

1911-400

30th July 2021

**Proposed Access to Land at Bluebell Road, Mulbarton, Norfolk –
Land East of Bluebell Road, North of The Rosery and South of Rectory Lane
Mulbarton, Norfolk NR14 8BW.**
**Technical Statement in support of Highways access to the potential
development of land**

Introduction

Ingent Consulting Engineers were instructed to review the opportunities to access the above potential development land from the existing Highway network within the village of Mulbarton. A site visit was previously undertaken in November 2019.

Current Road Conditions

The proposed development site might be accessed from the end of the existing Bluebell Road, or alternatively from the adjacent existing road to the South known as The Rosery. Site inspection indicated that the Bluebell Road carriageway is 6m wide with existing 1.8m wide footways on both sides, whereas The Rosery is a lane of varying road and verge widths and vehicular crossovers to private dwellings. Bluebell Road currently serves approximately 200 properties and terminates at the site's Western boundary.

Applicable Highway Standards

The Norfolk County Council Guidance on Safe Sustainable Development 2019 refers to the current edition of Manual for Streets¹ and 2, The Norfolk Residential Design Guide and the Estate Road Construction Specification documents. Current guidance is understood to be set out in the 2019 Interim Design Guide provided by Norfolk County Council Highways.

Guidance on capacity

The now withdrawn Norfolk Design Guide indicated a 6m wide carriageway might serve up to 700 dwellings. The replacement Interim Guidance refers to 250+ dwellings being achievable from a 6m carriageway, although it qualifies it with advice on road layout.

In the interest of Highway Safety, the use of cul-de-sacs is not recommended and if presented off a cul-de-sac the total limit off Bluebell Road is likely to be 250 dwellings.

For an increased number of dwellings, the guidance suggests multiple points of access is good practice with an alternative being the provision of a loop road and a short, suitably located Emergency Access.

In this case it is considered reasonable to form an internal loop road for the proposed development with an Emergency Access to The Rosery.

Extract from the Norfolk Residential Design Guide, Access Road Types Table – Page 33

Type 2. Feeder Road

TYPE	PURPOSE	ACCESS LIMITATION	SPEED	ACCESS FROM	WIDTH OF CARRIAGEWAY	CENTRE LINE	FOOTWAYS	SERVICES
1. Link road	700 + res. units linking neighbourhoods*	forward gear only	30 mph	County roads Type 1	6.5m	Radius 30m max sep. by straights 18 - 80m	2 x 2 sep. by 2m min verges - may be planted. 1m x 1m splays	under footways
2. Feeder road	700 max res. units*	forward gear only within 30m of junctions	20 mph	County roads Type 1 & 2	6m	Radius 20m max deflecting 45 deg sep. by straights 18 - 60m unless calming measures	2 x 1.8m may be sep by verges 2m min - may be planted. 1m x 1m splays	under footways c2m
3. Access road	200 max res. units (link) 100 max (cul de sac)*		20 mph	County roads Type 1 & 2	4.8m	Radius 13.6m max deflecting 45 deg sep. by straights 40 - 60m unless calming measures	2 x 1.5m (1 x 1.8 if 25 units) may be sep by verges 2m min - may be planted. 1m x 1m splays	under footways c2m

From the Norfolk Interim Design Guide

“Where a second point of access cannot be provided, for development more than 50 dwellings the County Council would expect the road layout to include provision of a suitable loop road with equal traffic distribution back to the main access. Additionally, an emergency access may also be considered appropriate. Where an emergency access is provided, it must be short and connect the main internal loop road to a suitable position on the adjacent existing highway.”

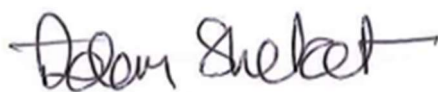
Conclusion

It is of our opinion that the land available would be best served by the construction of a new Adopted looped access road with footways linking back to Bluebell Road where similar facilities exist. A short Emergency link could be constructed from the new loop back to The Rosery to the South of the site, all in accordance with Norfolk County Council Highways current guidance. If acceptable then we believe the associated land could support a minimum of **250 +** new residential dwellings with total numbers closer to the 700 Typer 2 Feeder Road outlined in the Norfolk Residential Design Guide.

References

- Norfolk Residential Design Guide, Access Road Types - Page 33.
- Norfolk Interim Design Guide - DRAFT

For and on behalf of Ingent Consulting Engineers



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