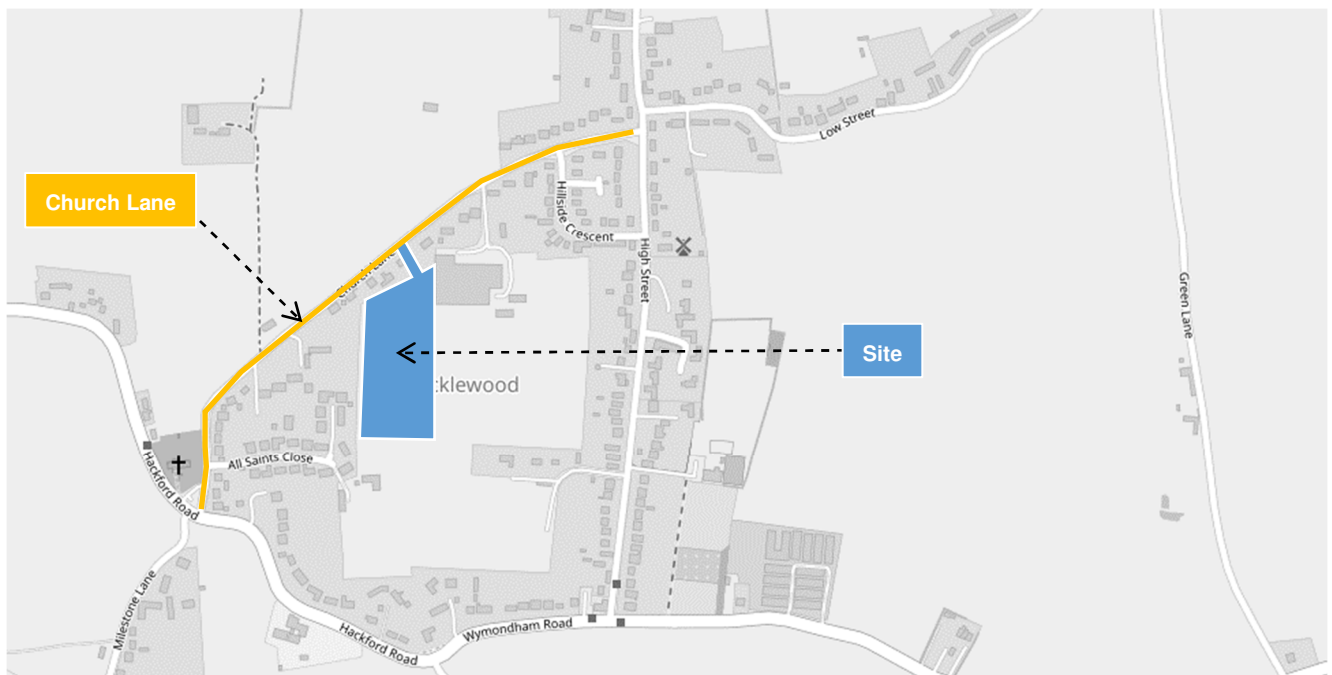


Project	Church Lane, Wicklewood
Document Title or Subject	Access Feasibility Appraisal
Document Reference	105544 – Church Lane, Wicklewood – Access Feasibility Appraisal – 30.07.21
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Introduction

- 1.1 Pell Frischmann has been instructed by Icon Consulting to provide transport and highway feasibility advice in relation to supporting local plan allocation for a site at Church Lane, Wicklewood. Development of the site would enable 10 – 12 dwellings to be delivered.
- 1.2 The site is located to the south of Church Lane on the north west side of the village of Wicklewood. **Figure 1.1** confirms the site location.

Figure 1.1 Existing Site Context



Source: © OpenStreetMap contributors with Pell Frischmann annotations

Purpose of the Report

- 1.3 This report has been prepared to provide a transport and highway feasibility appraisal of the potential development site and to consider whether given, the site location and scale of the proposed scheme, appropriate access arrangements can be achieved to enable a scheme of 10 – 12 dwellings to be achieved. This appraisal includes the following:
- a review of the visibility splays that can be achieved from the site access and whether any alterations to the site access or site frontage, might be required should visibility splays fall short of highway design requirements;

- consideration of the current access arrangements and potential alterations that might be necessary to accommodate appropriate service vehicles e.g. waste collection vehicles and pantechnicons (removals lorry); and
- site accessibility.

The Site

- 1.4 The site is located south of Church Lane. It is part of an agricultural field that is sited within the centre of the village. Dwellings wrap round the four sides of the field.
- 1.5 Church Lane is subject to a speed limit of 30mph.
- 1.6 An access road is provided from Church Lane up to the northern boundary of the site. A private road, it currently provides access to two dwellings with driveway access from each onto the access road.
- 1.7 The access road is approximately 50m long up to the proposed site boundary, it is approximately 6m wide. The northern boundary of the site, from which the site access road would connect, is approximately 100m long and as such provides substantial frontage to direct the access road into the site.

Potential to Develop the Site

Access Considerations

- 1.8 The site access junction enables visibility splays of 2.4m x 43m to be achieved both east and west of the junction. This being the requirement for a 30mph road in line with design guidance contained within Manual for Streets. The visibility splays required for development of the site can therefore be achieved. Drawing 105544-PEF-XX-XX-DR-Y-000001 provided at **Appendix A** confirms.
- 1.9 The current bellmouth arrangement for the junction of the access road onto Church Lane is such that development of the site would require the radii of the junction to be increased in order to accommodate service vehicles such as waste collection vehicles and pantechnicons. These are minor highway alterations which can be delivered within either the adopted highway or within the ownership of the land promoter. These alterations can therefore be delivered as part of enabling / construction works for the site. The scale of the site is such that adequate space to enable a service vehicle to turn on site can be provided. This enabling a service vehicle to both enter and exit in a forward gear.
- 1.10 At approximately 6m wide the access road is adequate to allow either a shared surface access to be provided or a combined carriageway / footway arrangement. Manual for Streets identifies that a carriageway width of 4.1m is sufficient for two cars to pass one another or an HGV and cyclist. Increasing to a 4.8m carriageway width enables a car and HGV to pass one another. This suggests a footway ranging between 1.9m to 1.2m could be provided. Overall a development of up to 12 dwellings provides flexibility as to the design of the access road, and accounting for guidance within Manual for Streets a suitable access road, designed to accommodate all road users, can be achieved.

Road Safety Considerations

- 1.11 In order to identify any road safety issues within proximity of the proposed site access, road collision data has been obtained from the publicly available Crashmap database. The database utilises official data published by the Department for Transport as submitted to them by police forces. Reviewing the data available for the most recent 5 year period available, 2016-2020, confirms no collisions have been recorded along Church Lane or across the village as a whole. In this context there is no evidence of any road safety concerns within proximity of the development site that might limit development of the site.

Site Accessibility

- 1.12 The village is served by an hourly bus service, number 6, that runs Monday – Saturday. The service is run by Konect Bus and connects the village with destinations including Wymondham (5 minute journey time), Watton (30 minute journey time) and Norwich (35 minute journey time). The available bus service thereby avoids residents being reliant on the car to access either essential or non-essential services.

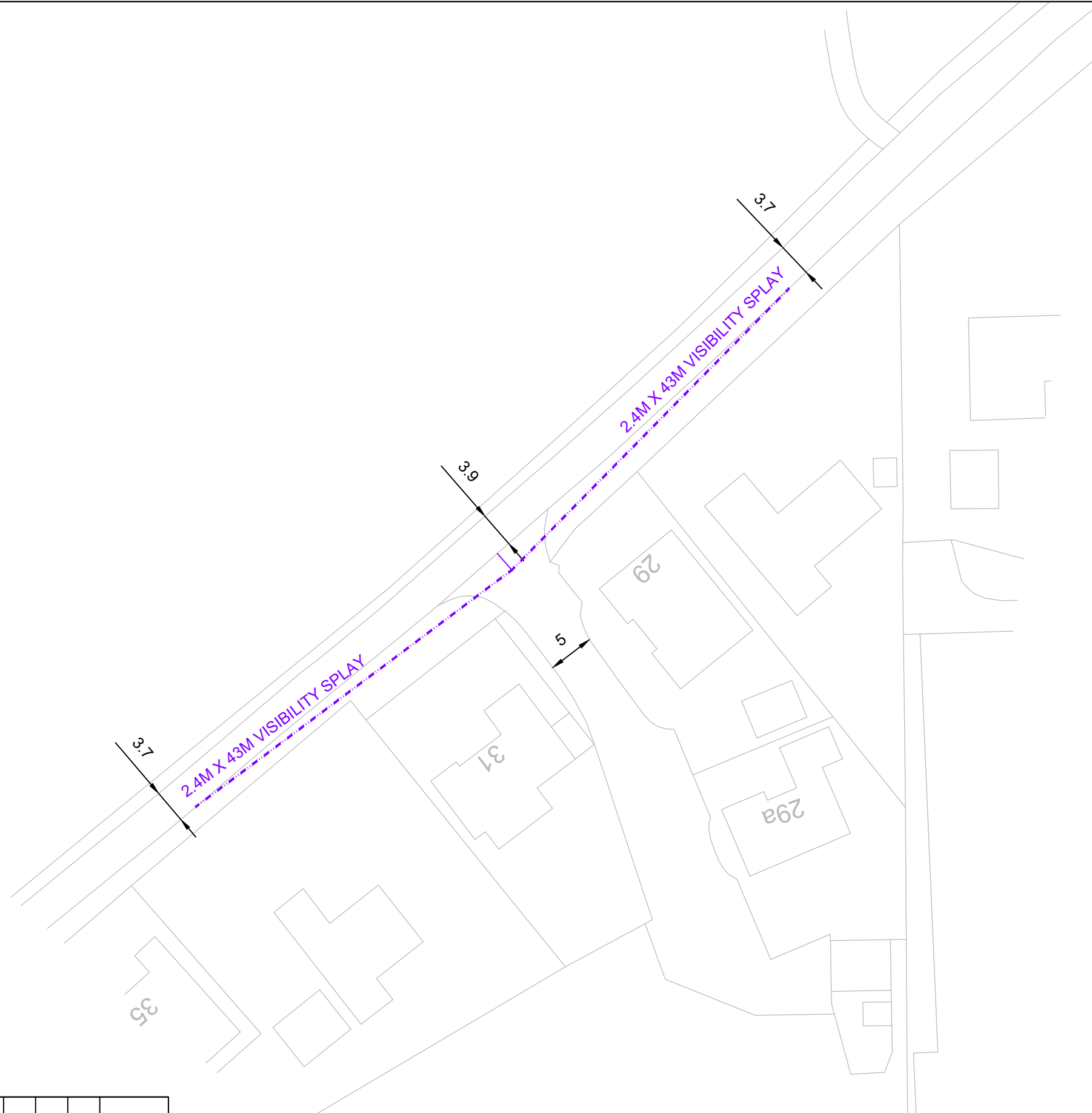
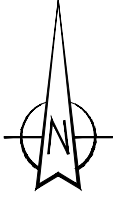
Summary

- 1.13 This access feasibility appraisal has been prepared so as to identify that adequate arrangements can be introduced to enable the land south of Church Lane, Wicklewood to be developed to provide 10 – 12 dwellings. Matters confirmed include:
- the proposed site access junction provides visibility splays that meet the requirement for access to be provided from a road with a speed limit of 30mph;
 - the proposed site access road is of adequate width to allow either a shared surface arrangement or carriageway with footway to be introduced; and
 - the village benefits from an hourly bus service that connects it with destinations including Wymondham, Watton and Norwich. The site can therefore be accessed via modes other than the car and as such provides future residents with opportunities to access both essential and non-essential services without needing to use a car.
- 1.14 In light of the findings of this review, it is concluded that adequate transport and highway solutions can be achieved to enable allocation, and subsequently planning permission, of the proposed development site.

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-		Draft – For Client Review	30-07-21	LC	AT	LC
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Appendix A Visibility Splay Review



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Project

CHURCH LN, WICKLEWOOD

Drawing Title

VISIBILITY ANALYSIS AT EXISTING ACCESS

	Name	Date	Scale	1:500 @ A3
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