

# REPORT

## **St Johns Close: Coltishall**

### Access Strategy

Client: Norwich Diocesan Board of Finance Ltd

Reference: PC1300-RHD-ZZ-XX-RP-Z-0001

Status: S2/P02

Date: 05 May 2020

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## 1 Introduction

### 1.1 Background

- 1.1.1 Royal HaskoningDHV has been commissioned by Savills (UK) Ltd, on behalf of the Norwich Diocesan Board of Finance Ltd, to provide transport and highways advice relating to the potential access arrangements for a proposed residential development of up to 35 units on land to the eastern end of St John's Close, Coltishall in Norfolk.
- 1.1.2 The application site, known as Coltishall & Horstead Site 2: East of Rectory Road and Southeast of Coltishall Primary School (Coltishall & Horstead Site 2), consists of two parcels of land. The northern part of the site, with access onto St John's Close, is owned by the Diocesan of Norwich. The southern part of the site, with access onto Rectory Road, is owned by three members of the same family: Marion Playford, Jill Wye and Sara Clithero.
- 1.1.3 Consultations undertaken by the Broadland District Council in 2011 identified Coltishall & Horstead Site 2 as a 'shortlisted site' in the Site Allocations Development Plan Document (DPD) consultation. In 2012, Broadland District Council consulted upon 'additional alternative sites' for the Site Allocations DPD, and land at Rectory Road in Coltishall was taken forward by the council as its preferred housing site in the Preferred Options Consultation.
- 1.1.4 In 2013, representation was made to Broadland District Council's Site Allocations Development Plan Document (DPD) Preferred Options Consultation. Although Coltishall & Horstead Site 2 was not identified as a Preferred Housing Site, it was proposed that the application site be considered as a housing allocation at the submission of the Site Allocations DPD, instead of the Council's preferred housing site further to the north at Rectory Road.
- 1.1.5 The application site, known as GNLP0388, is identified as being potentially suitable for development in the Greater Norwich Plan (GNLP) under the Housing and Economic Land Availability Assessment (HELAA) published in December 2017. The Constraints Analysis of the HELAA identified that there are potential limitations relating to access to the proposed site which could be overcome by development.
- 1.1.6 In 2018, three sites were consulted on in Coltishall and Horstead and the Site Proposals document stated that *"In conclusion, if Coltishall and Horstead is identified for further growth, site GNLP0388 .....provide[s] potential development options"*.
- 1.1.7 On this basis, this Access Strategy report appraises the site's accessibility and considers the feasibility of achieving safe and appropriate vehicular access to the site, which is compliant with relevant national and local design criteria. The remainder of the report comprises the following sections:
- **Section 2** provides an overview of the existing conditions within the vicinity of the site, including details of the site location, the surrounding highway network, the site's current level of accessibility to services and Personal Injury Collisions on the local highway network;
  - **Section 3** presents an access strategy for the site, compliant with local guidance and relevant standards; and
  - **Section 4** concludes the report.

## 2 Existing Conditions

### 2.1 Site Context

- 2.1.1 The site is comprised of two agricultural fields, approximately 2.98 hectares in area. The site is located in the north of the village of Coltishall which is situated approximately nine miles north-east of Norwich in Norfolk. The location of the site is shown in **Insert 2.1**.

*Insert 2.1: Indicative Site Location*



*Source: GB\_ORD1 maps (accessed 30/03/20)*

- 2.1.2 The site is bounded by Coltishall Primary School to the north, agricultural fields to the east, allotments to the south and residential dwellings to the west.
- 2.1.3 Vehicular access to the site is currently achieved via a gated access at the western end of St Johns Close, with a secondary vehicular access to the southern part of the site via a gated access off Rectory Road, approximately 160 metres (m) to the south of St Johns Close / Rectory Road junction.
- 2.1.4 The site boundary has an established tree line along the northern, western and southern edges, and a hedgerow along the eastern boundary.

### 2.2 Highway Infrastructure

- 2.2.1 The local highway network in proximity to the site comprises St Johns Close, Rectory Road and Rectory Close. A summary of the highway characteristics of these carriageways is provided below.

### St Johns Close

- 2.2.2 St Johns Close is an unlit, two-way single lane carriageway which extends eastwards from Rectory Road, in a broadly west-east alignment. St Johns Close is subject to 30mph speed limit and has 1.8m wide footways along both sides of the highway.
- 2.2.3 St Johns Close is a cul-de-sac which provides access to Coltishall Medical Practice, Coltishall Primary School and several private residences. At the eastern end of the cul-de-sac there is a gated access to the northern side of the site.
- 2.2.4 There are 'Keep Clear' road markings along the entire northern side of St Johns Close and a 'School Keep Clear' road marking in the vicinity of the vehicular ingress and egress at Coltishall Primary School. There are bollards along the verge between the ingress and egress to Coltishall Primary School. St John's Close is subject to intensive periods of school traffic at the beginning and close of each school day. At present, the layout of St Johns Close is understood to lead to congestion along its length, resulting in a high degree of conflict between pedestrians, cyclists and vehicular traffic.
- 2.2.5 Access Protection Bars across the dropped kerbs and driveways to private residences along the southern side of St Johns Close.

### Rectory Road

- 2.2.6 Rectory Road has a broadly north-south alignment and in the vicinity of the site, it is a two-way single lane carriageway subject to a 30mph speed limit. In the vicinity of the gated access to the site off Rectory Road, there are 1.2m wide footways to both the west and east side of Rectory Road.
- 2.2.7 To the north of the site, approximately 562m from the junction with St Johns Close, Rectory Road forms a priority T-junction with The Hill which leads to North Walsham Road (B1150).
- 2.2.8 To the south of the site, Rectory Road forms a priority T-junction with Wroxham Road (B1354) Street which provides connectivity to the villages of Horstead in the west and Hoveton in the east.

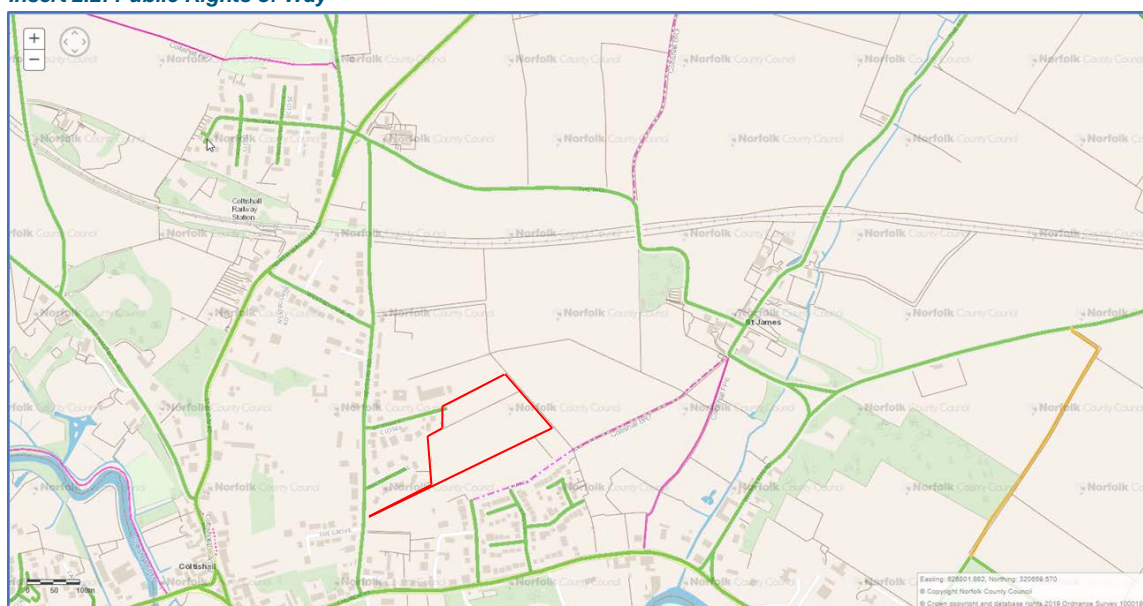
## 2.3 Walking and Cycling Accessibility

- 2.3.1 St Johns Close has a 1.8m wide continuous footway along the northern side of the carriageway, providing pedestrian access along the length of the street, including to Coltishall Medical Centre and Coltishall Primary School. Along the southern side of St Johns Close there is a continuous 1.5m wide footway. The footways on both sides of St Johns Close link to footways along the eastern side of Rectory Road and provide pedestrian access to the wider village to the north and the south.
- 2.3.2 A review of Norfolk County Council's (NCC's) Public Rights of Way (PRoWs) interactive map indicates that there are no PRoWs bounding or penetrating the application site.



- 2.3.3 To the south of the site, extending along the southern boundary of the allotments, Coltishall Bridleway BR7 links Chapel Lane in the south-west to The Street in St James in the north-east. To the south-east of the site, Coltishall Footpath FP6 extends from Wroxham Road (B1354) opposite the Coltishall Post Office, to The Street in St James in the north-east. To the north of the site, Coltishall Bridleway BR3 links The Hill to North Walsham Road. To the north-west of the site Coltishall Footpath FP2 links Potspoon Hole with Seven Acres Lane in Great Hautbois. To the west of the site, Coltishall Footpath FP11 extends northwards along the River Bure.
- 2.3.4 The PRoWs in the vicinity of the site are shown in **Insert 2.2** below.

**Insert 2.2: Public Rights of Way**



Source: <http://maps.norfolk.gov.uk/highways/> (accessed 30/03/20)

- 2.3.5 Walking represents the most sustainable mode of travel and it can be assumed that, on average, a pedestrian could walk approximately 1,200m in 15 minutes and up to 2,000m in 25 minutes. A walking distance of 2,000m is the maximum desirable commuting distance stated by the CIHT.<sup>1</sup>
- 2.3.6 There are several local amenities and services located within the maximum desirable walking distance stated by the CIHT, as shown in **Table 2.1**.

**Table 2.1: Distance of Local Services and Amenities to the Site**

Services/Amenities	Location	Approximate Walk Distance	Walking time from site
Coltishall Primary School	St Johns Close	100m	1 minute
Coltishall Medical Practice	St Johns Close	180m	2 minutes
Coltishall Village Hall and Recreation Ground	Rectory Road	250m	3 minutes
Norwich and Coltishall Wanderers Cricket Club	Rectory Road	325m	4 minutes
St John the Baptist Church	Wroxham Road	625m	8 minutes
Red Lion Pub	Wroxham Road	700m	9 minutes

Source: *Google maps* (accessed 31.03.20)

<sup>1</sup> *The Institution of Highways and Transportation (2000): Guidelines for Providing Journeys on Foot.*

- 2.3.7 A review of the Sustrans National Cycle Network (NCN) map<sup>2</sup> showed that there are no NCN routes located within close proximity of the site.
- 2.3.8 The rural residential nature of St Johns Close and Rectory Road, and the topography of the wider village, results in cyclists safely using the carriageway.

## 2.4 Public Transport Accessibility

- 2.4.1 The bus operator Sanders provides a regular public transport service connecting Coltishall to Norwich and North Walsham. Sanders operate the weekday service #55 and Saturday service #5A. The service #837 provides a weekday school term time only service between North Walsham and Norwich.
- 2.4.2 A further public transport service is operated by Feline. This service operates a small coach on Wednesdays only.
- 2.4.3 The closest bus stops from the site are located on Rectory Road, approximately 260m to the south of the site. The bus stop on the west side of Rectory Road has a pole, flag and timetable information, and the bus stop on the east side of Rectory Road has a pole and flag. Continuous footways connect the site to these bus stops.
- 2.4.4 Further bus stops are located on Wroxham Road (#837 only) to the south of the site, and Westbourne Road to the north of the site.
- 2.4.5 These bus stops are served by services operated by Sanders coaches and Feline travel and provide connectivity with Norwich, North Walsham and other local destinations.
- 2.4.6 The frequencies and routes for these bus services are summarised in **Table 2.2**.

**Table 2.2: Local Bus Services in Proximity to the Application Site**

Service Number/ Operator	Route Description	Approximate Frequency		
		Monday- Friday	Saturday	Sunday
3 Feline	Aldborough-Aylsham- Coltishall-Wroxham- Neatishead-Wroxham	Wednesday only	No service	No service
	Wroxham-Neatishead- Wroxham-Coltishall-Aylsham- Aldborough	Wednesday only	No service	No service
5A Sanders	North Walsham – Norwich	No Service	08:23-16:53 Hourly	No service
	Norwich - North Walsham	No Service	10:01-11:01 then every two hrs until 18:01	No service
55 Sanders	North Walsham - Coltishall - Norwich	07:19-16:35 Every 90 mins 7 buses per day	07:19-16:35 Every 90mins 7 buses per day	No service
	Norwich – Coltishall-North Walsham	08:28-18:14 Hourly in AM	08:28-18:14 Hourly in AM	No service

<sup>2</sup> Source: Map of the National Cycle Network (<https://osmaps.ordnancesurvey.co.uk/52.62147,-2.46273,7>) accessed via the Sustrans website (<https://www.sustrans.org.uk/>)



Service Number/ Operator	Route Description	Approximate Frequency		
		Monday- Friday	Saturday	Sunday
		Every 2 hrs in off peak Every 30 mins in PM	Every 2 hrs in off peak Every 30 mins in PM	
837 Sanders	North Walsham - East Norfolk Sixth Form Centre	7:40 (School term only)	No Service	No service
	East Norfolk Sixth Form Centre - North Walsham	17:12 (School term only)	No Service	No service
3 Feline	Aldborough - Aylsham - Wroxham - Barton Turf - Neatishead - Wroxham	10:09 (Wednesday only)	No Service	No service
	Wroxham - Neatishead - Barton Turf - Wroxham - Aylsham - Aldborough	12:49 (Wednesday only)	No Service	No service

Source: Derived from Bus times website <https://bustimes.org/services> ; <https://www.felinetravel.com/> and <https://sanderscoaches.com/> (accessed 31/03/2020)

2.4.7 Hoveton and Wroxham Railway Station is located approximately 3.3 kilometres (kms) to the south-east of the site, which is an approximate six-minute drive from the site. There is a frequent and direct rail service from Hoveton and Wroxham to Norwich, North Walsham, Cromer and Sheringham.

## 2.5 Road Safety

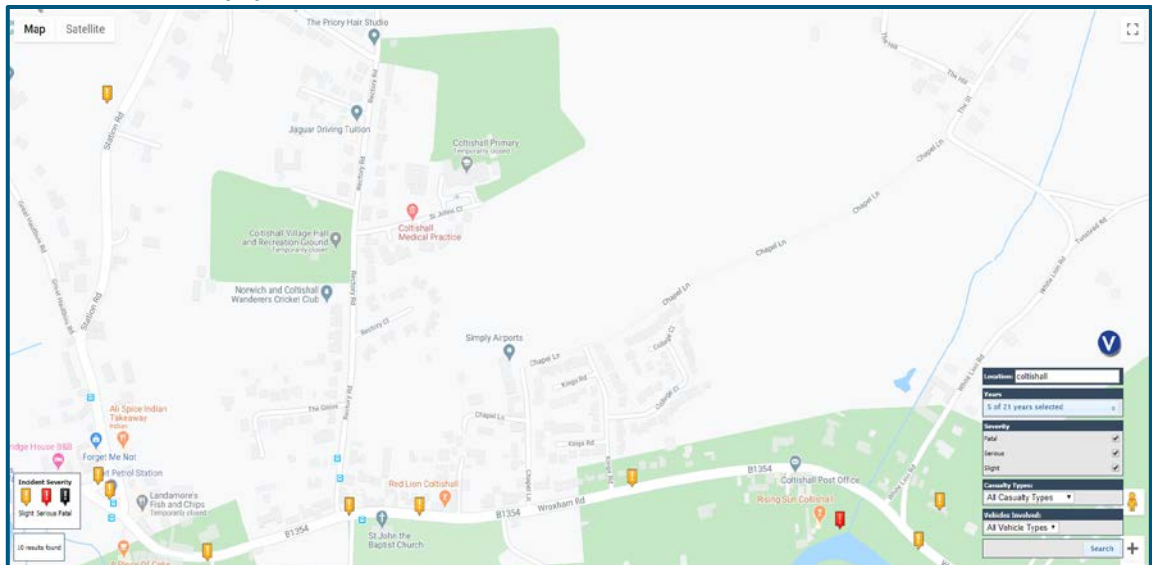
2.5.1 In order to establish whether there are any inherent safety issues on the highway network within the vicinity of the site, Personal Injury Collision (PIC) data from CrashMap<sup>3</sup> for the most recent five-year period available (March 2014 – March 2018) has been reviewed.

2.5.2 The review identified that a total of 10 PICs were recorded on the local highway network in the study area. The review identified nine PICs of 'slight' severity and one PIC of 'serious' severity.

2.5.3 The location of the PICs on the local highway network in the vicinity of the site is shown in **Insert 2.3**.

<sup>3</sup> Source: CrashMap website: <https://www.crashmap.co.uk>

### Insert 2.3: Personal Injury Collision Data



Source: **CrashMap** [www.crashmap.co.uk](http://www.crashmap.co.uk) (accessed 31/03/20)

- 2.5.4 Comparing the accident data analysis with the Collision Location Plan, seven of the PICs are located to the south of the site on the B1354 in the vicinity of the High Street / Norwich Road junction (approximately 800m to the south-west of the site) and the Wroxham Road / White Lion Road junction (approximately 1,200m to the south-east of the site).
- 2.5.5 This review identified that all PICs recorded between 2014 and 2018 were more than 600m from the site. Given the distance of the PICs from the application site, it is considered that this small-scale proposed development will not exacerbate causal factors associated with the pre-existing collision record.

### 3 Access Arrangements

#### 3.1 Introduction

- 3.1.1 This section of the report summarises the proposed access arrangements which would accommodate the proposed residential development of up to 35 units at the site. It outlines the constraints to providing a new vehicular access point to the site and details the measures which could be achieved at the site to provide a safe and appropriate means of highways access, as well as improve the site's overall level of accessibility to local services.
- 3.1.2 The constraints to achieving a safe and appropriate means of vehicular access off St Johns Close include:
- The lack of adequate circulation for vehicles dropping off and picking up pupils at Coltishall Primary School;
  - Lack of adequate on-street parking for vehicles dropping off and picking up pupils at Coltishall Primary School; and
  - Pedestrian and vehicle conflict along St Johns Close, especially in the vicinity of the accesses to Coltishall Primary School, Coltishall Medical Practice and existing dwellings.
- 3.1.3 In relation to achieving vehicular access off Rectory Road, the principal constraint relates to the restricted visibility to the south of the existing gated access due to a tree and hedgerow along the western boundary of the allotment site.
- 3.1.4 In developing the access strategy for the site, the existing constraints and road properties, including geometry and speed limits, have been considered.

#### 3.2 Proposed Access Design

- 3.2.1 Due to the scale of the development that may be brought forward at the site, one point of vehicular access would be required. As St Johns Close is subject to 30mph speed limit, the Manual for Streets (DfT 2007) is applicable in relation to road geometry and visibility requirements. The proposed point of vehicular access to the site is via the location of the existing gated access on St Johns Close.
- 3.2.2 It is proposed to provide a looped access road as the St Johns Close carriageway extends into the site. Such an arrangement will minimise road speeds, whilst providing a two-way 6m wide carriageway which would enable the provision of on-street parking along both sides of the road for all, or part, of its length. The access road will provide connectivity to the wider development site by linking to side roads off the looped access road.
- 3.2.3 To address the existing points of conflict between pedestrians and vehicles along St Johns Close it is proposed that:
- Additional parking for staff at the Coltishall Primary School can be accommodated on the site if required. A proposal for school related parking will be informed by pre-application discussions with Norfolk County Council;
  - The on-street parking on the circular access road will potentially facilitate better circulation and provide an alternative drop-off and pick-up area for Coltishall Primary School;

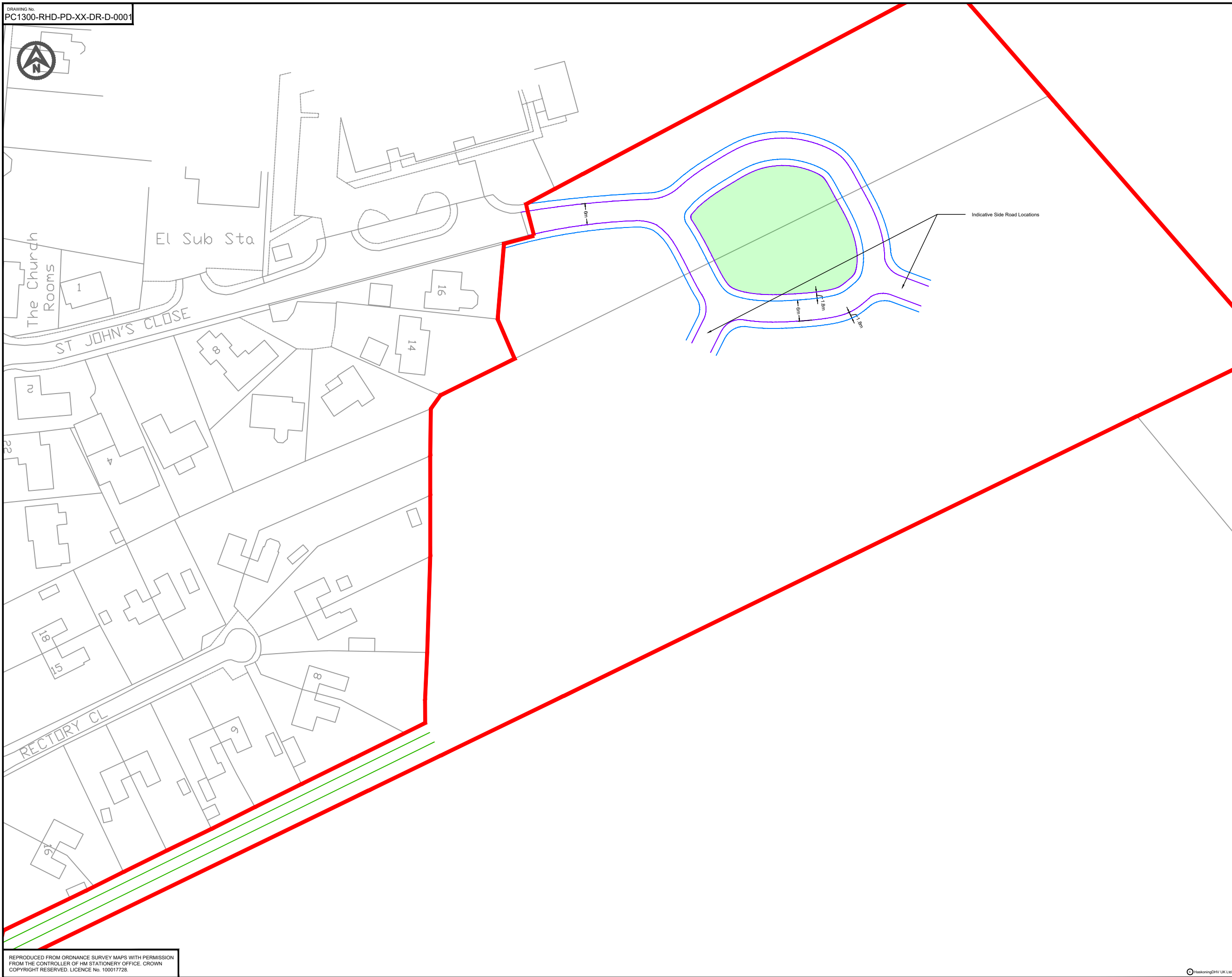
- A shared footway / cycleway, which measures 3m in width, will extend from the existing gated access on Rectory Road, through the site to link with existing footways on St Johns Close. This shared footway / cycleway will improve sustainable transport within and through the site, reducing pedestrian flows on St Johns Close, and connecting the site to the existing settlement to the south.
- 3.2.4 The proposed circular access arrangement and shared footway / cycleway is shown in **Drawing PC1300-RHD-PD-XX-DR-D-0001** and located at **Appendix A**.
- 3.2.5 A key criterion in the design of site access junctions is ensuring that adequate visibility can be achieved. For the proposed arrangement the provision of forward visibility is a principal concern, and this will be finalised at detailed design stage as the provision of forward visibility will depend on a coordinated landscaping scheme and development layout. At this stage, the required forward visibility at the point of access is identified in **Drawing PB1300-RHD-PD-XX-DR-D-0002** at **Appendix B**. Appendix B demonstrates that the required minimum forward visibility distance of 43m for a 30mph speed limit is achievable at this proposed access arrangement.
- 3.2.6 Swept Path Analysis has been used to determine the ability of the proposal to accommodate a large refuse vehicle of 11.2m in length, which is likely to be the largest vehicle to require routine access to the site. **Drawing PC1300-RHD-PD-XX-DR-D-0003** at **Appendix C** demonstrates that the proposed vehicular access on St Johns Close can accommodate a large refuse vehicle. Key manoeuvres assessed include inbound and outbound movements at the site and show that the proposed looped access road can accommodate an 11.2m refuse vehicle.
- 3.2.7 A segregated access for pedestrians and cyclists is proposed to be taken from Rectory Road, via the existing 10m wide site frontage with Rectory Road. This proposed shared footway/ cycleway would extend through the site to link to the existing footway on St John's Close, to the north-west of the site. This route would bypass St Johns Close, thereby providing an alternative route between the Primary school and GP surgery and the residential areas of the village to the south of the site.

## 4 Conclusions

- 4.1.1 This report has been prepared for Norwich Diocesan Board of Finance Ltd to provide transport planning advice in relation to the proposed allocation of land for a residential development of up to 35 units on land located at St Johns Close, Coltishall in Norfolk.
- 4.1.2 A review of the existing transport infrastructure reveals that the proposed allocation site is well served by existing public transport and pedestrian infrastructure, which provides links to local services and facilities to the north and south of the site.
- 4.1.3 A review of the existing vehicular points of access to the site indicate that a safe and appropriate means of vehicle access can be achieved at the existing point of access located to the north of the site off St Johns Close. A new circular arrangement is proposed which is designed to adoptable standards in line with local and national design criteria and provides additional on-street parking to alleviate congestion on St Johns Close during drop-off and pick-up times at Coltishall Primary School.
- 4.1.4 The proposed shared pedestrian / cycleway between the southern access on Rectory Road and St Johns Close would provide a continuous connection between Coltishall Primary School, the site and the existing settlement to the south of the site. This would enhance the provision of sustainable travel within the local community.
- 4.1.5 Overall, it is demonstrated that vehicular access can be achieved at the site and on this basis, it is considered that there is no reason relating to highways access and infrastructure provision which should hinder this site being brought forward for development.

## **Appendix A: Preliminary Access Design**





**NOTES**

1. Do not scale from this figure. All dimensions are in metres unless noted otherwise.
2. This drawing has been based upon an Ordnance Survey Map and Royal HaskoningDHV cannot guarantee the accuracy of data.

**KEY**

- Existing highway alignment
- Indicative site boundary
- Proposed 6m access road alignment
- Proposed 3m footway and cycleway
- Proposed 1.8m footway
- Proposed greenspace

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1	14.04.20	FIRST ISSUE	JL	SH	SS

REVISIONS

CLIENT

**NORWICH DIOCESAN BOARD OF FINANCE LTD**

PROJECT  
**ST JOHN'S CLOSE COLTISHALL**

TITLE  
**PROPOSED ACCESS LAYOUT**



DRAWN	JL	CHECKED	SH	APPROVED	SS
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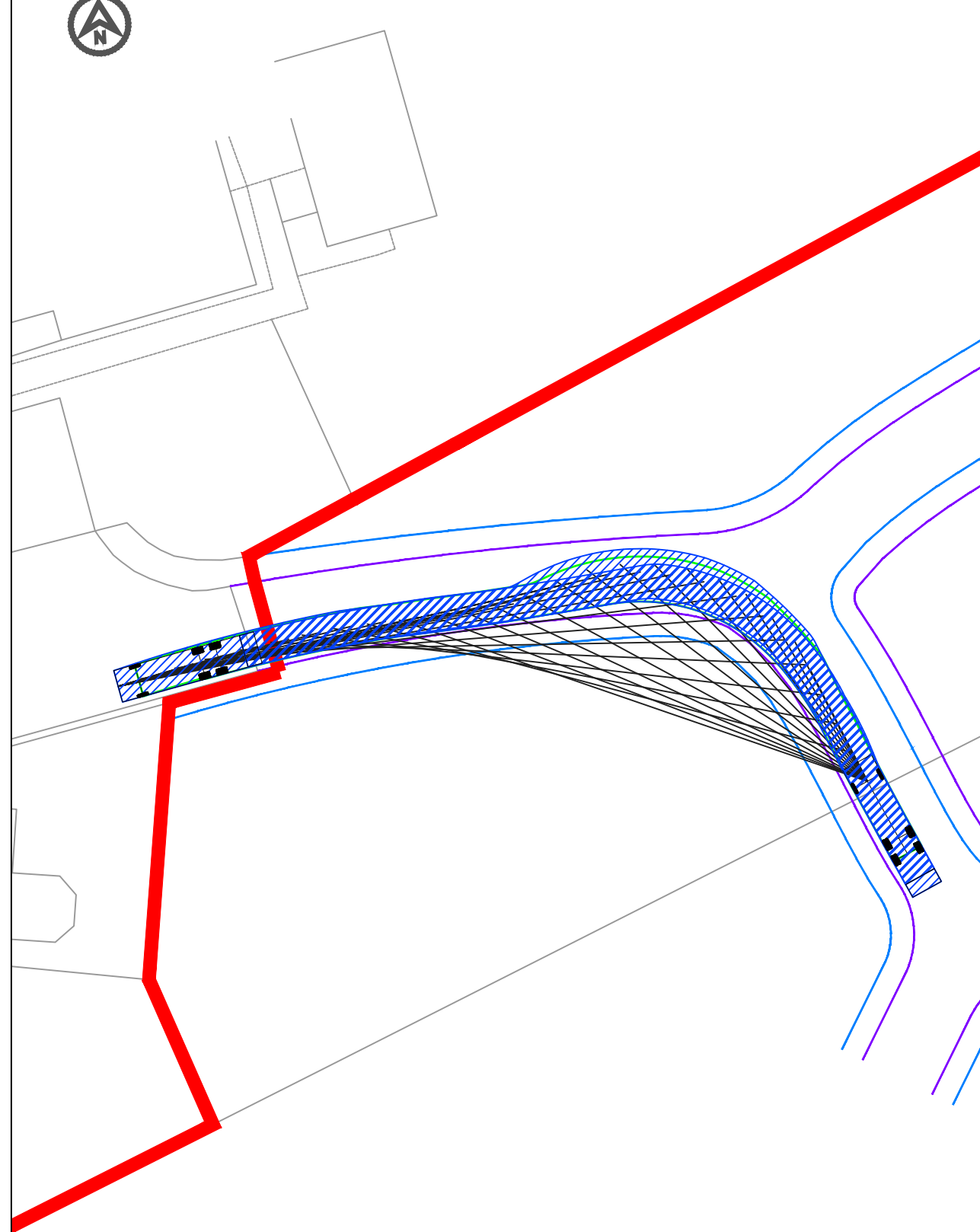
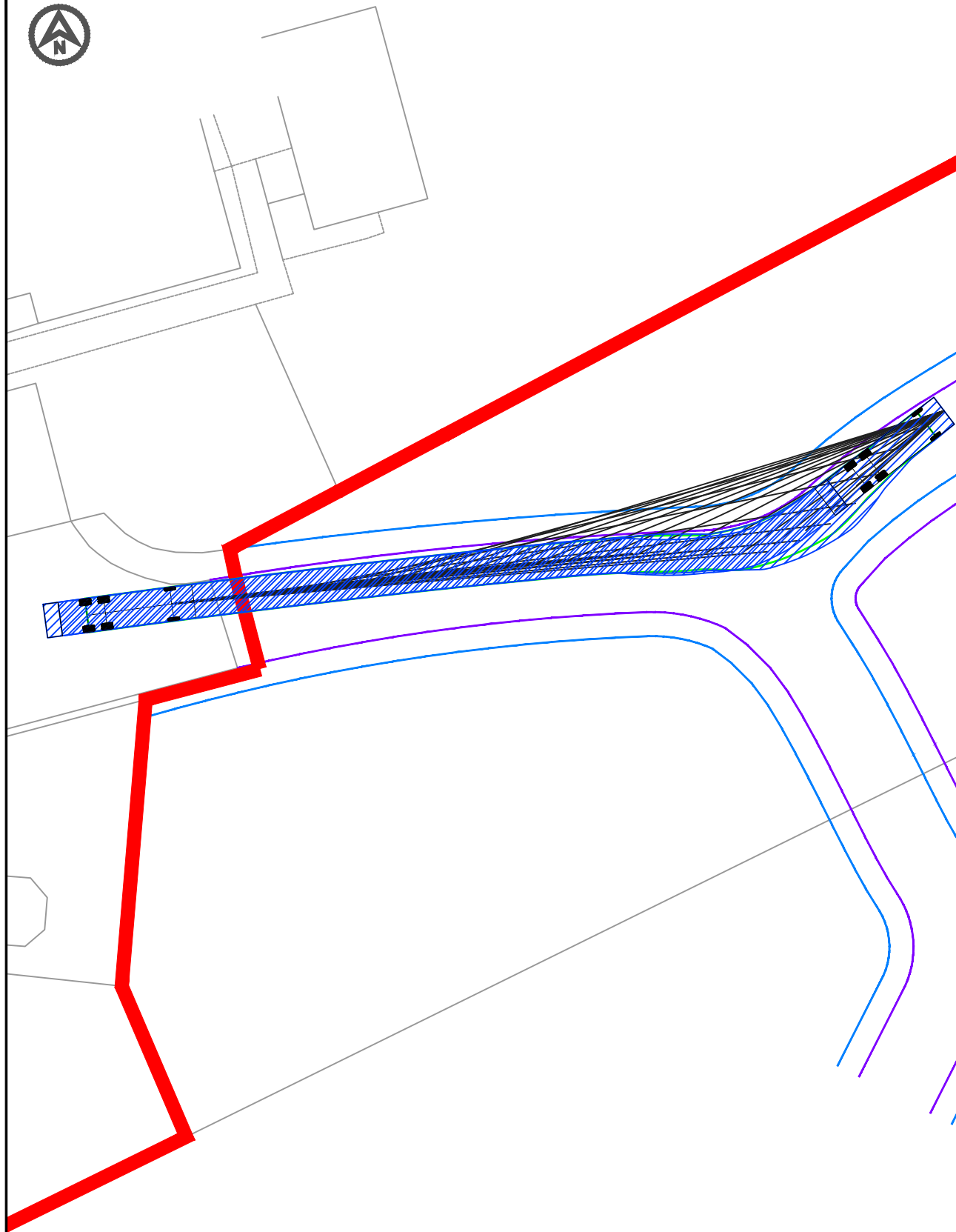
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## **Appendix B: Forward Visibility Splay**

VEHICLE ENTRY

VEHICLE EXIT



- NOTES**
1. Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon an Ordnance Survey Map and Royal HaskoningDHV cannot guarantee the accuracy of this data.
  3. The forward visibility has been drawn in accordance with Manual for Streets (30mph) showing forward visibility of 43m.

- KEY**
- Existing highway alignment
  - Indicative site boundary
  - Proposed 6m access road alignment
  - Proposed 1.8m footway

**VEHICLE TRACKING**

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH
- VEHICLE BODY SWEEP PATH (FORWARD VISIBILITY)

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**NORWICH DIOCESAN BOARD OF FINANCE LTD**

PROJECT  
**ST JOHNS CLOSE COLTISHALL**

TITLE  
**PROPOSED ACCESS LAYOUT AND FORWARD VISIBILITY SPLAY**

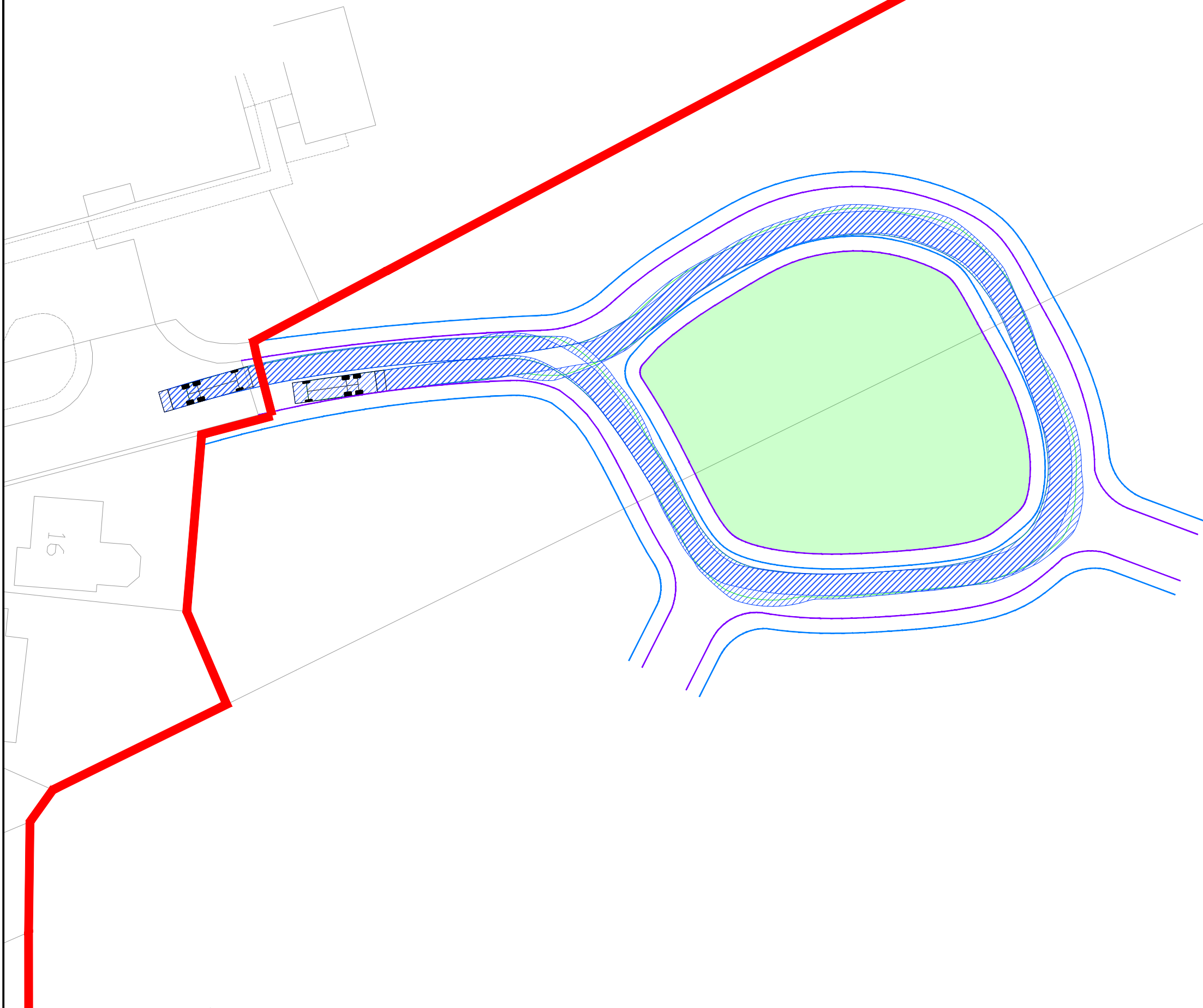


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## **Appendix C: Swept Path Analysis**



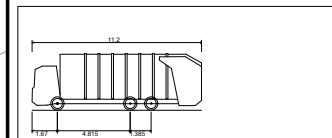
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**KEY**

- Existing highway alignment
- Indicative site boundary
- Proposed 6m access road alignment
- Proposed 3m footway and cycleway
- Proposed 1.8m footway
- Proposed greenspace

**VEHICLE TRACKING**



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
 Overall Length 11.200m  
 Overall Width 2.530m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m

- Vehicle body swept path (forward gear)
- Vehicle chassis swept path

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**NORWICH DIOCESAN BOARD OF FINANCE LTD**

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ST JOHNS CLOSE COLTISHALL

**TITLE**  
PROPOSED ACCESS LAYOUT  
SWEEP PATH ANALYSIS



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