

Proposed Vehicular Access

Land at rear of 174 High Street, Elstow

Highways Feasibility Statement

Introduction

This note has been prepared by Waterman Infrastructure & Environment Limited (WI&E) and investigates the potential options for providing vehicular access for a potential residential development to be located on land to the rear of 174 High Street, Elstow.

Existing Situation

Elstow is a village located in Bedfordshire to the south of Bedford, the site is located to the rear of 174 High Street to the within an area of Elstow located to the north of the A41 and east of the A6.

The site is currently an unoccupied field and grassland area with access granted via a gated track between two properties on High Street. The area immediately behind the properties on High Street is used by Simmons Florist, there are a small number of greenhouses present and the area is used for parking and storage.

Potential Access Locations

There are four locations from which potential access to the site can be granted, this note will identify and highlight the potential access options available at each location. The four potential access locations are as follows:

- Location A – Red Lion Public House car park
- Location B – Existing High Street Simmons Florist Access
- Location C – Pilgrims Way
- Location D – Dahl Close

A plan attached to this Statement highlights the four potential access locations in relation to the proposed development site (**Appendix A**).

Location A – Red Lion Public House, High Street

The Red Lion public house is located to the north west of the proposed development site on High Street, Elstow. Any potential access from this location would be granted from the eastern end of the public house car park.

High Street is a single carriageway road subject to a 30mph speed limit. Visibility is good in both directions along High Street due to its relatively straight alignment and footways in excess of 1.5m are present along both sides of the carriageway.

Accident data obtained via <http://www.crashmap.co.uk> indicates that, within the vicinity of the potential vehicle access option on High Street, there is no identifiable road accident problem recorded within the last 5 years.

There is an existing access point directly off High Street in this location that serves the car park which is located to the rear of the public house via a vehicle crossover arrangement. The existing access is approximately 12m in width although this is restricted significantly by planters and building features along the southern wall of the public house and a hatched no parking zone located adjacent to the building. The public house building is grade II listed, as is the structure located within the public house site to the south of the access.

The listed buildings to the north and south of the existing car park access would restrict the overall width and alignment of any potential residential access road provided within the public house car park. This would also be likely to prevent the upgrade of the access point to an adequate access junction capable of accommodating a residential development.

Shared access with the public house car park is not a viable option with multiple residential movements sharing access with multiple public house customer and delivery movements potentially increasing the risk of vehicle conflict and pedestrian conflict within or around the access.

Visibility from the access is also substandard with the west wall of the public house and listed building located at the back of footway restricting the achievable visibility in both directions along High Street. Although this is an existing situation, the potential uplift in trips associated with a residential development would deem this situation as unsuitable as the lack of visibility may increase road safety risks at this location.

It is therefore established that this location is not a viable option to provide an adequate two-way access to a residential development located on land to the rear of The Red Lion public house and High Street.

Location B – Existing Nursery Access, High Street

Location B currently operates as an existing 'in and out' access that provides vehicular access to a nursery, small parking area and storage area to the rear of the 174 High Street and 1 Bunyans Mead between which the access is located directly off of High Street. This link provides direct access to the site from High Street.

The access is gated and approximately 5.4m in width. It should be noted that the adjacent properties along this side of High Street are all grade II listed. The aforementioned 5.4m width is present for approximately 11m back from the edge of the High Street carriageway before widening out.

Visibility from this access point is limited by the corners of the adjacent properties, this results in minimal achievable visibility from this location. Although this is an existing situation, the achievable visibility from the existing access would be deemed as unacceptable following the uplift in trips, which would exit via this link, associated with a residential development.

The limited width available at this location is not adequate to provide an access capable of accommodating a significant number of residential dwellings.

This location can be considered an attractive option to provide to direct pedestrian access from the proposed development site to the High Street, Elstow.

There may be the possibility to provide vehicle access to a limited number of residential units via a shared private drive and/or shared surface access arrangement. It is thought that up to 10-15 dwellings would be adequately served via this location. It is unlikely that refuse collection vehicles

would be able to access the site via this link so it would be necessary to provide bin collection facilities within 25m of High Street.

Therefore, it has been established that the lack of available width and limited achievable visibility at the existing nursery access ensures that this is not a viable option to provide vehicular access to a large residential development on land to the rear of this location, however it may be feasible to provide vehicle access to a limited number of dwellings from this location via a private drive or shared surface arrangement.

Location C – Pilgrims Way

Pilgrims Way is residential road located to the east of the development site, any potential access from this location would require the purchase and demolition of at least one property on this link.

Pilgrims Way links a relatively large residential area to A5134 Mile Road to the north, and is subject to a 30mph speed limit although it is likely that vehicle speeds are lower than the limit throughout the link.

In the vicinity of the potential access, Pilgrims Way is approximately 6.8m in width with a footway in excess of 2.5m running adjacent to the carriageway on its western side. A footway is also present on the eastern side of the carriageway, although not adjacent, running through a large grassed area. Street lighting is present within the area.

The proposals for Location C would comprise the demolition of one or both of properties 25 and 27 Pilgrims Way. Following demolition, there would be adequate width available to provide an access road from Pilgrims Way to serve the proposed development site via its eastern boundary.

An 'Access Street' based upon standards provided within the Central Bedfordshire Design Guide – Movement and Streets document is achievable in this location. An access road of this type and size would be suitable for in excess of 300 dwellings and 200 vehicle movements per peak hour. A sketch attached to this document (**Appendix B**) demonstrates the potential access junction layout on the site of the existing property at 25 Pilgrims Way.

The proposed 'Access Street' is required to have a carriageway width of 4.8m – 5.5m with adjacent footways or verges that are a minimum of 2m in width. 4.5m junction kerb radii is also required and the design speed for the proposed link is to be no more than 20mph. The attached plan has been designed to these specifications. The attached sketch is based upon the requirement for a single footway at the access point, should a second footway be required, additional land would be needed and the purchase of a second property would be essential.

Visibility from the proposed access along Pilgrims Way is comfortably achieved due to the alignment of the carriageway and low vehicle speeds likely to be experienced on Pilgrims Way. Visibility splays for 30mph vehicle speeds are shown on the attached access proposal sketch, this shows the link to be free from obstructions and adequate visibility to be achievable within publicly maintainable highway land.

This location, although likely to be expensive to purchase and demolish, is a viable option to provide adequate vehicle access to a significant residential development with minimal constraints or potential safety issues and concerns associated with this potential access location.

Location D – Dahl Close

Location D is a potential access through the land occupied by 9 Dahl Close. Dahl Close is a small residential shared surface cul-de-sac accessed via Pilgrims Way and would potentially provide vehicular access to the development site from the south east. Dahl Close is subject to 30mph speed limit however it is thought that vehicle speeds would be significantly lower due to the quiet residential nature of the route.

The proposals for Dahl Close would comprise the purchase and demolition of property 9. Following demolition, there would be the necessary width available to provide an 'Access Street' from Dahl Close to the site.

A potential issue with this arrangement is the shared parking area that is located around 9 Dahl Close that is utilised by the adjacent properties 12 and 7. To appease the neighbouring properties, it is likely that alternative parking arrangements will be required off any potential access road. This shared parking area also does not fall within publicly maintainable highway land like the rest of Dahl Close so may require the purchase of additional parcels of land or to buy neighbouring properties out of their access rights over the land. A second potential issue at this location is that the existing shared surface arrangement within Dahl Close may not be suitable to accommodate an uplift in vehicle trips associated with a residential development and may increase highway safety risks in the immediate area.

Dahl Close already provides access to 11 properties via a shared surface of approximately 5m in width. An uplift to 50 properties served off this arrangement may be deemed acceptable but is likely to be restricted to a maximum of just 20 in total.

Visibility from the existing Dahl Close junction with Pilgrims Way is achievable to the north, although is substandard to the south with Pilgrims Way bending away from the access reducing the achievable visibility splay to approximately 25m. Although this is an existing situation, the uplift in trips associated with a residential development may exacerbate any potential safety problems associated with substandard visibility from the Dahl Close junction.

Although this location has the potential to provide a viable access option for a residential development on land to the rear of High Street, Elstow, the potential issues and constraints associated with the existing link would limit the potential success of securing planning permission for an access via Dahl Close.

Summary

This Highways Feasibility Statement has been prepared to consider potential options to provide vehicular access to land to the rear of High Street, Elstow.

There are four locations from which potential access to the site can be granted, these are via The Red Lion public house car park off of High Street, via the existing nursery access between Simmons Florist at 174 High Street and 1 Bunyans Mead, via Pilgrims Way following the purchase and demolition of one or both of properties 25 and 27 and via Dahl Close following the purchase and demolition of property 9.

The Red Lion car park and existing nursery options would provide access from High Street to the west of the proposed site and the Pilgrims Way and Dahl Close options would access the site from the eastern boundary.

Of the 4 potential options, Pilgrims Way has the potential to provide adequate vehicular access to the development site via a proposed 'Access Street' based upon the Central Bedfordshire Design Guide – Movement and Streets specifications which would be suitable for in excess of 300 residential dwellings.

The Pilgrims Way option is the most attractive prospect to provide adequate vehicle access to the proposed residential development site. Despite the potential cost of purchasing and demolishing at least one property at this location to provide access, a sufficient amount of land would be available to provide an access suitable for serving a significant residential development and visibility requirements are comfortably achievable in both directions along Pilgrims Way.

The existing nursery access options would not be suitable to provide an adequate vehicular access to a significant number of dwellings. The narrow width available between the 2 properties at the nursery access would not be suitable to accommodate many additional vehicle trips associated with the residential development and a poor level of achievable visibility is also an issue from the access point along High Street.

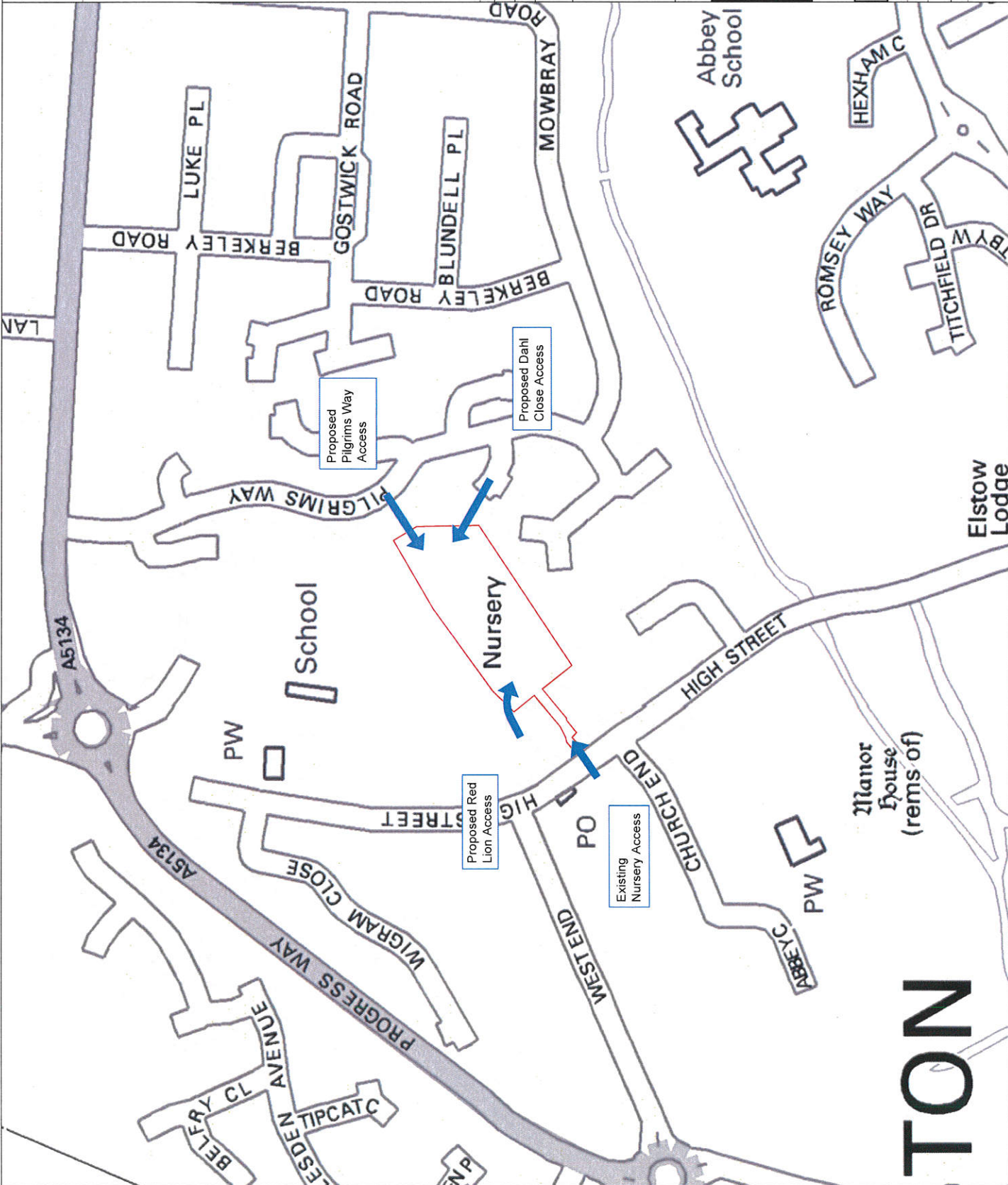
The Red Lion car park is also not suitable to provide an adequate vehicle access to a residential development due to constraints within the car park and the increased potential for vehicle and pedestrian conflict within this location associated with an uplift in two-way vehicle trips that would occur following the construction and occupation of a residential development.

The Dahl Close access option, although not a poor location for a proposed vehicle access would present many issues and constraints to seriously consider as a viable access option for a proposed residential development. This access in any event would probably only be suitable for the provision of 10 dwellings in the site.

Overall, the potential purchase and demolition of at least one property with in Pilgrims Way to provide a vehicle access to land to the rear of High Street, Elstow would have the greatest potential of all the access options to be considered as acceptable by the local highway authority and successfully secure any potential planning permission. It is however advised that early discussions are held with the Highway Authority.

Appendix A – Potential Access Option

Appendix B – Potential Pilgrims Way Access Options



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Rev	Date	Description	By
REV	00/00/00	ISSUED	XXX

Project: High Street, Elstow

Title: Potential Access Options

Client: South Hill Estate



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DM	DM	WIE10366

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DM	Nov 2015	1:250

Scale	Computer File No
Scale 0/A3	WIE-10366-00-000-000.dwg

Work to figure dimensions only	Zone	Category	Number	Revision
WIE	SA	95	0002	A01

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--- 2.4m x 43m Visibility Splay
 (30mph Manual for Streets
 requirement)

Rev	Date	Description	By
REV 00.00.00	ISSUED		XXX

Project: High Street, Eistow
 Title: Potential Pilgrims Way Access Option
 Client: Southhill Estate



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