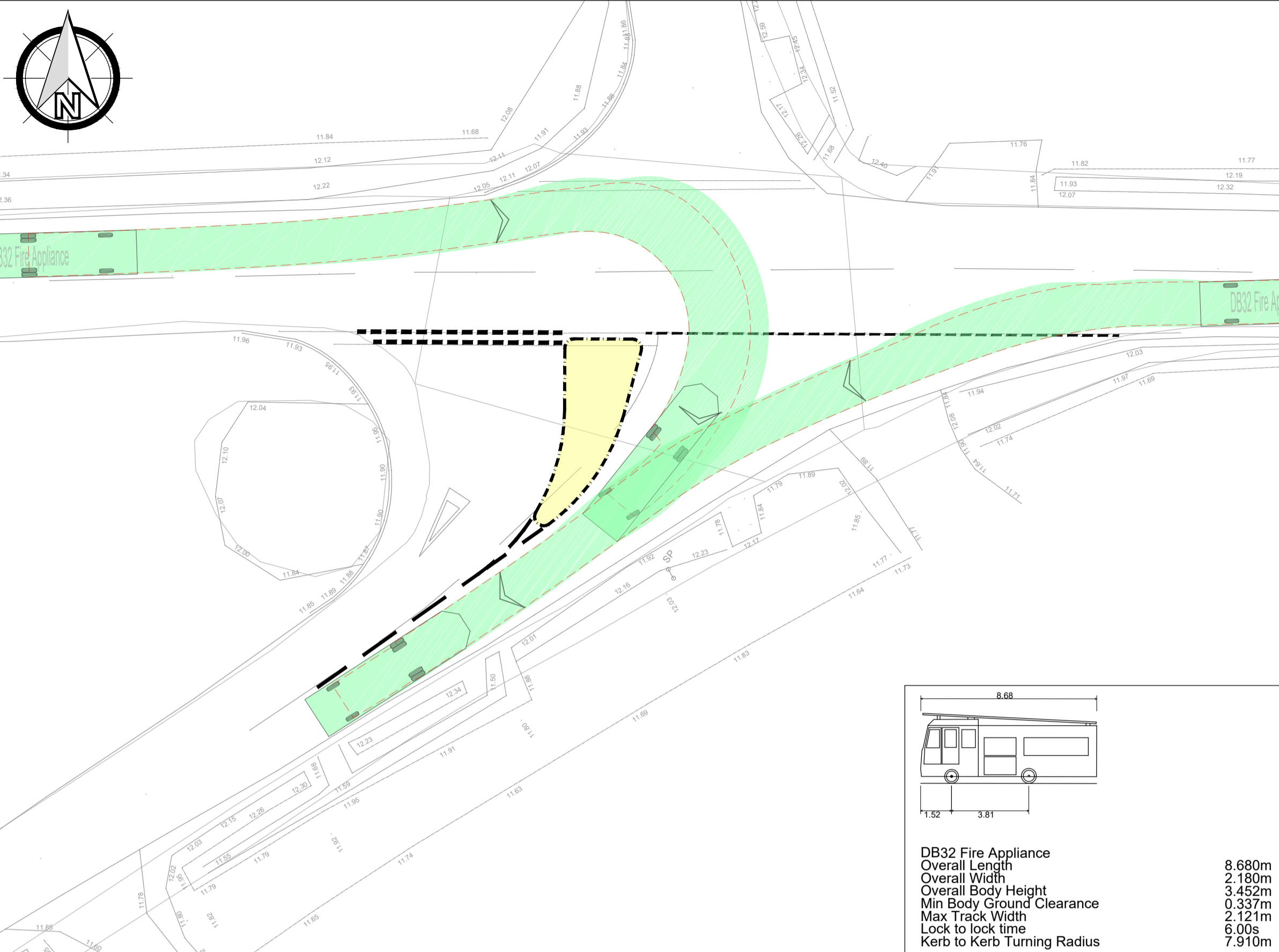
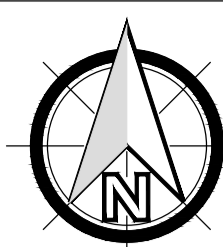
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status:	<b>S2 - SUITABLE FOR INFORMATION</b>					
drawing number:						revision:
<b>218790-CCL-XX-XX-DR-C-5508</b>						<b>P01</b>

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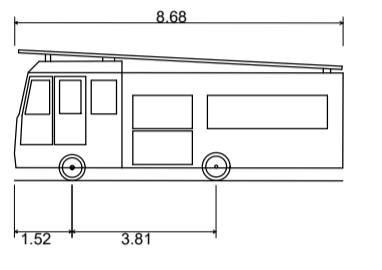
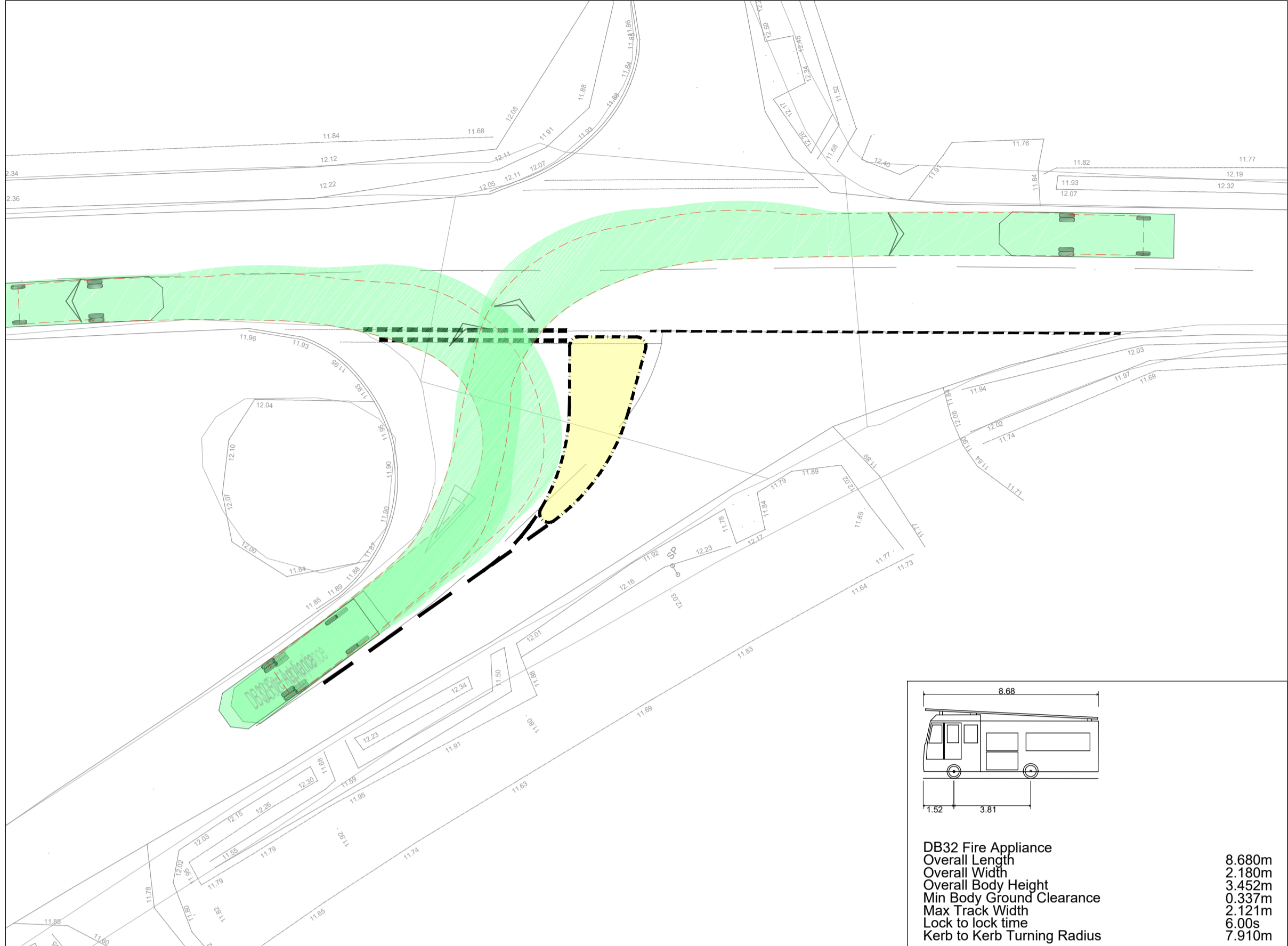
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**DB32 Fire Appliance**  
 Overall Length 8.680m  
 Overall Width 2.180m  
 Overall Body Height 3.452m  
 Min Body Ground Clearance 0.337m  
 Max Track Width 2.121m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 7.910m

**FIRE TENDER - ENTERING FROM DILHAM ROAD**  
 SCALE 1:200

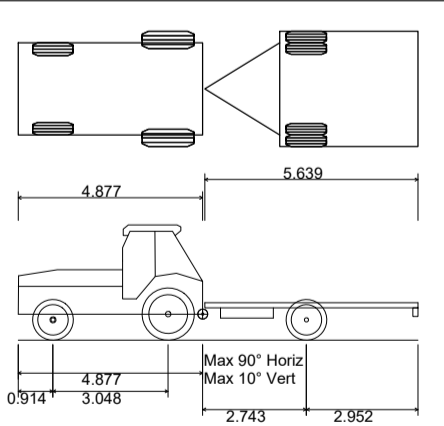
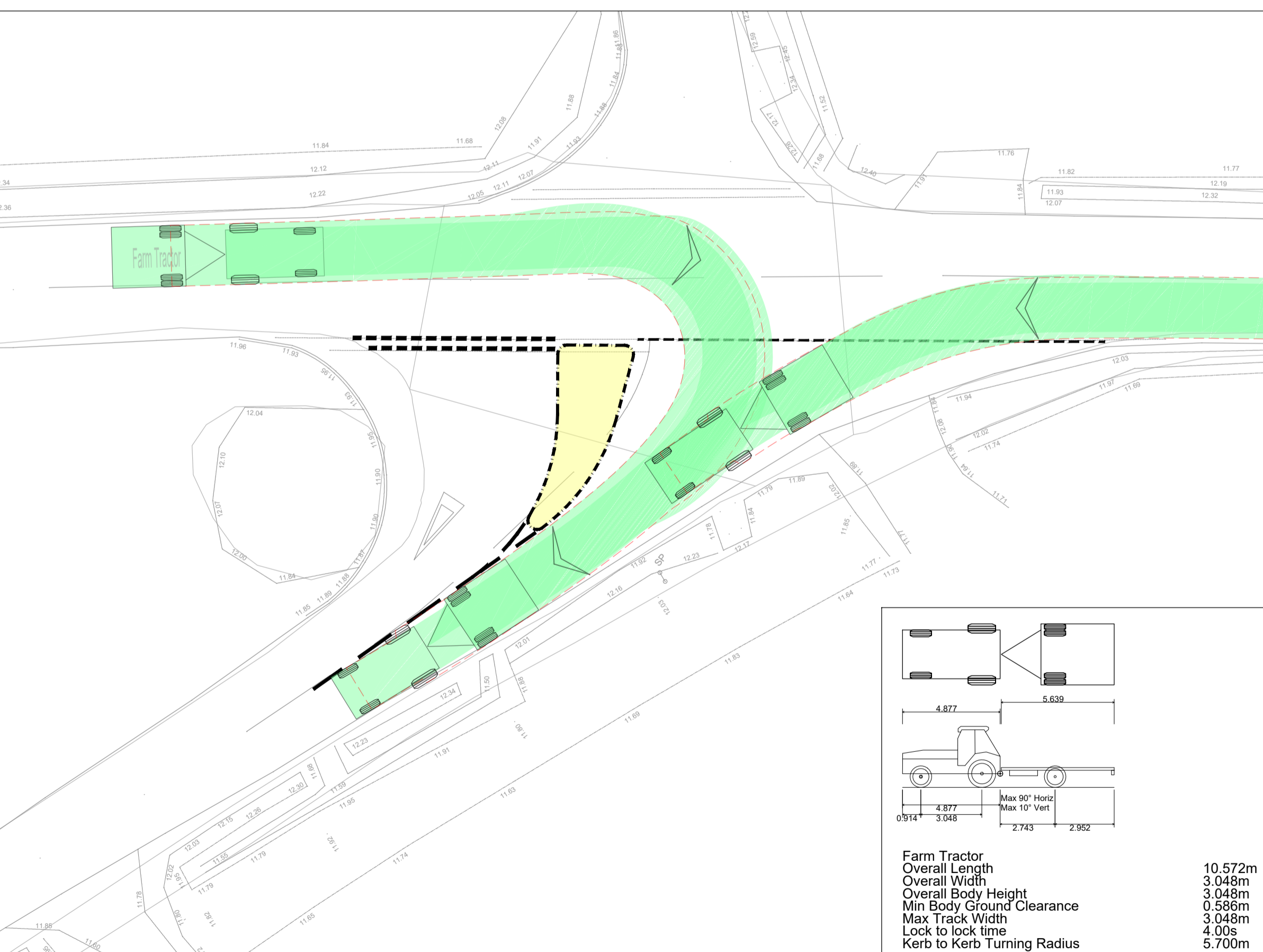


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 Lock to lock time 6.00s  
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**FIRE TENDER - EXITING ONTO DILHAM ROAD**  
 SCALE 1:200

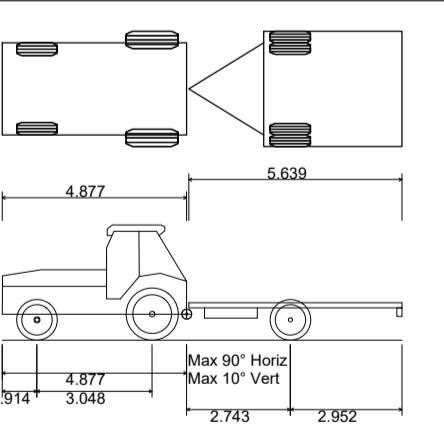
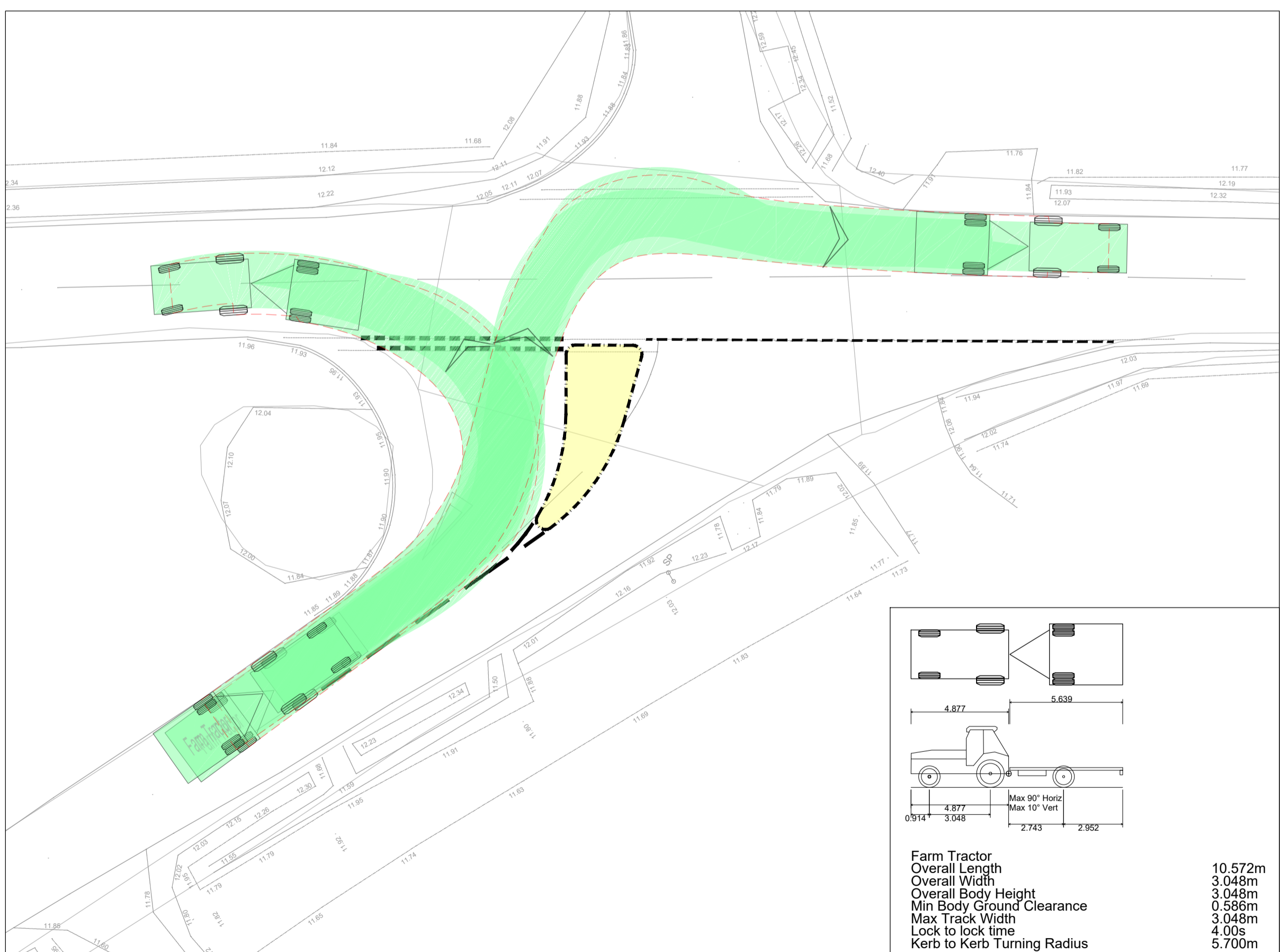
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- LEGEND**
- PROPOSED SPLITTER ISLAND
  - PROPOSED HB2 KERB



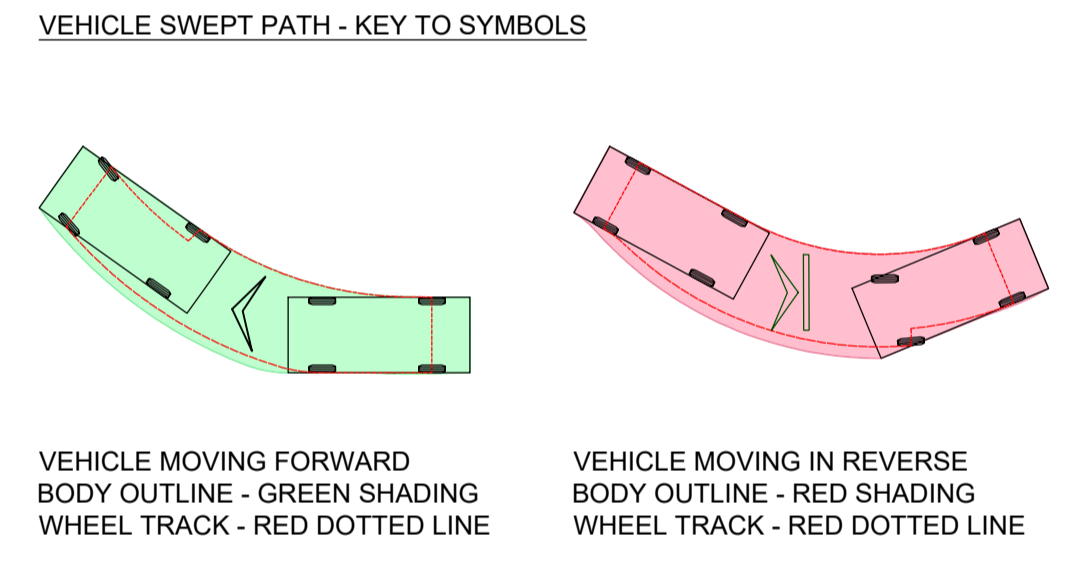
**Farm Tractor**  
 Overall Length 10.572m  
 Overall Width 3.048m  
 Overall Body Height 3.048m  
 Min Body Ground Clearance 0.586m  
 Max Track Width 3.048m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.700m

**TRACTOR & TRAILER - ENTERING FROM DILHAM ROAD**  
 SCALE 1:200



**Farm Tractor**  
 Overall Length 10.572m  
 Overall Width 3.048m  
 Overall Body Height 3.048m  
 Min Body Ground Clearance 0.586m  
 Max Track Width 3.048m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.700m

**TRACTOR & TRAILER - EXITING ONTO DILHAM ROAD**  
 SCALE 1:200



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rev	date	details	drawn	checked

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 client: **WORSTEAD ESTATE**

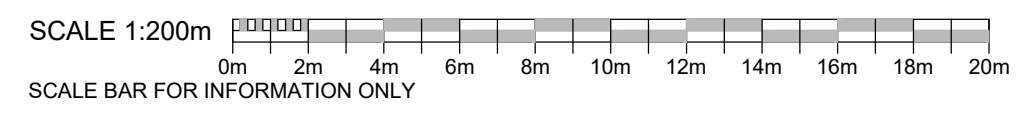
architect: \_\_\_\_\_  
 project: **THE WOODYARD, WORSTEAD ESTATE**

title: **VEHICLE SWEEP PATH ANALYSIS  
 SPLITTER ISLAND  
 SHEET 2 OF 2**

CCL ref:	drawn	design	checked	scale	size	date
218790	GPC	GPC	MR	AS SHOWN	A1 (L)	18.05.2023

status: **S2 - SUITABLE FOR INFORMATION**  
 drawing number: **218790-CCL-XX-XX-DR-C-5509** P01  
 revision: \_\_\_\_\_

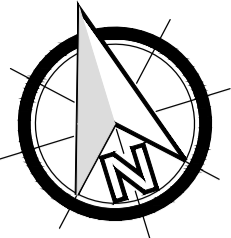
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## **Appendix D**

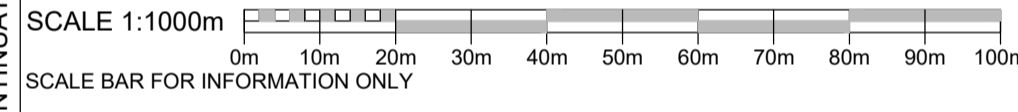
### **Offsite Passing Bays**



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DISTANCES SHOWN ON THIS PLAN ARE TAKEN FROM THE APPROXIMATE CENTRE OF THE PASSING BAYS



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rev	date	details	drawn	checked



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client: WORSTEAD ESTATE

architect:

project: THE WOODYARD, WORSTEAD ESTATE

title: EXISTING PASSING BAY LOCATION PLAN

DILHAM ROAD

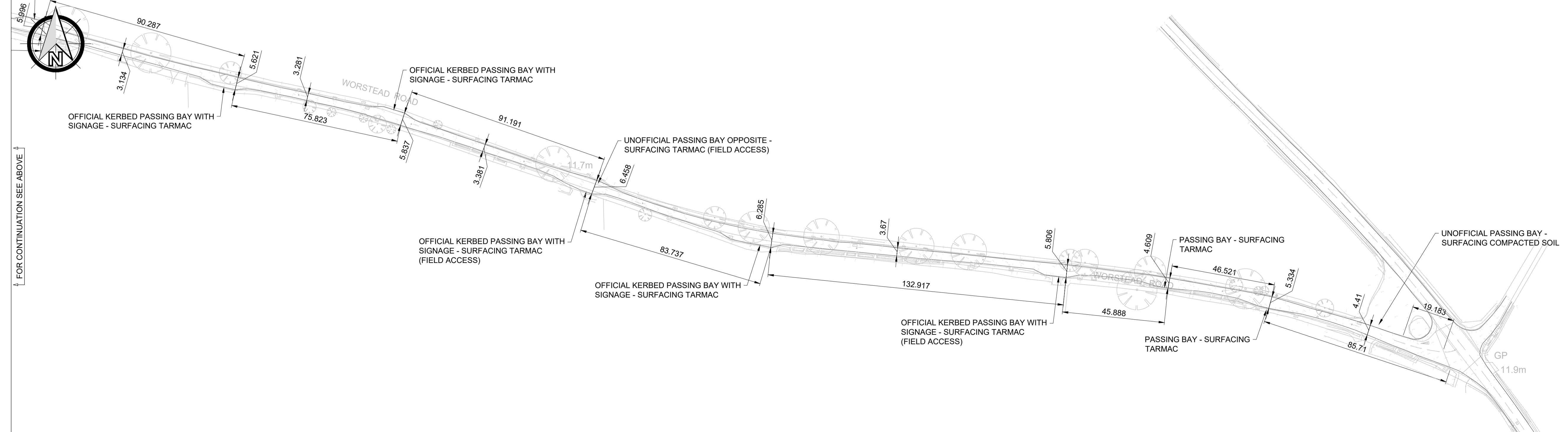
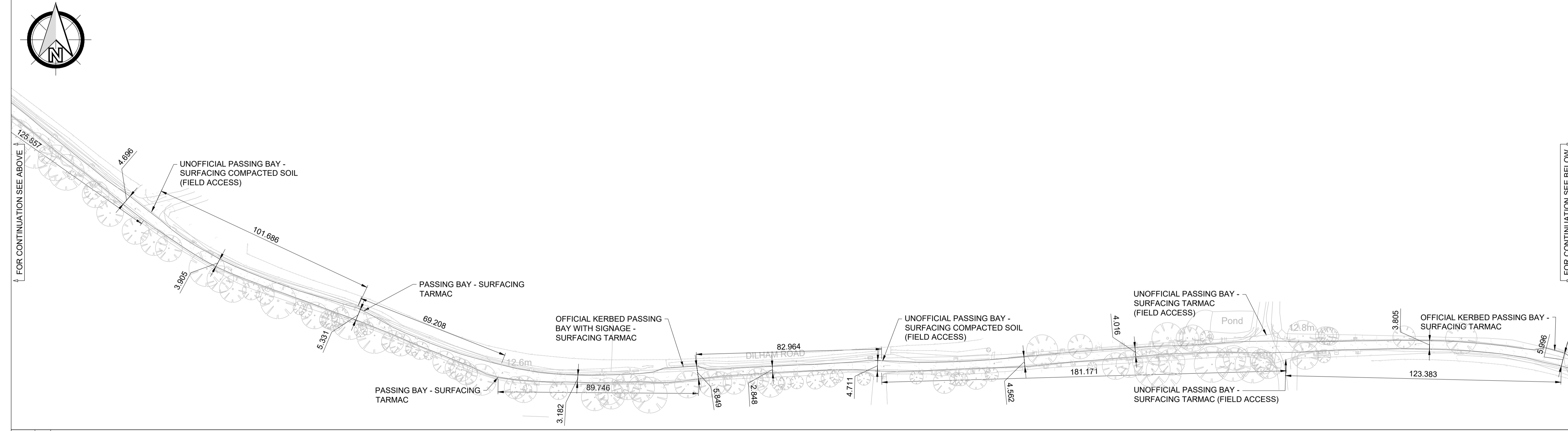
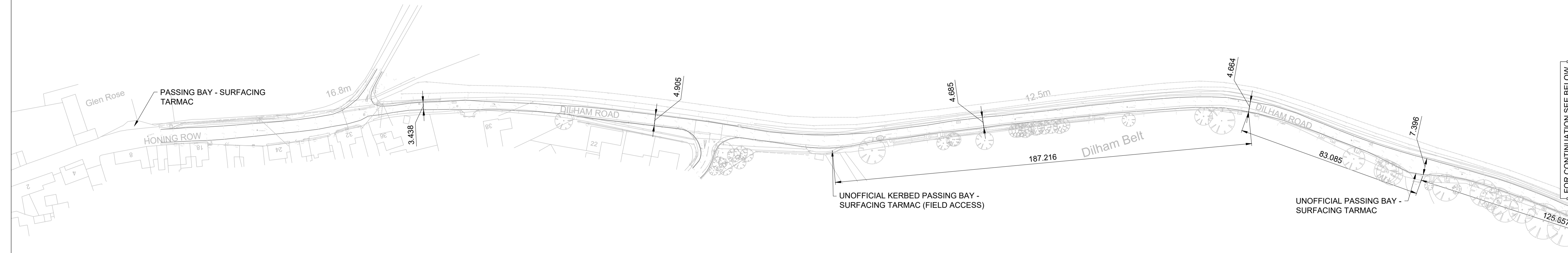
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status: S2 - SUITABLE FOR INFORMATION

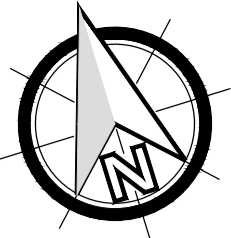
drawing number: 218790-CCL-XX-XX-DR-C-5510 P01

revision:

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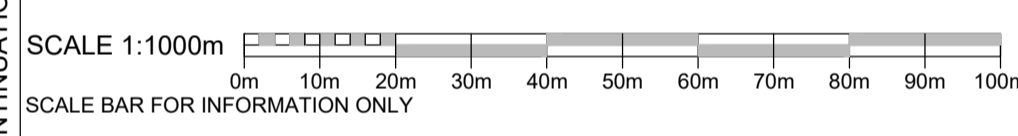


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LEGEND

- - - VISIBILITY SPLAY (LOOKING EAST TO WEST)
- - - VISIBILITY SPLAY (LOOKING WEST TO EAST)



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P01	18.05.23	PRELIMINARY ISSUE	GPC	MR
rev	date	details	drawn	checked



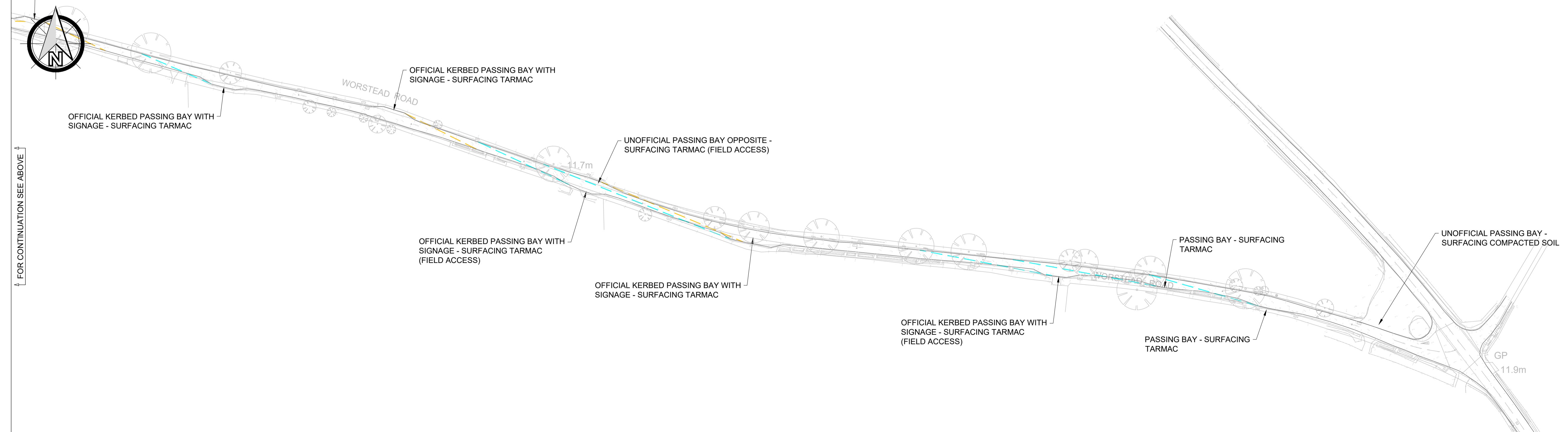
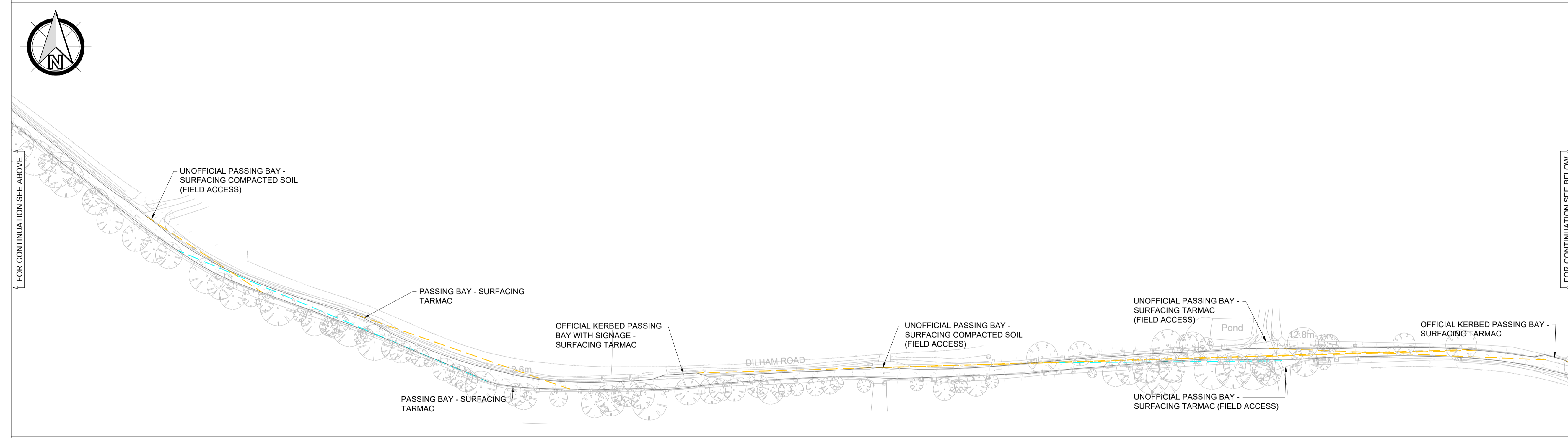
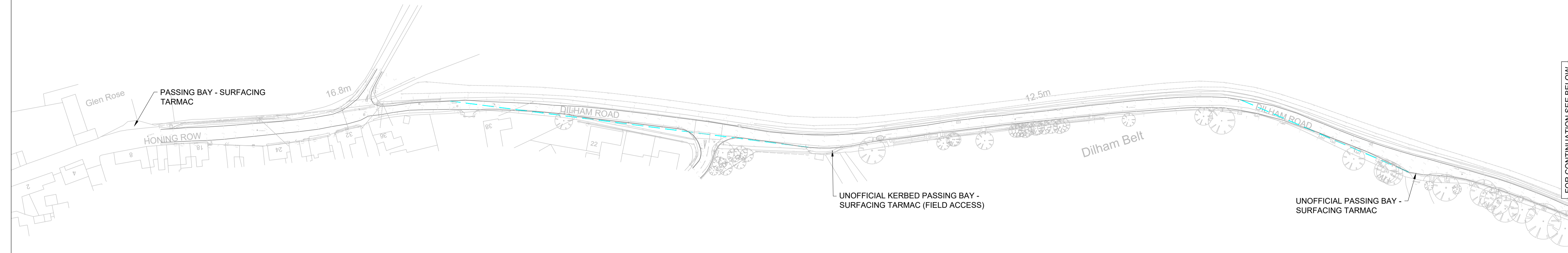
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client  
**WORSTEAD ESTATE**

architect  
project  
**THE WOODYARD, WORSTEAD ESTATE**

title  
**EXISTING PASSING BAY VISIBILITY SPLAYS**  
**DILHAM ROAD**

CCL ref:	drawn	design	checked	scale	size	date
218790	GPC	MR		1:1000	A1 (L)	18.05.2023
status:	<b>S2 - SUITABLE FOR INFORMATION</b>					
drawing number						revision
<b>218790-CCL-XX-XX-DR-C-5511</b>						<b>P01</b>

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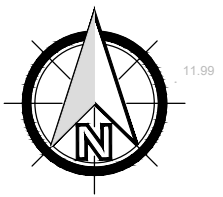
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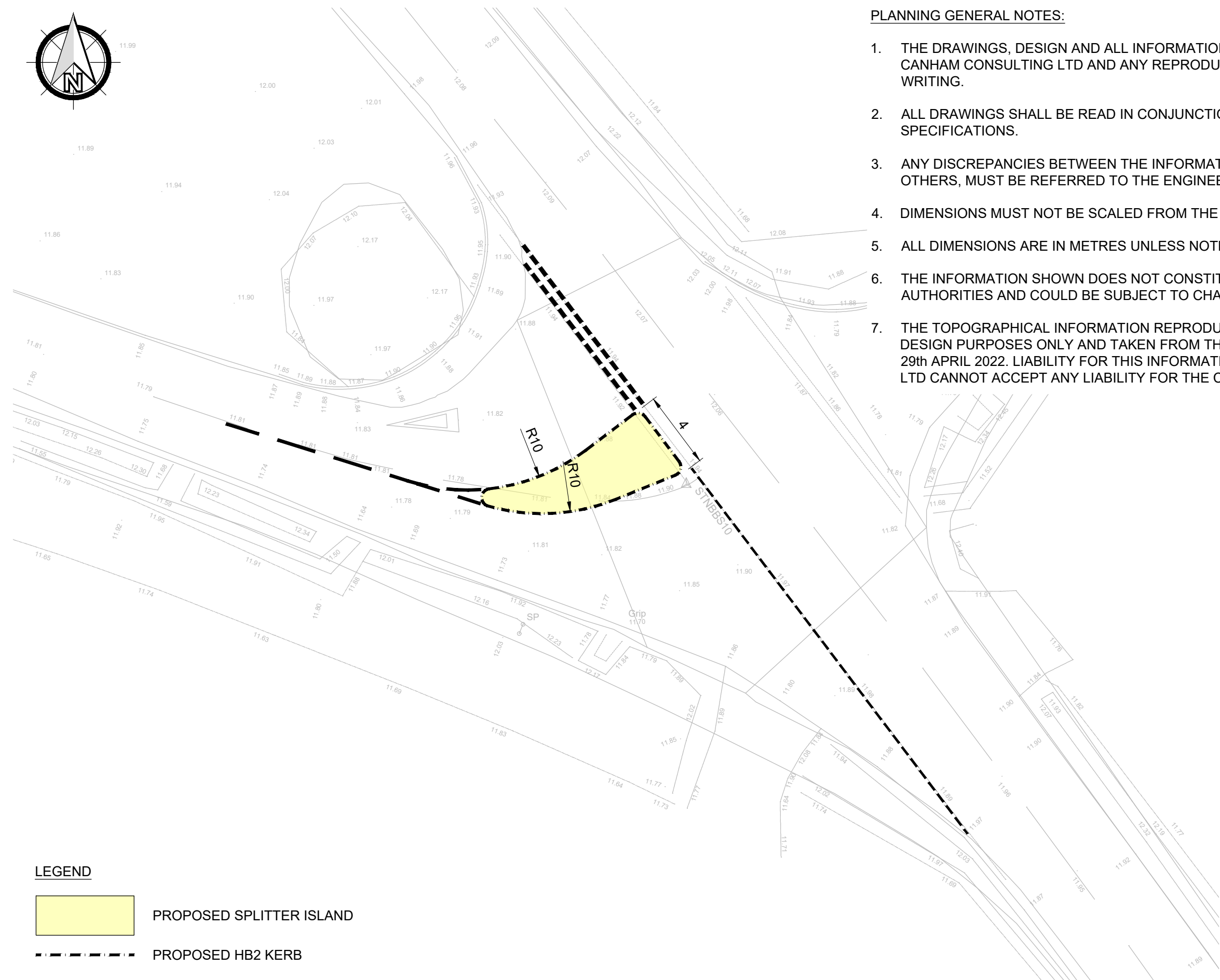
## **Appendix E**

### **Offsite Improvements**



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client  
**WORSTEAD ESTATE**

architect

project  
**THE WOYARD, WORSTEAD ESTATE**

title  
**PROPOSED SPLITTER ISLAND  
JUNCTION OF WORSTEAD ROAD/A149 (YARMOUTH ROAD)**

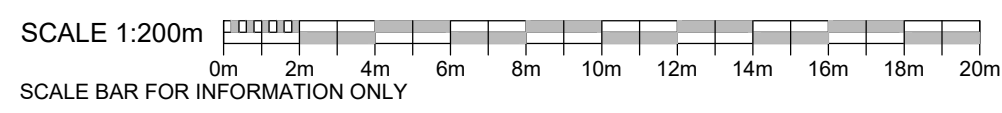
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drawing number <b>218790-CCL-XX-00-DR-C-5800</b>						revision <b>P01</b>

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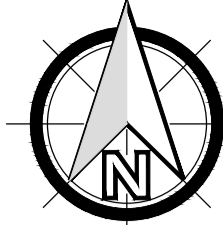
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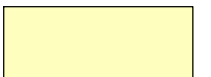


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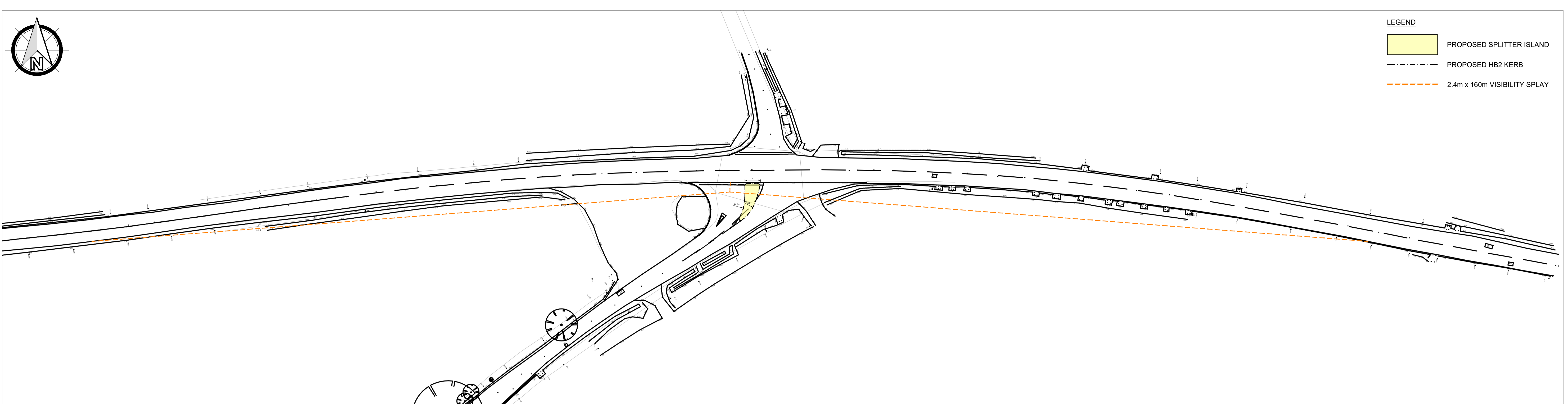
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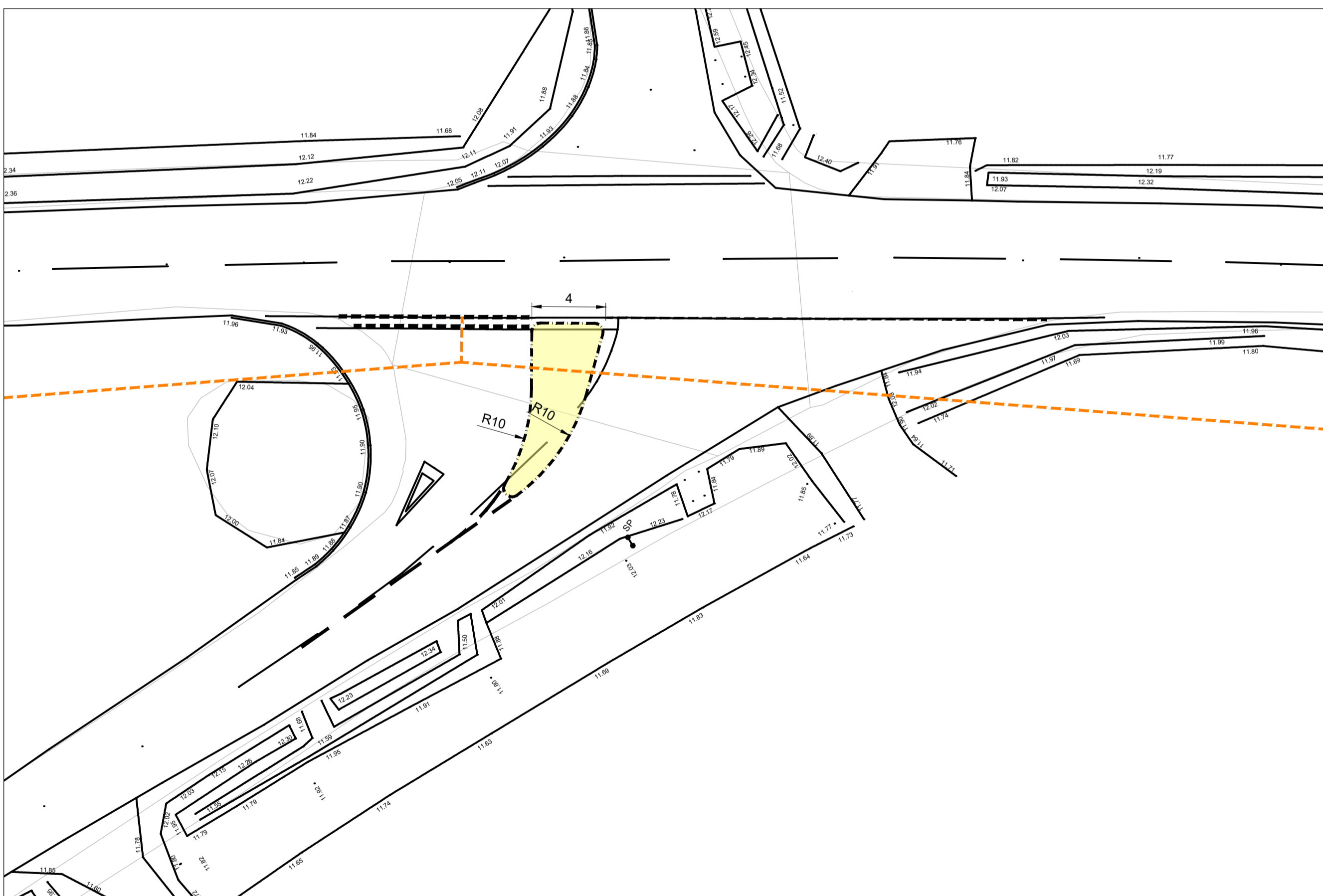


LEGEND	
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	PROPOSED HB2 KERB
	2.4m x 160m VISIBILITY SPLAY



**VISIBILITY SPLAY TO SPLITTER ISLAND**

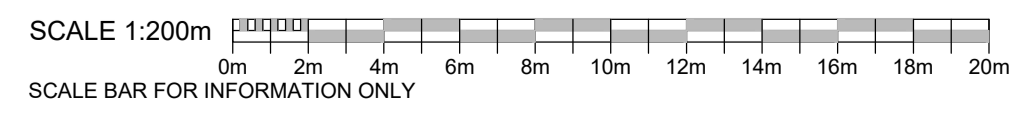
SCALE 1:500



**ENLARGED PLAN ON SPLITTER ISLAND**

SCALE 1:200

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client  
 WORSTEAD ESTATE

architect

project  
 THE WOODYARD, WORSTEAD ESTATE

title  
 SPLITTER ISLAND VISIBILITY SPLAYS

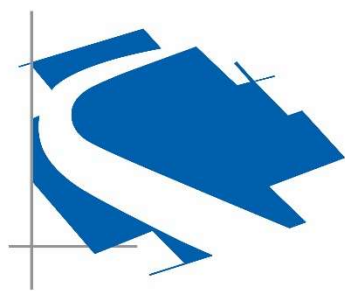
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status:  
 S2 - SUITABLE FOR INFORMATION

drawing number: 218790-CCL-XX-XX-DR-C-5801 P01 revision:

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**Structural Civil Building**  
Engineers

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