

Our Ref: 48378/MJD

Your Ref:

12 March 2018

Mr J Alston
J Alston & Sons Limited
Park Farm
Silfield
Wymondham
Norfolk
NR18 9NG

Dear Mr Alston

**RE: Land at Chapel Road, Spooner Row -
Transportation / Highway Statement**

We refer to your instructions to consider the transport aspects for a potential residential development off Chapel Road, Spooner Row.

The site comprises of greenfield land and is located to the south east of Chapel Road adjacent to the land previously consented for 13 dwellings under planning application number 2012/2016/O.

It is anticipated that the land will be promoted for additional housing for up to 15 dwellings.

This assessment considers current policy with regards to access for the development and accessibility, which are addressed in following matters associated with the delivery of the access and local highway issues associated with the site.

The site will be accessed through land already consented for the delivery of 13 dwellings which has a proposed access onto Chapel Road.

Access

The access for the total of approximately 28 dwellings will be formed using the access given approval and referenced in the planning application 2012/2016/O. The access for the previous site provides a Type 3 access road in accordance with the Norfolk Residential Design Guide and would be suitable for up to 100 dwellings, thus the design of the access parameters is deemed acceptable.

Visibility from the access would be provided in accordance with previous planning application approved drawing 43983/C/014, copy attached for reference. This access provides the correct visibility for the speed of road at the location of the access proposed onto Chapel Road. The access as designed, provides for 2.4m x 59m visibility to the southwest. It also provides 2.4m x 59m visibility to the

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northeast with additional visibility of 2.4m x 112m to the tangent of Chapel Road and 2.4m x 158m as a maximum to the northeast.

In addition, the planning decision for application 2012/2016/O, requests offsite highway improvements in the form of speed management measures.

The traffic management provision includes road markings and also a 'vehicle activated sign' which will illuminate the speed limit.

At the time of the previous planning application 2012/2016/O, Norfolk County Council (NCC) did comment upon the width of Chapel Road for the accessibility of vehicles to and from the site. This issue was not seen as a reason to refuse the 2012/2016/O planning application on highway grounds and as such the minor increase of traffic from an additional 15 dwellings is not seen as severe in highway terms.

Offsite assessment of pedestrian routes and highways

The access for the development includes utilising the main point of access identified in the same location as that already given planning approval. To confirm the widths of the footways and roads, together with the routes locally a site visit was undertaken on 12 March 2018.

Pedestrian access to the site could be gained from Chapel Road via a proposed footway crossing location identified in the planning application 2012/2016/O, by way of a tactile paving crossing location point just to the south west of the proposed site see drawing 43983/C/014.

The tactile paving crossing is located where a suitable footpath enters the consented site and provides a good quality footing to the dwellings. This could be easily extended into the proposed development for additional dwellings.

Once Chapel Road is crossed, the route to the local facilities and primary school can be made on the existing footway of varying width between approximately 0.9m and 2m. This provides a safe route to the primary school, in accordance with national guidance. The route crosses the railway along Station Road. The railway crossing was upgraded in 2012/2013 and now provides a dedicated width of 1.3m (separate to the carriageway width of 5.9m) at the level crossing for pedestrians over the railway lines.

In terms of pedestrian routes to the main centre of the village, the existing footway provides adequate provision of access for all, as required by national and local policy. The minimum widths of the footways are 0.9m on Chapel Road, widening to 1.2m. On Station Road the footways are at their narrowest of 1.0m wide but widen to 2.0m, with a 1.5m to 1.7m width on average.

An assessment whilst on a site visit, of the existing Chapel Road widths and also Station Road has been made, with the average road widths on Chapel road found to be between 4.8m and 5.2m and on Station Road to be between 5.2m and 6.0m. These widths can be referenced to the guidance found in the Manual for Streets (MfS) document published for The Department of Transport and are comparable for the uses proposed. The references made in MfS are that a 4.8m road is suitable for a car and lorry to pass and 5.5m is suitable for two Lorries to pass. On this basis, comparing the proposed uses and likely traffic using Chapel Road and Station Road, the existing widths appear appropriate.

It is therefore concluded that in terms of vehicular access and accessibility to services, the site meets a satisfactory level to deliver a suitable access with adequate pedestrian links. The proposed development is unlikely to be severe and the residual effect minimal in terms of vehicular traffic.

A review of the Highway Injury Accident data has also been reviewed via the publicly available data on www.crashmap.co.uk. This data indicates that in the past 5 years from 2013 to 2018, there has only been one recorded slight injury accident at the location of the junction of Station Road/Chapel Road. This suggests that there is not a local highway safety issue and does not require any further investigation.

Conclusions

To collate the issues and highlight the matters that are relevant to transportation for the proposed development at Chapel Road, Spooner Row, the following table shows the summary of benefits that this scheme includes:

Summary Table

Matters	Comment	Satisfactory	Needs some Upgrade	Not Satisfactory
Site Access	A satisfactory access with necessary visibility can be achieved with pedestrian enhancement.			
Local Junction Assessment	Based upon preliminary findings no offsite junction upgrades are required.			
Accessibility to Services	A good proportion of daily and weekly services can be accessed by pedestrian and cyclists routes all less than 1.0km, including the village hall, school, pub, church and railway station.			
Pedestrian Links	Good routes to schools and facilities are noted.			
Cycle Facilities	There are no specific routes in the village but a 30mph speed limit is present between the site and local facilities.			
Public Transport	The current public transport provision provides a local railway station to Norwich and also Attleborough and beyond to Cambridge, at peak times when requested.			

It is therefore concluded that in terms of vehicular access, accessibility to services and other modes of transport, the site meets a good level of accessibility.

In summary, the development will generate a very low level of trips in the peak hour, approximately 8 movements, thus, it is concluded no offsite improvements are required and the generated traffic will not have a severe or detrimental effect on the local road network.

I trust the foregoing is satisfactory, but if we can be of further assistance, please do not hesitate to contact us.

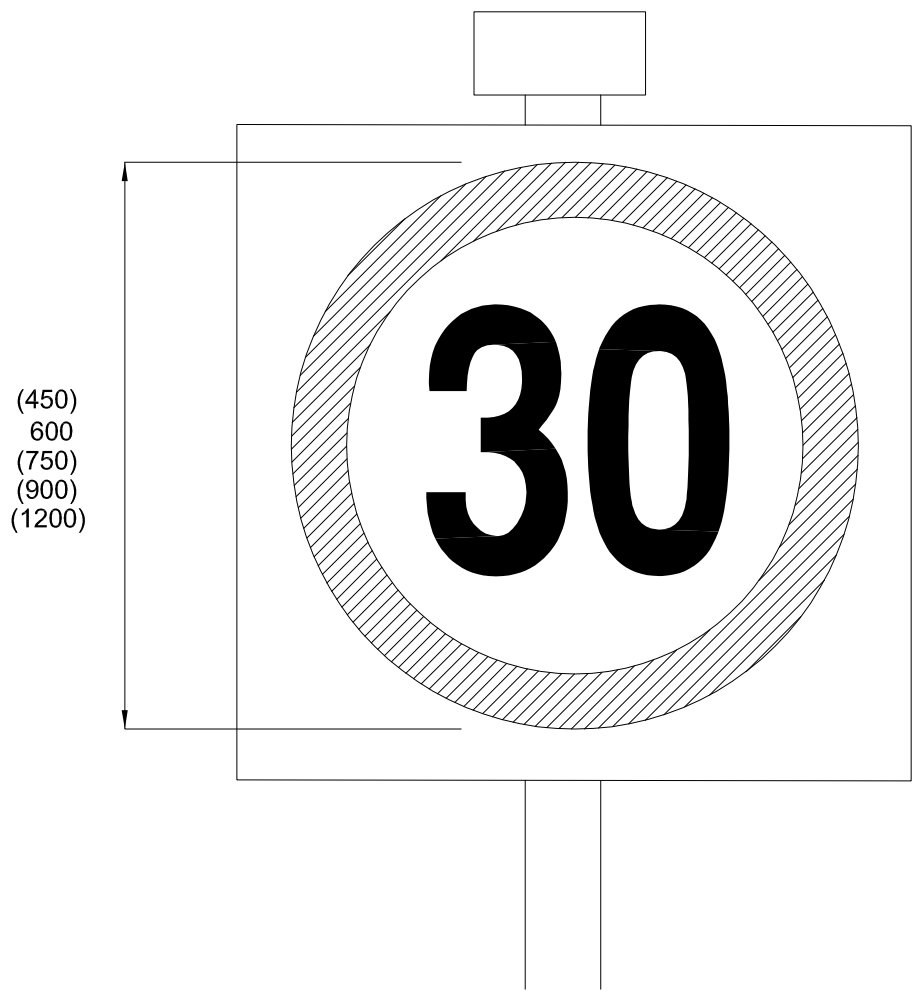
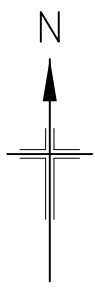
Yours sincerely

Martin Doughty BEng(Hons), CEng, FICE, FCIHT, MAPM
on behalf of Richard Jackson Limited

Encs – Drawing 43983/C/014

cc Sarah Hornbrook - Bidwells

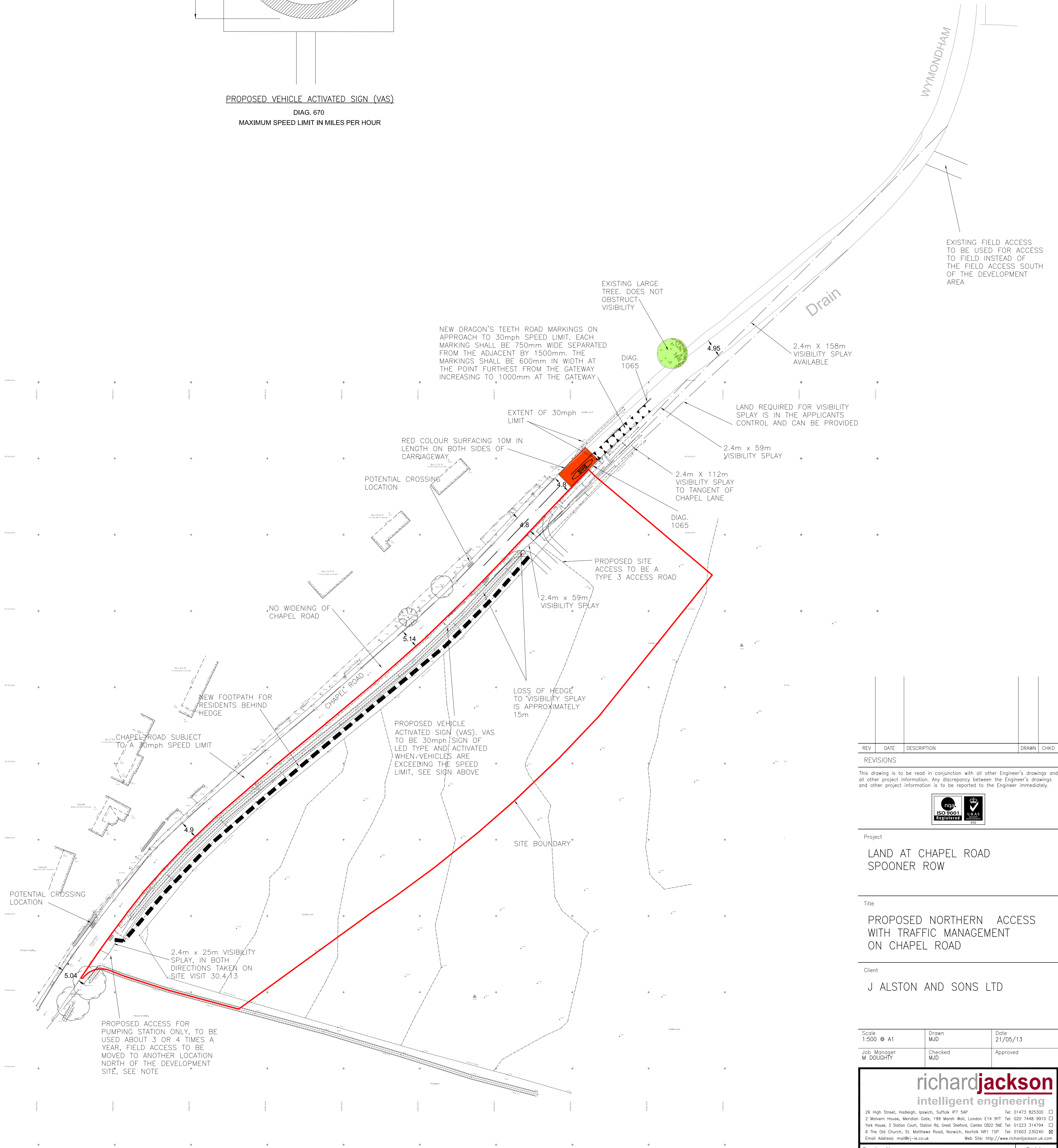
DO NOT SCALE



PROPOSED VEHICLE ACTIVATED SIGN (VAS)
DIAG. 670
MAXIMUM SPEED LIMIT IN MILES PER HOUR

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. TOPOGRAPHICAL SURVEY HAS BEEN CARRIED OUT BY SURVEY SOLUTIONS REF. 11153ea_01-02 COMPLETED 20 APRIL 2012.
3. DO NOT SCALE FROM THIS DRAWING.
4. THE HIGHWAY DESIGN HAS BEEN PREPARED TO THE HIGHWAY AUTHORITIES REQUIREMENTS AND THE NORFOLK RESIDENTIAL DESIGN GUIDE.



REV	DATE	DESCRIPTION	DRAWN	CHKD
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REVISIONS

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project

LAND AT CHAPEL ROAD
SPOONER ROW

Title

PROPOSED NORTHERN ACCESS
WITH TRAFFIC MANAGEMENT
ON CHAPEL ROAD

Client

J ALSTON AND SONS LTD

Scale 1:500 @ A1	Drawn MJD	Date 21/05/13
Job Manager M DOUGHTY	Checked MJD	Approved

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Drawing No.	Revision
43983/C/014	—
Drawing Status	
<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> APPROVAL
<input type="checkbox"/> TENDER	<input type="checkbox"/> CONSTRUCTION
	<input type="checkbox"/> COSTING
	<input type="checkbox"/> AS CONSTRUCTED

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