

Project Ref: LF/SJB/161513

Date: 16 March 2018

## Transport Note

Land south of Burgh Road

Aylsham

Norfolk

### 1.0 Introduction

Rossi Long Consulting has been instructed by Kier Living Ltd to review, in terms of highways and accessibility, the suitability of proposals for residential development on land south of Burgh Road, Aylsham.

The site is currently being proposed for a suitable mix of approximately 200-250 residential dwellings.

### 2.0 Summary of Findings

In summary, the site is located to the east of Aylsham town centre, within easy walking and cycling distance of the town centre, schools, and retail, leisure and employment opportunities.

Strategically the site benefits from close links to the A140 via a new roundabout junction connecting with Burgh Road.

Planning permission has recently been granted for 22No. residential dwellings on the site of the former Aegel House Care Home to the west of the site. There is also currently a large (300 dwelling) residential development being built out to the north of Burgh Road – accessed off Buckenham Road.

This shows that, whilst the site is outside what Broadland District Council defines at the “*Settlement Limit*” for Aylsham within their 'Site Allocations DPD 2016' report, the principle of development in this location and access taken from Burgh Road is considered to be reasonable.

Additionally, the 'Suitability Assessment' from the Greater Norwich Local Plan (GNLP) 'Housing and Economic Land Availability Assessment – December 2017' (HELAA) for the site (ref: GNLP0311) concludes that there to be no absolute constraints and that the site is considered to be 'suitable' for development.

A site visit has been undertaken by Rossi Long Consulting to review the potential suitable points of access; the conclusion of which confirmed that the most suitable point of access would be on to Burgh Road to the north of the site. No direct access would be sought from the A140 principal route to the east.

A photo showing the site frontage on to Burgh Road and local footpath links is provided below:



Provision would be made to connect with existing footpaths, which are most suitable on the northern side of Burgh Road.

Bus stops providing access to both local and further afield services are provided on Burgh Road within close proximity of the site.

The siting of the access junction would be as far to the west as visibility splays permit, both to avoid conflict with the Buckenham Road junction and level differences on the north-eastern boundary of the site.

Initial on-site assessment suggest that visibility of 2.4m x 59m is achievable from the site, although further detailed design of the site access would be provided to support any planning application.

It is proposed that the site access junction would take the form of a priority T-junction with Burgh Road, with the site access road developed to a 'Type 2' standard to accord and provide for the quantum of dwellings proposed. A sketch of such a junction is provided appended to this report.

Junction capacity assessments undertaken for the development of the 300 residential dwellings to be accessed off Buckenham Road indicate that a priority T-junction would be appropriate in terms of capacity in this location.

Two additional points of access are proposed for non-motorised users - Rippingall Road to the west of the site - an existing residential cul-de-sac, and Station Road to the south-west of the site.

These routes are also recommended by the aforementioned HELAA capacity assessment for the site, and would provide a more direct route from certain parts of the site to Aylsham town centre, the Railway Station, and Tesco Superstore.

A short distance to the east of the site is the newly constructed A140/Burgh Road 4-arm roundabout junction. This roundabout was designed and implemented to accommodate the development traffic associated with the residential dwellings currently being constructed to the north of Burgh Road (off Buckenham Road), and also Broadland District Council's requirements for housing in the Aylsham and strategic area.

Therefore, it is assumed that the roundabout could accommodate the traffic associated within the Aylsham area, although naturally this would be demonstrated as part of any planning application.

Should this site come forward as a planning application, a full Transport Assessment report would be provided to support, with the suitability of the proposed access location on to Burgh Road demonstrated further, and visibility and tracking assessments would also be undertaken along with a review of accessibility by sustainable modes.

Furthermore, a site-wide Travel Plan would also be provided to support the proposed development, and to encourage and demonstrate uptake of travel by sustainable modes.

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