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# Breckland Local Plan Examination

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Local Plan Examination  
Hearing Statement – Matter 14

On behalf of  
The Lexham Estate



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### Appendix 1

Create Consulting Engineers Ltd – Access Review Addendum (Land West of Pound Lane, Litcham)



## 1. Introduction

1.1. This Hearing Statement has been prepared by Savills (UK) Ltd on behalf of the Lexham Estate.

1.2. The Lexham Estate owns land at Litcham which has been promoted for residential allocation but has not been identified for allocation within the Draft Local Plan.

1.3. The Lexham Estate has actively participated in the preparation of the Local Plan for Breckland for a number of years. Savills will attend the Hearing sessions on Matter 14 to expand on the representations made to the Regulation 19 consultation and the content of this Statement.

## 2. Matter 14 - Strategic urban extensions, housing site allocations and settlement boundaries

### Litcham

2.1. With regard to this matter, Savills will reference the representations submitted to the Regulation 19 consultation. In addition, Savills make the following comments in response to the Inspector's questions.

#### **Question 14.53: Is the Plan positively prepared and justified, insofar, that no allocations are identified in Litcham?**

2.2. Paragraph 182 of the National Planning Policy Framework identifies for a Local Plan to be positively prepared it should be based on a strategy to meet objectively assessed needs consistent with achieving sustainable development.

2.3. The Lexham Estate supports the identification of a specific target for new housing at Litcham across the plan period. (Notwithstanding the Lexham Estate's objection to the Council's suggested objectively assessed need (Policy HOU 01); Policy HOU 02 identifies a target of 22 new dwellings over the plan period).

2.4. The Lexham Estate considers that Litcham, a Local Service Centre, can support additional development.

2.5. As the Council has not identified any sites for allocation at Litcham, it is considered that the plan in its current form is not positively prepared as it fails to identify a specific strategy to meet this target. To remedy this 'Land West of Pound Lane, Litcham' should be allocated.

#### **Question 14.54: Is the evidence, particularly with regard to highways, that has ruled out sites put forward for allocation in Litcham robust?**

2.6. The Lexham Estate has participated in the Local Plan making process and has actively engaged with officers to promote and at Litcham for residential allocation. Three sites were submitted to the Council for consideration as possible locations for allocation.

2.7. In respect of 'Land West of Pound Lane, Litcham' highways evidence was submitted on behalf of the Lexham Estate. This comprised of an 'Access Review (Addendum)' produced by Create Consulting Engineers. This report was first submitted to Breckland Council and Norfolk County Highways for consideration in March 2017.

2.8. The 'Access Review (Addendum)' demonstrates that the level of traffic associated with '20 dwellings and possible car park extension' at the site is not considered to give rise to any significant impact upon the highway road network. In addition the report proposes mitigation measures to seek to enhance road safety beyond the site.

2.9. Based upon the evidence of Create Consulting Engineers, to rule out development at this site, is not considered to be robustly justified.

**Question 14.55: If no suitable sites can be identified in Litcham, is relying on the delivery of 22 dwellings through windfall development justified?**

2.10. It is noted that Policy HOU 03 seeks to allow some flexibility for windfall development to come forward at Local Service Centres such as Litcham. This gives an opportunity for applications to come forward at suitable sites throughout the plan period.

2.11. The Lexham Estate maintains that 'Land West of Pound Lane, Litcham' is a suitable site for allocation. However if not identified for allocation in the emerging Local Plan; it could come forward as windfall development.

2.12. (Policy HOU 02 notes that Neighbourhood Plans can seek to exceed the housing targets identified as a matter of fact. At the time of writing, Litcham Parish Council not formally expressed a desire to progress a Neighbourhood Plan).



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.....**LEXHAM ROAD, LITCHAM**  
**Access Review** °

# LEXHAM ROAD, LITCHAM

## Access Review (Addendum)

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**Reference:** MA/AR/P16-1134/02

**Date:** March 2017

**LEXHAM ROAD, LITCHAM  
Access Review (Addendum)**

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# LEXHAM ROAD, LITCHAM

## Access Review

### (Addendum)

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- 1.0 Introduction
- 2.0 Road Network and Existing Site Access
- 3.0 Proposed Development
- 4.0 Conclusions
- 5.0 Disclaimer

#### Plans

- 1134/03/002 Potential Access Arrangements (Pound Lane)
- 1134/03/003 Potential Access Arrangements (Butt Lane/Church Street Improvement)
- 1134/03/004 Potential Access Arrangements (Alternative Access Strategy)
- Preferred and Alternative Sites Plan (Breckland District Council)

#### Registration of Amendments

Revision and Date	Amendment Details	Revision Prepared By	Revision Approved By



## **1.0 INTRODUCTION**

- 1.1 Create Consulting Engineers Ltd has been instructed by Savills (Norwich) to produce this “Access Review” in connection with potential residential development proposals with associated access arrangements at Lexham Road, Litcham (lying within the Breckland District).
- 1.2 The area proposed for development is on the North side of Lexham Road and the West side of Pound Lane lying between existing residential development to the East and West and the existing primary school to the North is being put forward with a view to its allocation in the Local Plan for in the order of 20 dwellings.
- 1.3 This Addendum follows the original “Access Review” report ref: MA/AR/P16-1134/01. The original report considered access via the B1145 Lexham Road and presented a technically achievable solution. This follow-on report presents an alternative access strategy via Pound Lane that could be taken forward to serve the Site.
- 1.4 This alternative access proposal is put forward with development immediately to the South of the primary school in mind. Our Client (“the Estate”) favours the area for development mainly on the more northern field (broadly akin to the Orange land on the Council’s plan) over the Purple land identified by the Council (see “Plans”). It is consistent with the representations made by the Estate in 2008 and also the more recent representations in 2016.

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## 2.0 ROAD NETWORK AND EXISTING SITE ACCESS

### General Description

- 2.1 The Site proposed for development is currently in agricultural use and lies approximately 500m to the West of the village centre. Existing vehicular access is taken via field accesses remote from the B1145 Lexham Road frontage.
- 2.2 Litcham is a village and civil parish within Norfolk and is situated approximately 6 miles to the Northeast of Swaffham and 25 miles to the West of Norwich. The village is located on the B1145 which is an East-West route running between King's Lynn (West) and Mundesley (East).
- 2.3 The civil parish has an area of approximately 3.05sq.miles and according to 2011 Census data had population of 618 in 217 households. For the purposes of local government, the parish falls within the Breckland District.
- 2.4 A range of local services and facilities are within readily achievable walking and cycling distance of the Site for existing and future residents. These include the post office, primary school, high school, public house, jubilee hall, butcher's shop, local convenience store, fish & chip shop, places of worship and recreational ground.
- 2.5 Existing residents have access to local bus services detailed via established bus routes between Mileham and Dereham. From the market town of Dereham located approximately 6 miles to the East, a wide range of connecting public transport services are available between King's Lynn and Norwich, for example.
- 2.6 A footway runs along the southern boundary of the Site (elevated across its frontage) as shown in Photo 1 below. This links with the village centre to the East and existing residential development to the West of the Site.
- 2.7 Along the frontage of the Site the land is elevated above the main road level by approximately 2m and the aforementioned footway is set back from the carriageway by means of a steep-gradient embankment. Guard railing is installed in appropriate places in order to prevent pedestrians falling into the road.
- 2.8 In the vicinity of the Site, the B1145 Lexham Road is approximately 5.5m in width and characterised as rural hedge/tree lined road, however, this is more developed immediately to the East and West. Along the frontage of the Site, a mandatory 30mph speed limit is in force and this is supported by means of a flashing Vehicle Activated Sign (VAS) for eastbound traffic heading towards the village centre.

- 2.9 In the vicinity of the primary school, Pound Lane is approximately 5.0m in width with a footway provided on the West side of the carriageway and is subject to an existing 30mph speed limit extending between the primary school and village centre. Overspill car parking (presumably on account of the neighbouring primary school) occurs on this road and compromises two-way traffic flow.
- 2.10 The footway on the West side of the carriageway continues towards the village centre to the South via Butt Lane.
- 2.11 Butt Lane reduces in width at certain locations, however, forward visibility along this road is extensive on account of its generally straight alignment and an elongated passing place is provided to the South of the Pound Lane/Butt Lane junction. This serves to improve the movement of two-way traffic flow.
- 2.12 The “narrow” section of Pound Lane to the South of the Pound Lane/Butt Lane junction serves a small number of residential properties and connects with the Pound Lane/B1145 T-junction. However, two-way traffic flow is compromised and visibility is significantly compromised in the “critical” direction to the West at the Pound Lane/B1145 T-junction.



**Photo 1: Pound Lane/B1145 T-junction (visibility to the West)**

- 2.13 The Butt Lane/Church Street junction is also subject to limited visibility towards the South, however, by observation this is a lower speed “village centre” situation and the potential for accidents at this location would therefore, appear to be reduced.



**Photo 2: Butt Lane/Church Street T-junction (looking South)**



**Photo 3: Pound Lane (looking North towards the primary school)**

## Local Accident Data

- 2.14 Five year recorded accident data has been obtained from the on-line resource “Crashmap” and this evidence shows there to be no prevailing road safety issues in the vicinity of the Site.
- 2.15 There are a series of “Slight” accidents to the South-east of the Site in the vicinity of the Butt Lane/Church Street/B1145 network of junctions and therefore, it would appear appropriate for safety-related measures to be reviewed at this location.

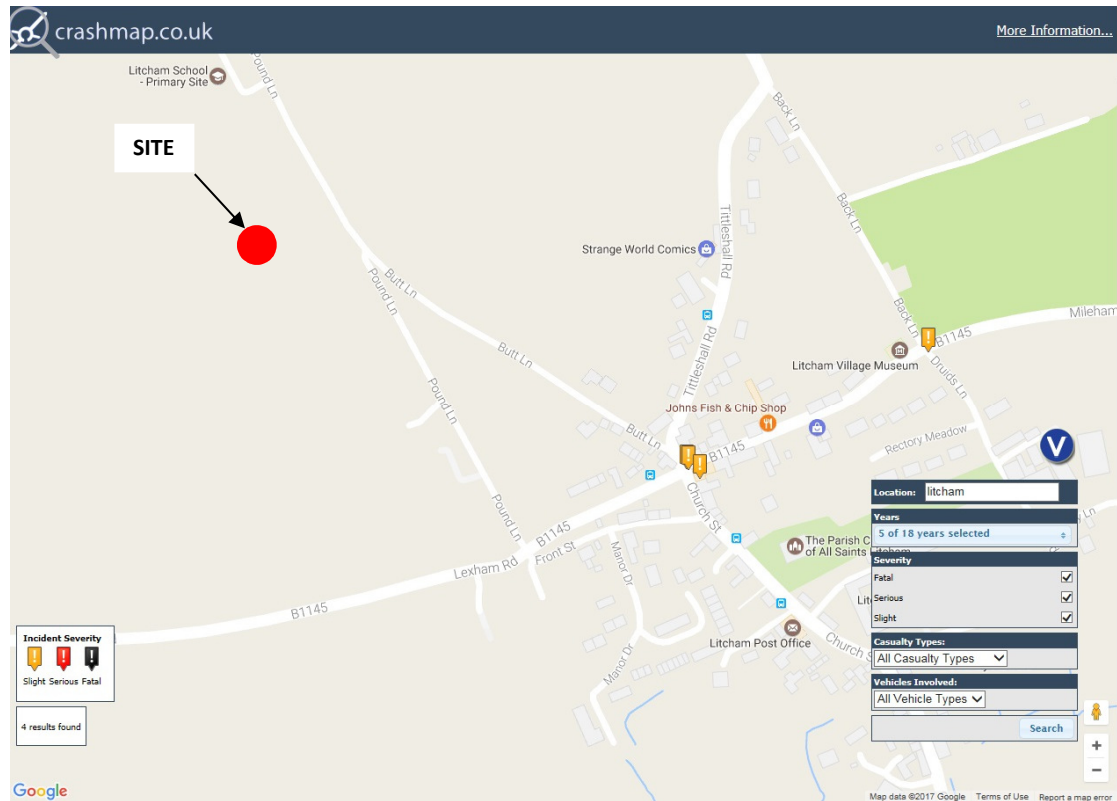


Figure 1: “Crashmap” Accident Data

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### **3.0 PROPOSED DEVELOPMENT**

#### **General Access Arrangements**

- 3.1 This potential residential development for inclusion in the Local Plan is for approximately 20 dwellings. The alternative access strategy considered in this Addendum is for direct access to be taken from Pound Lane along the eastern boundary of the Site.
- 3.2 Create drawing 1134/03/002 shows a potential access layout to serve future residential development on this Site by means of a new T-junction arrangement.
- 3.3 While this option requires removal of certain tree specimens, it offers appropriate levels of visibility and enables the existing North-South footway link across the eastern boundary of the Site to be maintained for existing and future road users. The alternative layout proposed would also provide a more logical approach to the primary school with development visible on the West side of the carriageway and could potentially attenuate traffic speeds at this location compared to the existing situation.
- 3.4 Visibility splays are shown at 59m (North) x 2.4m x 59m (South) in respect of the requirements of MfS 1 & 2 based on an estimated design speed of up to 37mph.
- 3.5 The development layout could potentially include a new off-site car parking provision to the South of the primary school (served via the alternative access onto Pound Lane) that could address existing car parking overspill issues on this section of road.

#### **Potential Traffic Generation & Traffic Impact**

- 3.6 At a semi-rural location such as this, the Norfolk County Council (as Highway Authority) typically cite that a residential dwelling could generate up to a maximum of 8 to 10 traffic movements per day. It should be noted, however, that such levels of traffic could not reasonably be expected to be generated by each and every day.
- 3.7 To provide further insight into the potential travel demands arising from the proposed development, the TRICS database has been utilised to obtain “best-fit” trip rates for “Residential – Houses Privately Owned” situated in out of town locations. A copy of the TRICS data is included at Appendix B of the original Access Review report.
- 3.8 Tables 3.1 and 3.2 below summarise an account of potential traffic generation associated with the proposed residential dwellings.

Private House Trip Rates	AM (0800-0900)		PM (1700-1800)		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	0.160	0.415	0.358	0.194	2.499	2.557
Cyclists	0.003	0.150	0.014	0.010	0.084	0.089
Vehicle Occupants	0.204	0.646	0.464	0.247	3.346	3.440
Pedestrians	0.049	0.144	0.062	0.048	0.648	0.633
Public Transport	0.003	0.008	0.011	0.007	0.062	0.060
<b>Total Person Trips</b>	<b>0.419</b>	<b>1.363</b>	<b>1.008</b>	<b>0.506</b>	<b>6.639</b>	<b>6.779</b>

**Table 3.1: Private House Residential Trip Rates**

Trip Generation	AM (0800-0900)		PM (1700-1800)		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	3	8	7	4	50	51
Cyclists	0	3	0	0	2	2
Vehicle Occupants	4	13	9	5	67	69
Pedestrians	1	3	1	1	13	13
Public Transport	0	0	0	0	1	1
<b>Total Person Trips</b>	<b>8</b>	<b>27</b>	<b>20</b>	<b>10</b>	<b>133</b>	<b>136</b>

**Table 3.2: Residential Trip Generation (up to 20 new dwellings) rounded to nearest integer**

- 3.9 The levels of additional traffic generation arising from the proposed residential development are modest and would amount to less than 15 two-way vehicle trips in the morning and evening peak hours of activity.
- 3.10 While these levels of additional traffic would not give rise to any significant impact on the local highway road network, it is reasonable to assert the increases in traffic flow on the “narrow” section of Pound Lane should be avoided, where possible. Consequently, as part of the alternative access strategy it is proposed that this section of Pound Lane could become designated as “Access Only” by means of a formal Traffic Regulation Order. In doing so, this should avoid development-generated traffic impacting on this section of road and therefore, motorised traffic between the Site and the village centre would be assigned via the more substantial section of Pound Lane and Butt Lane. It is noted, however, that any such Traffic Regulation Order would require approval from the Highway Authority and would be subject to public and statutory consultation.
- 3.11 Development-generated traffic would, therefore, impact to at least some degree on the existing Butt Lane/Church Street junction. Consequently, measures are proposed at this junction in connection with development scheme to improve visibility to/from the minor arm and attenuate traffic speed on the main road approaches (as shown on drawing 1134/03/003).
- 3.12 The overall alternative access strategy is presented on drawing 1134/03/004.

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## 4.0 CONCLUSIONS

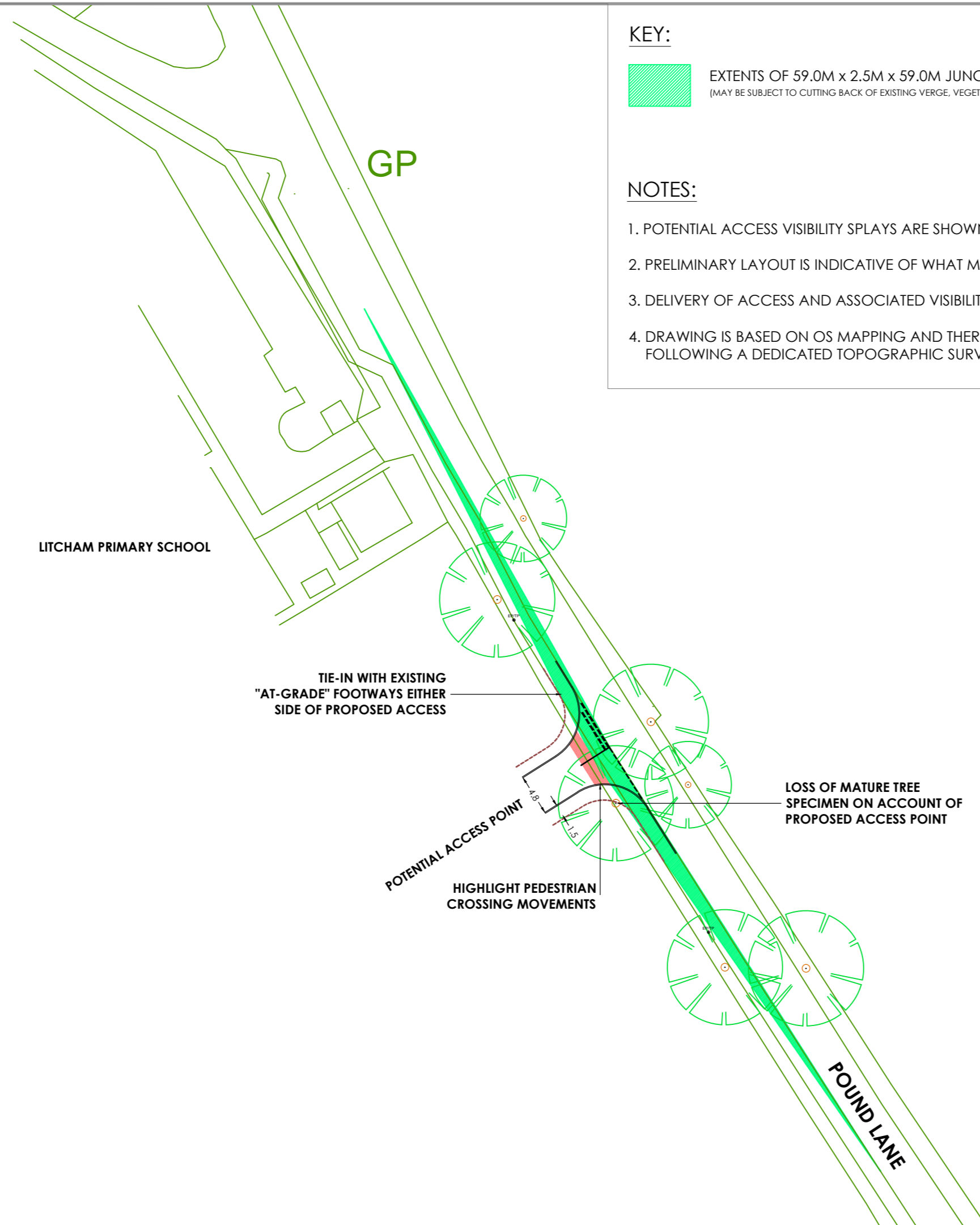
- 4.1 The area proposed for development is on the North side of Lexham Road and the West side of Pound Lane lying between existing residential development to the East and West and the existing primary school to the North is being put forward with a view to its allocation in the Local Plan for in the order of 20 dwellings.
- 4.2 This Addendum follows the original “Access Review” report ref: MA/AR/P16-1134/01. The original report considered access via the B1145 Lexham Road and presented a technically achievable solution. This follow-on report presents an alternative access strategy via Pound Lane that could be taken forward to serve the Site.
- 4.3 Drawing 1134/03/002 shows a potential access layout to serve future residential development on this Site by means of a new T-junction arrangement connecting with Pound Lane to the South of the existing primary school.
- 4.4 While this option requires removal of certain tree specimens, it offers appropriate levels of visibility and enables the existing North-South footway link across the eastern boundary of the Site to be maintained for existing and future road users. The alternative layout proposed would also provide a more logical approach to the primary school with development visible on the West side of the carriageway and could potentially attenuate traffic speeds at this location compared to the existing situation.
- 4.5 The development layout could potentially include a new off-site car parking provision to the South of the primary school (served via the alternative access onto Pound Lane) that could address existing car parking overspill issues on this section of road.
- 4.6 The levels of additional traffic arising from approximately 20 dwellings at this location would be less than 15 two-way vehicle trips in the morning and evening peak hours of activity and not give rise to any significant impact on the local highway network. However, the proposed development would unavoidably give rise to some increases in traffic demand and therefore, in connection with this alternative access strategy measures are put forward including restricted use of the “narrow” section of Pound Lane and improvements to the Butt Lane/ Church Street T-junction (summarised on drawing 1034/03/004).
- 4.7 With respect to transport matters, the findings of this Access Review (Addendum) are that the local Highway Authority should have no significant concerns with respect to the proposed allocation for residential development at Lexham Road, Litcham coming forward as part of the emerging Local Plan. This should apply with either access option that has been put forward in connection with the proposed development.




**5.0 DISCLAIMER**

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# PLANS



**KEY:**

 EXTENTS OF 59.0M x 2.5M x 59.0M JUNCTION VISIBILITY SPLAYS  
(MAY BE SUBJECT TO CUTTING BACK OF EXISTING VERGE, VEGETATION, PLACEMENT OF ROAD SIGNS ETC.)

**NOTES:**

1. POTENTIAL ACCESS VISIBILITY SPLAYS ARE SHOWN ON THE BASIS OF MFS 1 & 2 STANDARDS.
2. PRELIMINARY LAYOUT IS INDICATIVE OF WHAT MIGHT BE ACHIEVABLE, FINDINGS WILL BE DEPENDENT ON MORE ADVANCED 3D DESIGN.
3. DELIVERY OF ACCESS AND ASSOCIATED VISIBILITY SPLAYS TO BE CROSS-CHECKED AGAINST FORMAL HIGHWAY BOUNDARY SEARCH.
4. DRAWING IS BASED ON OS MAPPING AND THEREFORE, MEASUREMENTS ARE APPROXIMATELY AND TO BE CONFIRMED IN DUE COURSE FOLLOWING A DEDICATED TOPOGRAPHIC SURVEY



LITCHAM PRIMARY SCHOOL

GP

TIE-IN WITH EXISTING "AT-GRADE" FOOTWAYS EITHER SIDE OF PROPOSED ACCESS

POTENTIAL ACCESS POINT

HIGHLIGHT PEDESTRIAN CROSSING MOVEMENTS

LOSS OF MATURE TREE SPECIMEN ON ACCOUNT OF PROPOSED ACCESS POINT

POUND LANE


**1:500**

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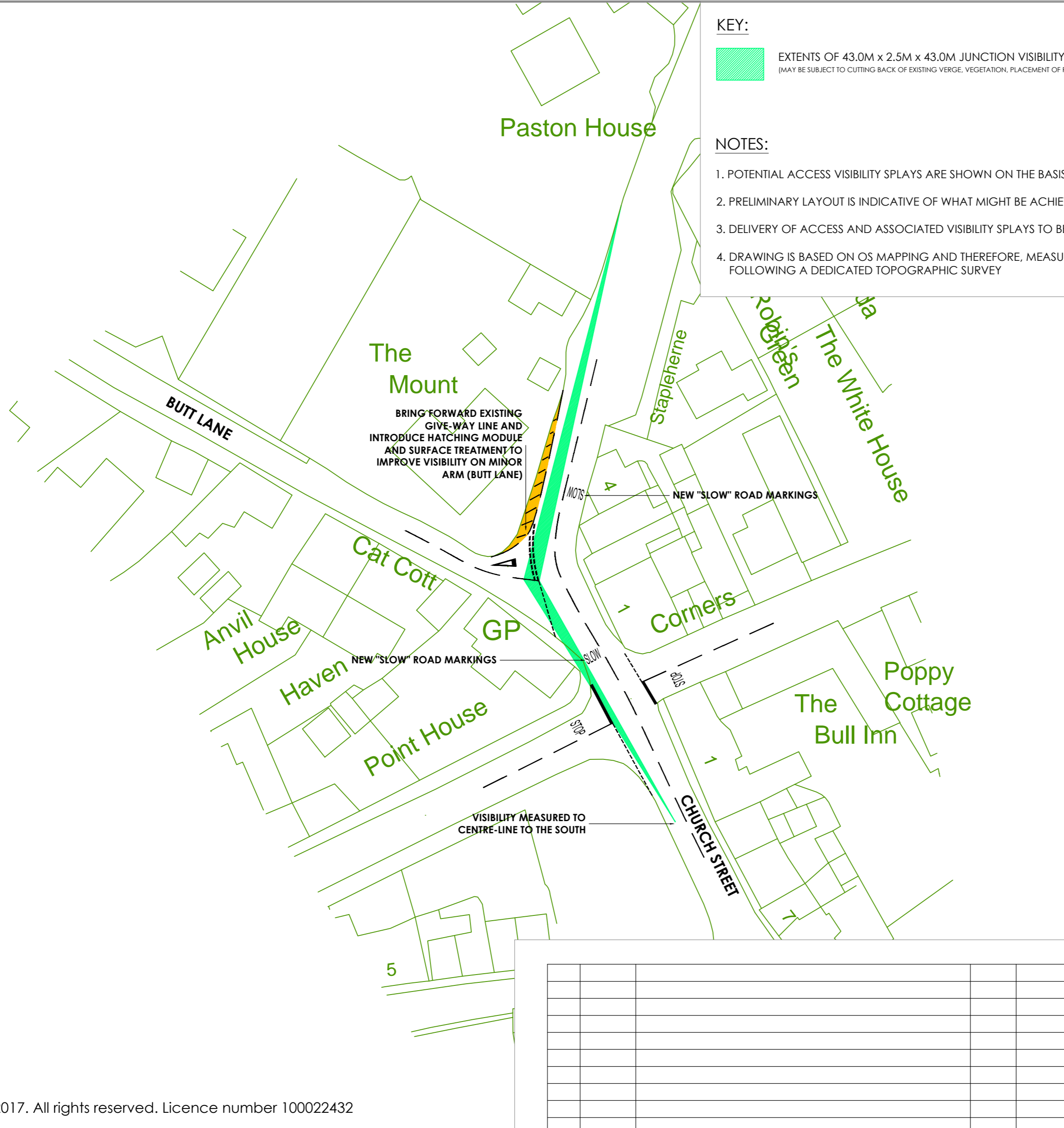
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REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED


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CLIENT SAVILLS (NORWICH)	DRAWING No 03/002	REVISION		

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**KEY:**

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- DELIVERY OF ACCESS AND ASSOCIATED VISIBILITY SPLAYS TO BE CROSS-CHECKED AGAINST FORMAL HIGHWAY BOUNDARY SEARCH.
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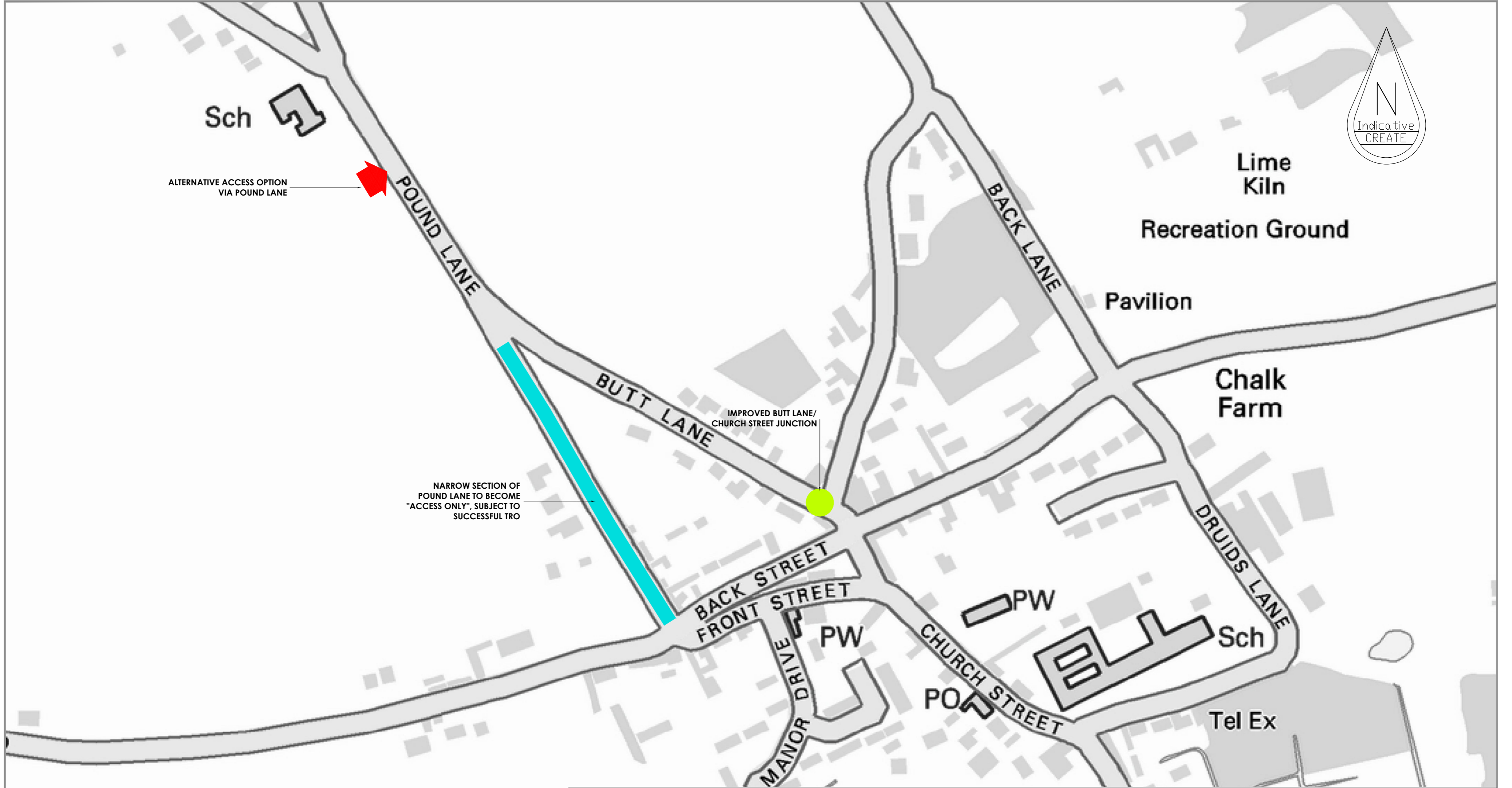
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CLIENT SAVILLS (NORWICH)	DRAWING No 03/003	REVISION		

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# Litcham

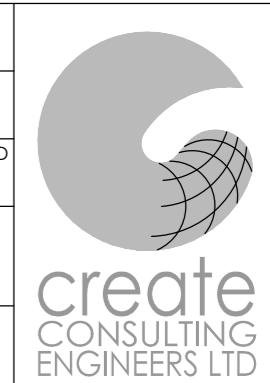
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JOB No 1134		DRAWING No 03/004	REVISION	

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DO NOT SCALE ORIGINAL SHEET SIZE - A2 Landscape

# Legend

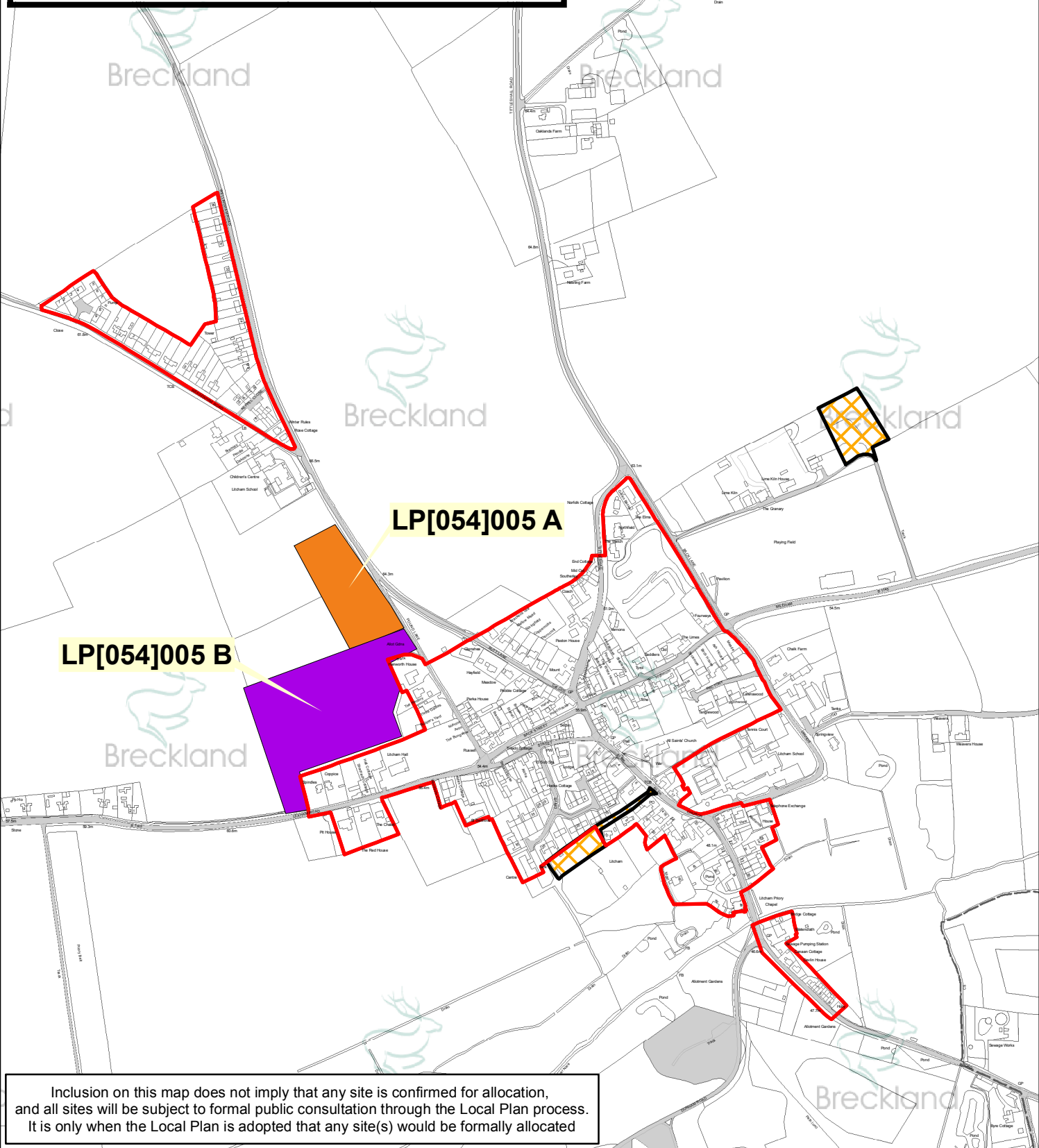
 Existing Settlement Boundary

 Residential Planning Permissions (2011- June 30 2016)

## Preferred and Alternative Sites

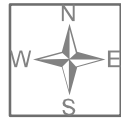
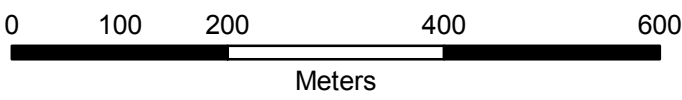
 Alternative

 Preferred

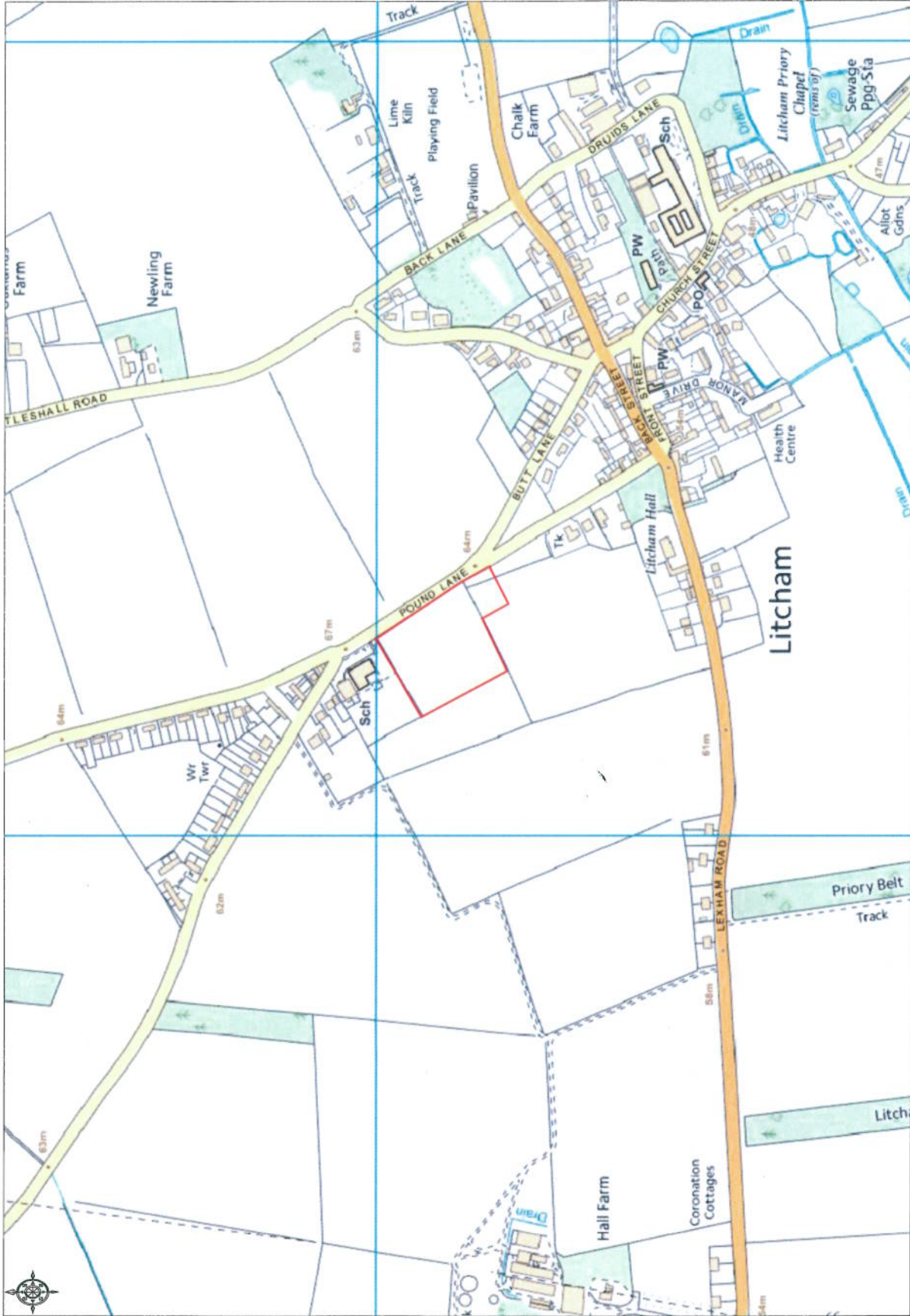


Inclusion on this map does not imply that any site is confirmed for allocation, and all sites will be subject to formal public consultation through the Local Plan process. It is only when the Local Plan is adopted that any site(s) would be formally allocated

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Land west of Pound Lane, Litcham



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