



Norfolk County Council

at your service

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Chris Raine
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Your Ref: 2014/2611
Date: 19 May 2015

My Ref: 9/7/14/2611
Tel No.: 01603 638009
Email: liz.poole@norfolk.gov.uk

Dear Mr Raine,

The erection of 907 dwellings; the creation of a village heart to feature an extended primary school, a new village hall, a retail store and areas of public open space; the relocation and increased capacity of the allotments; and associated infrastructure including public open space and highway works. Land North And South Of Dereham Road, Easton, Norfolk.

Further to your consultation dated 6 January 2015 and re-consultation dated 14 May 2015, officers of the Highway Authority have been in discussion with the applicant and their highway consultants and is now in a position to formally respond.

The application is an outline application with all matters reserved including access. Therefore the Highway Authority will only comment on off site impacts and mitigation.

The development will be accessed from a number of roads; Church Lane off Dereham Road (Drawing No: Figure 9.1), Marlingford Road (Drawing No: Figure 9.7) and Bawburgh Lane (Drawing No: 60307634_TRA_SK101_Bawburgh Junction Figure 9.11). Both the Marlingford Road and Bawburgh Lane access points have been drawn up to discourage significant additional traffic and use. Finally a new access road on the eastern side of the development will be provided which will connect to Dereham Road with a priority junction. This will remove much of the potential for traffic increases on the existing roads in Easton. The revised junction forms have been submitted in an indicative form only and will be subject to detailed design as conditions are discharged. Relevant conditions are suggested below along with trigger points as to when the works should be delivered.

A significant quantum of the development is within the necessary 3 mile walk to school catchment and the whole development is within walking and cycling distance of employment, medical facilities and a wide range of shopping and leisure facilities.

The National Planning Policy Framework (NPPF) clearly states in Section 4 that 'the transport system needs to be balanced in favour of sustainable transport modes, giving

people a real choice about how they travel' (paragraph 29). The Framework goes on to state in paragraph 35 that 'developments should be located and designed where practical to give priority to pedestrian and cycle movements, have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians...'.

Therefore a key element of the development is the delivery of a 3m wide shared use footway/cycleway from the development, along Dereham Road to the Longwater Interchange, over the Interchange and connecting into the existing footway/cycleway on William Frost Way and then along Dereham Road to Costessey. Crossing of William Frost Way will be by using a new controlled crossing (Drawing No: Figure 9.2). Improvements to the route at the Longwater Interchange include signalised crossings on the west bound on and the east bound off slips of the A47(T) and the widening of the footway over the bridge (with an increased height in parapet).

In addition, footways and footway/cycleways will be provided along the site frontage on the Dereham Road and the existing trod will be upgraded to a 3m wide footway/cycleway. Crossing points will also be provided within the site frontage and near the Premier Inn/Showground public house.

The proposed footway/cycleways are shown on Drawing No's 60307634_TRA_SK101_CZ (Shared Cyclelanes - Sheet1), 60307634_TRA_SK101_CZ (Shared Cyclelanes - Sheet2) and 60307634_TRA_SK101_CZ (Shared Cyclelanes - Sheet3). These improvements are conditioned below and should be designed by and delivered by the various trigger points detailed. Again these schemes are purely indicative and will be subject to detailed design as the development progresses.

The local Highway Authority has recommended that the delivery of the footway/cycleway along the southern side of Dereham Road and the connection across the Longwater Interchange to further footway/cycleway facilities be completed before first occupation of any dwelling. The local Highway Authority considers the delivery of the facility as a fundamental pre-requisite of the development as no such facility currently exists and it will provide an appropriate route for vulnerable road users particularly school children. It is acknowledged that Highways England have recommended a slightly different trigger point for the delivery of the signalised crossings on the slip roads however the local Highway Authority maintains that these should be delivered at first occupation as part of the total scheme.

Dereham Road from the Longwater Interchange to the edge of the existing village is currently wide, has right hand turn lanes, lacks any speed controls or entry features and is in the same format as it was when it was a 60 mph trunk road. To produce a highway corridor more appropriate for an urban speed limit the developer is proposing to narrow the carriageway, extend the 30 mph limit, remove the right hand turn lanes and provide an entry feature, all of which should enhance the village environment. These are shown indicatively on Drawing 60307634_TRA_SK101_CZ (Shared Cyclelanes - Sheet1).

In terms of Travel Planning, it has been agreed that Norfolk County Council will deliver the Travel Plan at a cost of £250 per dwelling. The Travel Plan is conditioned below and funding will be secured via a Section 106 agreement.

It is anticipated that existing bus services will divert and serve the development as the development is built out. When reserved matters applications are submitted, bus stops and shelters will need to be provided at agreed locations along the main estate spine road.

The proposed phasing of the development is illustrated on Drawing No: Feildon+Mawson 053 Rev 10. It is this phasing plan that has been used to define when the various pieces of highway infrastructure will be delivered.

In light of the above and provided the S106 is secured prior to the issue of any planning permission, the Highway Authority has No Objection subject to the following conditions:-

Future Management and Maintenance of Estate Roads

SHC 00: No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

Outline Condition

SHC 05: Prior to the commencement of the development hereby permitted full details (in the form of scaled plans and / or written specifications) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority to illustrate the following: -

- i) Roads, footways and cycleways, .
- ii) Foul and surface water drainage.
- iii) Visibility splays.
- iv) Access arrangements.
- v) Parking provision in accordance with adopted standard.
- vi) Loading areas.
- vii) Turning areas.
- viii) Street lighting
- viii) Public Rights of Way.

Construction Worker Parking

SHC 28: Development shall not commence until a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off-street parking during construction in the interests of highway safety.

Wheel Cleaning Facilities (as amended)

SHC 30A: No works shall commence on any phase of the development until the details of wheel cleaning facilities for construction vehicles for that phase have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To prevent extraneous material being deposited on the highway.

SHC 30B: For the duration of the construction period all traffic associated with the construction of the relevant phase of the development permitted will use the approved wheel cleaning facilities provided referred to in Part A.

Reason: To prevent extraneous material being deposited on the highway.

Off Site Works - Dereham Road - Right Hand Turn Lane

SHC 39A: Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site on any of Phases X, Y or V, unless otherwise agreed in writing, until a detailed scheme for the off-site highway improvement works as indicated on Drawing No: Figure 9.1 have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39B: Prior to the first occupation of development on any of Phases X, Y or V hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

Marlingford Road/Hall Road/New Spine Road

SHC 39C: Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site on any of Phases U, Y or V, unless otherwise agreed in writing, until a detailed scheme for the off-site highway improvement works as indicated on Drawing No: Figure 9.7 have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39D: Prior to the first occupation of development on any of Phases U, Y or V hereby permitted the off-site highway improvement works referred to in Part C of this condition

shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

Bawburgh Road/New Spine Road

SHC 39E: Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site on any of Phases U and/or W, unless otherwise agreed in writing, until a detailed scheme for the off-site highway improvement works as indicated on Drawing No: 60307634_TRA_SK101_Bawburgh Junction Figure 9.11 have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39F: Prior to the first occupation of development on any of Phases U and or W hereby permitted the off-site highway improvement works referred to in Part E of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

Footway/Cycleway

SHC 39G: Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works (the footway/cycleway along the southern side of Dereham Road, the crossing of Dereham Road, the continuation of the footway/cycleway over the Longwater Interchange and then crossing William Frost Way) as indicated on Drawing Nos: 60307634_TRA_SK101_CZ (Shared Cyclelanes - Sheet1), 60307634_TRA_SK101_CZ (Shared Cyclelanes - Sheet2), 60307634_TRA_SK101_CZ (Shared Cyclelanes - Sheet3) and Drawing No: Figure 9.2 but not including works along the frontage of Phase T or the road narrowing works have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39H: Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part G of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

Footway/cycleway (Phase T frontage) and Road Narrowing

SHC 39I: Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on Phase T unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as indicated on Drawing Nos: 60307634_TRA_SK101_CZ (Shared Cyclelanes - Sheet1) which shall include the footway/cycleway along the site frontage, the pedestrian island and the road narrowing, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39J: Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part I of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

Footway/Cycleway and Road Narrowing (Phase Z)

SHC 39K: Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on Phase Z unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as indicated on Drawing Nos: 60307634_TRA_SK101_CZ (Shared Cyclelanes - Sheet1) and shall include the footway/cycleway along the southern side of Dereham Road from Bawburgh Road to College Road and the road narrowing, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39L: Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part K of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

Travel Plan

SHC 43A: Prior to the occupation of the first dwelling hereby permitted an Interim Travel Plan shall be submitted, approved and signed off by the Local Planning Authority in

consultation with the Highway Authority, such a Travel Plan shall accord with Norfolk County Council document 'Guidance Notes for the Submission of a Travel Plan'.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

SHC 43B: No part of the development hereby permitted shall be occupied prior to implementation of the Interim Travel Plan referred to in Part A of this condition above. During the first year of occupation an approved Full Travel Plan based on the Interim Travel Plan referred to in Part A of this condition shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

Informatives

Inf.1: It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Management Group.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

If required, street furniture will need to be repositioned at the Applicants own expense.

Inf. 2: This development involves works within the public highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.

It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Management Group.

If required, street furniture will need to be repositioned at the Applicants own expense.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

Inf. 6: This development involves a Travel Plan to be implemented within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Town and Country Planning Act 1990 or Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich.

For residential development, Norfolk County Council offers a fully inclusive package covering the writing, implementation, on-going management and annual monitoring of a Travel Plan for 5 years post completion of the development. Developers are expected to enter into a Section 106 Agreement to secure the necessary funding before planning permission is granted.

Inf. 7: Street lighting is a concurrent power of the County, District and Parish Councils. However, it is the County Council after consultation with the Local Lighting Authority (District or Parish Council) who decides whether street lighting is required on proposed public highways. Norfolk County Council will challenge any automatic assumption that street lighting needs to be provided on part or all of the new development.

Inf 9: The applicant is advised that to discharge condition SHC 00 that the local planning authority requires a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.

If you have any further queries, please do not hesitate to contact me.

Yours sincerely,

Liz Poole

Engineer - Major Developments
for Executive Director for Community and Environmental Services