

## **LAND OFF STOUR VIEW CLOSE, MISTLEY**

### **SITE ACCESS APPRAISAL**

**January 2012**

**B11066 REV -**

KingdomTP

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## CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.2	Site Location .....	1
1.3	Site Access Standards.....	1
1.4	Existing Highway Network .....	1
<b>2</b>	<b>SITE ACCESS PROPOSALS .....</b>	<b>3</b>
2.1	Introduction.....	3
2.2	Point A .....	3
2.3	Point B .....	3
2.4	Point C .....	4
<b>3</b>	<b>SUMMARY .....</b>	<b>5</b>

## PLANS

Plan 1	B11066/00/01	Access Options
Plan 2	B11066/03/01	Preliminary Access Layout Point A
Plan 3	B11066/03/02	preliminary Access Layout Point C

## **1 INTRODUCTION**

1.1.1 KingdomTP have been appointed by [REDACTED] to investigate the provision of an access suitable to serve development on the land located to the north of Stour View Close. It is proposed that the site will be promoted for residential development as part of the LDF process and this report seeks to inform that process.

1.1.2 This appraisal is limited to considering the potential to provide access to the site and does not consider the scale of development or other factors influencing the development. However, through Tendring District Council's analysis of sites promoted via the LDF "Call for Sites" process, the District Council has considered a potential housing capacity of 60 to 70 dwellings.

## **1.2 Site Location**

1.2.1 The site is located to the north of Stour View Close which links to the local highway network via Stour View Avenue to the south and has pedestrian links towards the centre of Mistley to the west. The site is bounded by existing residential development to the south and west and by the railway line to the north. To the east a natural valley and water course separate the site from agricultural land.

1.2.2 There is an existing field entrance into the site accessed from a 3m wide surfaced track located at the east end of Stour View Close.

## **1.3 Site Access Standards**

1.3.1 In accordance with the Essex Design Guide, produced by Essex County Council, a type 4 Minor Access Road would enable development of up to 100 dwellings as a cul de sac or up to 200 dwellings if 2 access points were provided creating a loop. It is considered that this is an appropriate standard of access road to provide for the development of the site.

1.3.2 Considering the surrounding features and topography it is considered that the provision of access from Stour View Close is the most appropriate to serve development on the site.

## **1.4 Existing Highway Network**

1.4.1 Stour View Close is accessed from Stour View Avenue. Both roads are in excess of 6m wide with footways to both sides. They feature residential frontage and direct access typical of residential estate roads and are subject to a 30 mph speed limit although observed speeds appeared lower.

- 1.4.2 The roads are configured in line with residential design philosophy to provide for pedestrians and vehicles. The layout ensures suitable visibility is achieved while promoting lower vehicle speeds by the use of bends with the overall aim of improving safety. In design terms, Stour View Avenue is comparable to the current design standards of a Type 3 Feeder road as defined by the Essex Design Guide, which states it is appropriate to form the main route into and out of a development area of up to 700 dwellings.
- 1.4.3 Stour View Avenue connects to the local highway network at Harwich Road at the eastern extent of the development within the 30mph speed limit of the village. Pedestrian routes exist within the residential areas which provide a more direct route to the local schools and urban centre to the west of the development.
- 1.4.4 Bus services are located on the Harwich Road approximately 400m by walking routes from the site. A primary school is also located within a 300m walking route from the site.
- 1.4.5 The junction with the Harwich Road and the internal junctions are well laid out and offer good visibility in accordance with current standards. It is not considered that any improvements will be required to facilitate the development.

## **2 SITE ACCESS PROPOSALS**

### **2.1 Introduction**

2.1.1 Plan 1 shows the location of 3 potential access points from Stour View Close, referred to as points A, B and C.

2.1.2 To provide the anticipated scale of development for a site of this size it is proposed that a Type 4 road is provided in accordance with the Essex Design Guide. A Type 4 road has a 4.8m carriageway with 2m footways to both sides resulting in an 8.8m highway corridor.

### **2.2 Point A**

2.2.1 At the western end of Stour View Close is a small square which provides informal parking and a turning head facility. To the north of the square there is a significant area of grass between facing dwellings which borders the proposed site.

2.2.2 The distance between the dwellings is approximately 22m with a very minor fall from west to east. It would be feasible to provide a Type 4 road through this area maintaining an acceptable separation from the dwellings. The existing square, which provides informal parking, could be incorporated into the design to act as a traffic calming feature while retaining the parking provision. If necessary, additional parking could be provided in front of dwellings 28 and 30 between the new access road and the existing footway. A new turning head would be provided within the development.

2.2.3 Plan 2 shows a preliminary layout for this option which demonstrates that access is achievable.

### **2.3 Point B**

2.3.1 Toward the eastern end of Stour View Close there is a gap between the side boundary of number 60 and the front face of numbers 62 and 64.

2.3.2 The gap is approximately 13m wide from boundary to house front, with approximately 9m from the boundary of number 60 to the existing footway leading to numbers 62 and 64. This is sufficient to accommodate a Type 4 road, however it was noted during a site visit that there is a level difference of up to 1m between the boundary of number 60 and the facing properties.

- 2.3.3 It would be possible to provide an engineering solution to address this issue, such as short retaining walls, to enable a suitable access to be provided at this point serving the development. However, additional investigation will be required to establish the extent of necessary works to minimise the impact on the adjacent properties.

## **2.4 Point C**

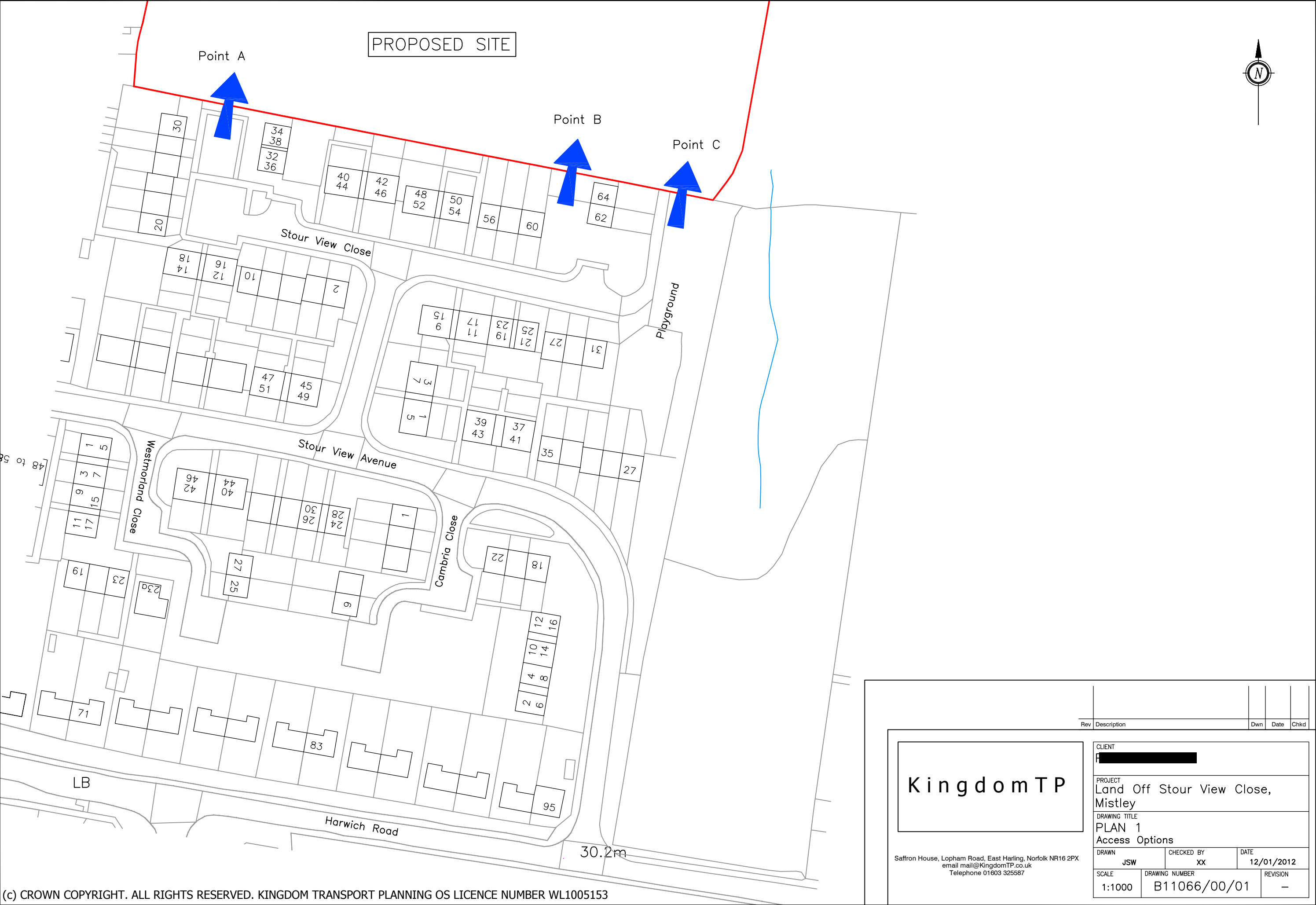
- 2.4.1 The existing site access is located at the eastern end of Stour View Close. It is approximately 3m wide and provides access to two play areas in addition to the site. The existing access is not suitable to provide vehicular access to a development on the site.
- 2.4.2 On the western edge of the access are the rear gardens of properties 62 and 64 which are at a higher level. The height difference is accommodated by a retaining wall of 1 to 1.5m high.
- 2.4.3 To the east of the track is a water course and valley which forms the boundary of both the play area and the proposed site. Within this space there are a line of mature poplar trees close to the track and to the east of this is the play area.
- 2.4.4 The topography is suitable to provide a vehicular access through this route but it would be necessary to remove the line of poplar trees and to use some of the tarmacked play area if a Type 4 access road is to be provided at this point.
- 2.4.5 It is unlikely to be feasible or suitable to operate a reduced area of tarmac play area but it would be possible to provide replacement areas within the new development for this area and the second play area as appropriate.
- 2.4.6 It is understood the existing trees are mature Lombardy Poplars which have been the subject of on-going maintenance, common with this variety of tree to address their potential to have falling branches. It is believed they are not subject to TPO's.
- 2.4.7 The provision of the road could be provided by a simple continuation of the existing road as shown on Plan 3.

## **3 SUMMARY**

- 3.1.1 From a review of the potential access points it can be seen that it is viable to provide a Type 4 access road in to the site from Stour View Close. Point A and C provide the best locations, but it would also be feasible to provide access at point B with the provision of short retaining walls to address the height difference.
- 3.1.2 A single point of access would be sufficient for up to 100 dwellings or a loop could be provided with 2 access points enabling up to 200 dwellings to be served.
- 3.1.3 It is recommended that at least pedestrian access is provided at points A and C to aid connectivity.



## **PLANS**



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Rev	Description	Dwn	Date	Chkd

CLIENT  
F

PROJECT  
Land Off Stour View Close,  
Mistley

DRAWING TITLE  
PLAN 1  
Access Options

DRAWN  
JSW

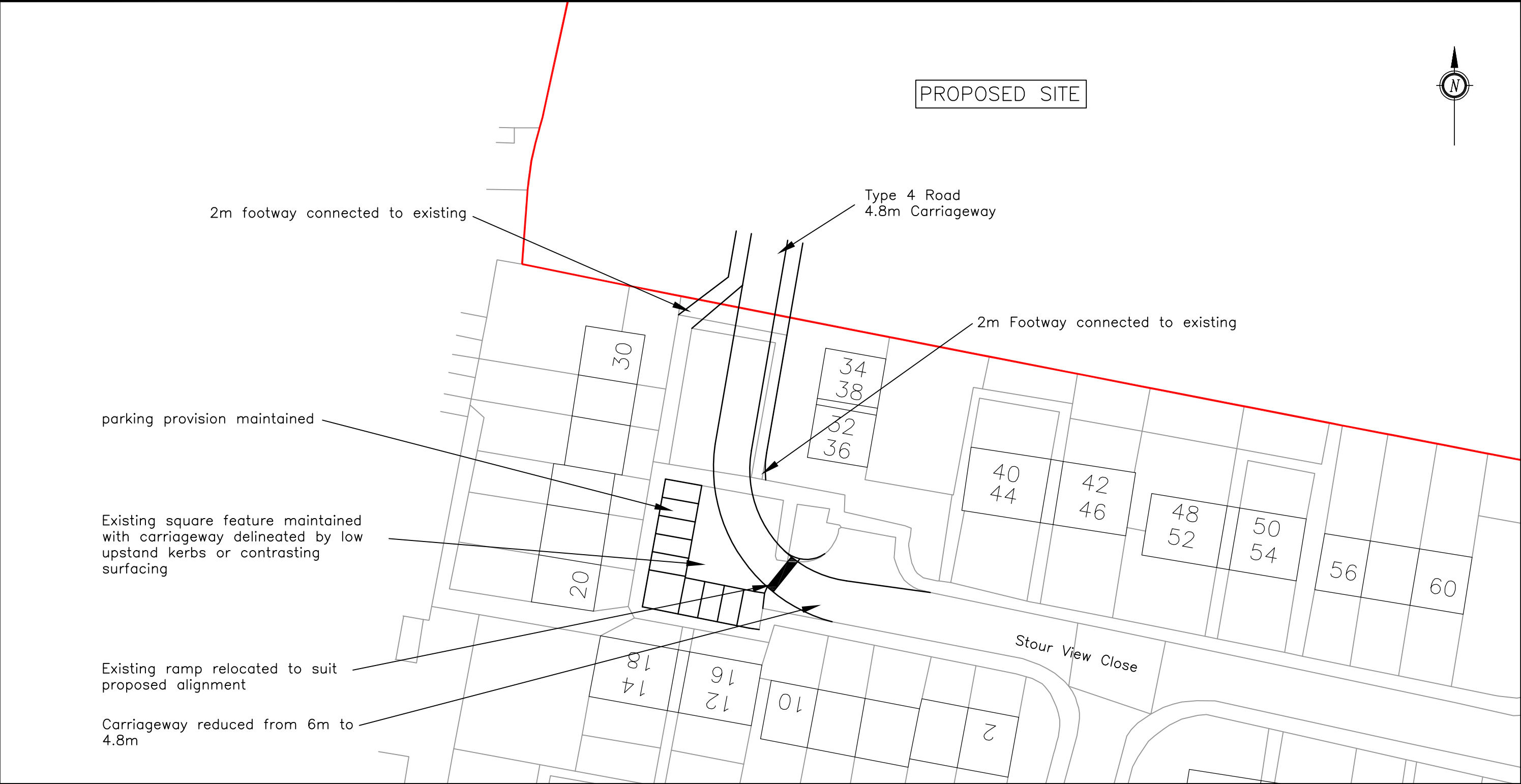
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DATE  
12/01/2012

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DRAWING NUMBER  
B11066/00/01

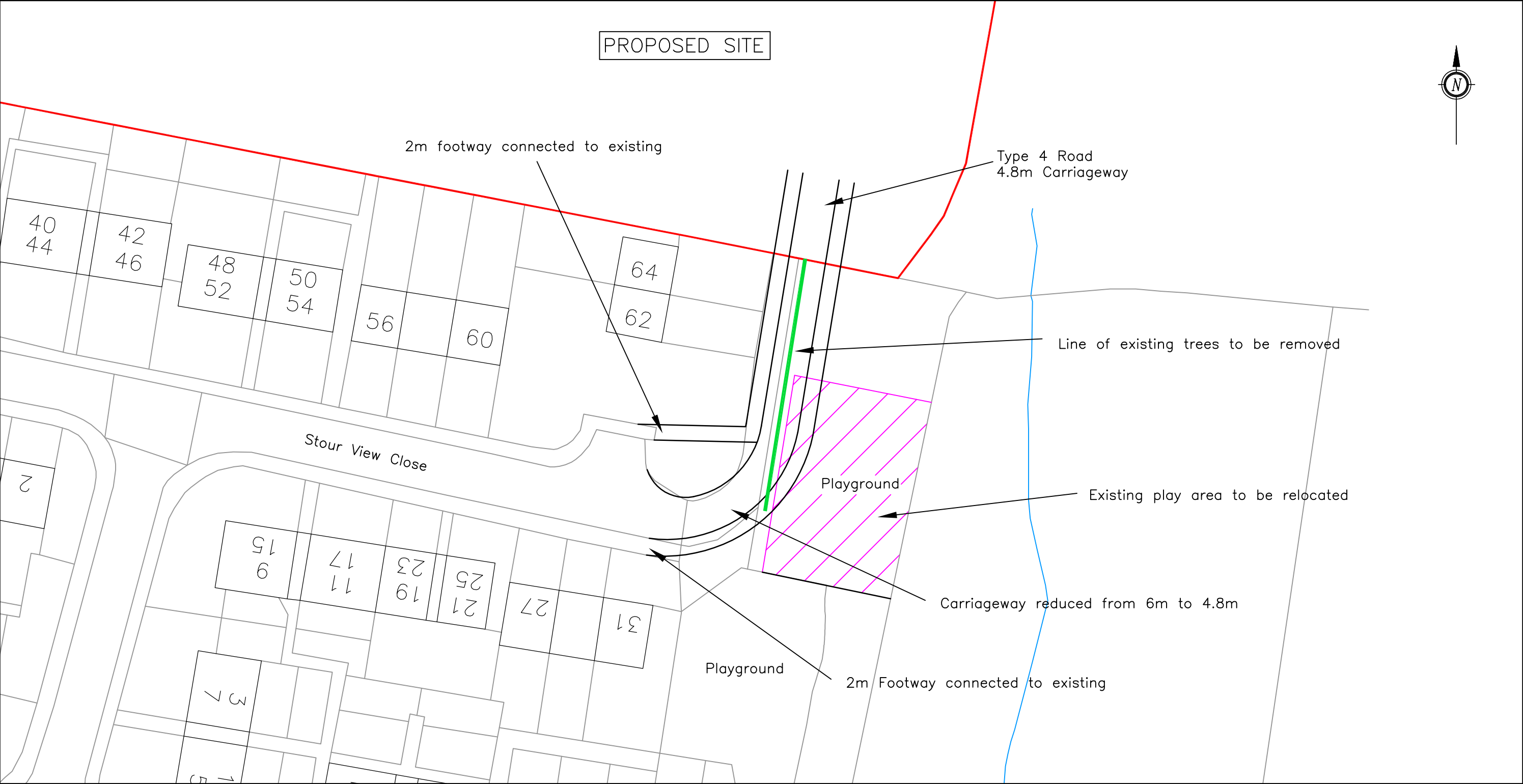
REVISION  
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Notes

1. The access layout has been produced in accordance with the Essex Design Guide but it is subject to Highway Authority approval.
2. The layout is based on OS mapping.

Rev		Description	Dwn	Date	Chkd
CLIENT					
PROJECT					
Land Off Stour View Close, Mistley					
DRAWING TITLE					
PLAN 2					
Preliminary Access Layout Point A					
DRAWN		CHECKED BY	DATE		
JSW		TD	12/01/2012		
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1:500		B11066/03/01		-	



Notes

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<b>KingdomTP</b> <small>Saffron House, Lopham Road, East Harling, Norfolk NR16 2PX email mail@KingdomTP.co.uk Telephone 01603 325587</small>		Rev Description			Dwn	Date	Chkd	
		CLIENT [REDACTED]						
		PROJECT Land Off Stour View Close, Mistley						
		DRAWING TITLE PLAN 3 Preliminary Access Layout Point C						
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