



Norfolk County Council

**Breckland District Council Local Plan
Site Specifics - Highway Authority Technical Advice**

March 2018

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Introduction

When assessing site there are three main areas which are looked at sustainability, safety and mitigation measures.

Sustainability – includes the proposed land use and the relationship the site has with existing local facilities

Safety- includes whether a safe access could be delivered and the suitability of the local highway network

Mitigation – includes an assessment of what mitigating infrastructure is needed to allow this site to be developed and whether this is deliverable.

Following an initial site assessment the advice in this report has been provided to Breckland District Council to help in the evidence base and formulation of the draft local plan.

1.0 Attleborough 1

028 (Gypsy and Traveller Site)	Not suitable for allocation on its own merits. Local road network inadequate. Could be brought forward as part of a wider development with appropriate access.
LP[002]029 Attleborough Employment Allocation 1	Employment Site The site will need to be considered in the context of strategic growth. Subject to a safe access and adequate visibility the Highway Authority would not object to this site being allocated.
LP[002]007 Attleborough Employment Allocation 1	Employment Site The site will need to be considered in the context of strategic growth Subject to a safe access and adequate visibility the Highway Authority would not object to this site being allocated.
LP[002]033	Employment Site Subject to a safe access and adequate visibility the Highway Authority would not object to this site being allocated.
LP[002]035	Subject to a safe access and adequate visibility the Highway Authority would not object to this site being allocated.

2.0 Attleborough 2 Besthorpe

The preferred strategy for growth in the Attleborough/Besthorpe is in the South West. The sites submitted for additional comments are in the North East. The Highway Authority have therefore provided comments on each individual site judged on their merits. If these sites were to come forward as part of an area of growth they must be looked at as part of the strategic allocation that could deliver the infrastructure mitigation that may be required for development of this scale and in this location.

LP[008]002	Whitehorse Lane in its current form is inadequate to cater for further development by way of limited width, lack of pedestrian provision and substandard junction with Bunwell Road. The Highway Authority would object to this site being allocated.
LP[008]003	Not suitable for allocation. Unsustainable location. The Highway Authority would object to this site being allocated.
LP[008]005	Not suitable for allocation. Unsustainable location. The Highway Authority would object to this site being allocated.
LP[008]006	Not suitable for allocation. Unsustainable location. Inadequate road network. The Highway Authority would object to this site being allocated.
LP[008]007	Not suitable for allocation. Unsustainable location. The Highway Authority would object to this site being allocated.
LP[008]008	Not suitable for allocation. Unsustainable location. Inadequate road network. The Highway Authority would object to this site being in allocated.
LP[008]009	Not suitable for allocation. Unsustainable location. The Highway Authority would object to this site being allocated.
LP[008]012	If this site is to be supported two points of access would be required. The site could be supported if it comes forward as part of a strategic allocation. Access would not be supported onto Silver Close. Subject to a safe access providing adequate visibility and improvements to the footpath network. The Highway Authority would not object to this site being included as part of the strategic allocation.
LP[008]013	Not suitable for allocation. Unsustainable location. Inadequate road network. Access onto Silver Street would be unacceptable. The Highway Authority would object to this site being allocated.
LP[008]014	Not suitable for allocation. Inadequate road network to support this level of development. An access onto Silver Lane and Bunwell Road would be unacceptable. The Highway Authority would object to this site being allocated.

LP[008]015	Not suitable for allocation. Unsustainable location. Inadequate road network. The Highway Authority would object to this site being allocated.

3.0 Ashill

LT (001) 008	Subject to a safe access, adequate visibility and local improvements to carriageway width, footway and access to public transport provision the Highway Authority would not object to this site being allocated. Refer to application 3PL/2016/0363.
LT (001) 005	Subject to a safe access and adequate visibility, as well as improvement to the footpath network and extension of the speed limit, the Highway Authority would not object to this site being allocated.
LP[001]009 Ashill 1	Subject to a safe access, footpath improvements and adequate visibility the Highway Authority would not object to this site being allocated.

4.0 Banham

LP(003) 009 Banham 1	Developer funded works have recently been carried out to improve visibility at the junction of Greyhound Lane and Crown Street. The Highway Authority have historically raised concerns regarding intensification of vehicle movements at this junction. We remain concerned about further development being accessed from this junction. In principle the proposed allocation could be served via Wayland Way. A footpath link back to Greyhound Lane would be required. The Highway Authority would not object to this site being allocated subject to access from Wayland Way and a footpath link to Greyhound Lane.
LP[003]010	Heath Road in its current form is inadequate to cater for further development. Highway Authority would object to this site being allocated.
LP[003]011	Heath Road in its current form is inadequate to cater for further development. Highway Authority would object to this site being allocated.
LP[003]012 Banham 1	Developer funded works have recently been carried out to improve visibility at the junction of Greyhound Lane and Crown Street. The Highway Authority have historically raised concerns regarding intensification of vehicle movements at this junction. We remain concerned about further development being accessed from this junction. In principle the proposed allocation could be served via

	Wayland Way. A footpath link back to Greyhound Lane would be required. The Highway Authority would not object to this site being allocated subject to access from Wayland Way and a footpath link to Greyhound Lane.
LP[003]003 Banham 1	Developer funded works have recently been carried out to improve visibility at the junction of Greyhound Lane and Crown Street. The Highway Authority have historically raised concerns regarding intensification of vehicle movements at this junction. We remain concerned about further development being accessed from this junction. In absence of any evidence demonstrating how further improvements could be demonstrated. The Highway Authority would object to this site being allocated for residential development.

5.0 Bawdeswell

004 (Gypsy and Traveller Site)	Not suitable for allocation. Access unsuitable and unlikely to achieve adequate visibility. The Highway Authority would object to this site being allocated.
LP (004) 004	The access is from a private road and third party land would be required to bring it up to an adoptable standard. The Highway Authority would object to this site being allocated.
LP (004) 005	The site remotely located on the edge of the settlement with a lack of footway links. The Highway Authority would object to this site being in the local plan.
LP (004) 006	The site will require to a safe access onto Norwich Road demonstrating adequate visibility and improvements to the footpath network. Subject to those improvements being demonstrated as achievable, the Highway Authority would not object to this site being allocated.
LP (004) 007	The site would be required to demonstrate a safe access onto the B1145 and adequate visibility and improvements to the footpath network. Subject to this information, the Highway Authority would not object to this site being allocated. Access onto Roman Road would be unacceptable.
LP[004]002	Dereham Road in its current form is inadequate to cater for further development limited width, lack of pedestrian provision. Significant improvements would be required and in the absence of a suitable proposal being demonstrated the Highway Authority would object to this site being allocated.

LP[004]003	Dereham Road in its current form is inadequate to cater for further development limited width, lack of pedestrian provision. Significant improvements would be required and in the absence of a suitable proposal being demonstrated the Highway Authority would object to this site being allocated.
LP[004]003 Bawdeswell 1	Subject to a safe access from Hall Road The highway Authority would not object to this allocation.

6.0 Billingham

001 (Gypsy and Traveller Site)	Not suitable for allocation. Inadequate road network. The Highway Authority would object to this site being allocated.
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7.0 Beetley

LP (007) 003	The site if allocated would require frontage footway and two crossing points one at a development and one at development and one in the vicinity of the school. Subject to a safe access, adequate visibility and footway improvements, the Highway Authority would not object to allocation of this site.
LP (007) 005	Subject to a safe access and adequate visibility and improvements to the footpath network, the Highway Authority would not object to this site in being allocated.
LP (007) 001	Not suitable for allocation. The local road network is narrow and inadequate. The Highway Authority would object to allocation of this site.

8.0 Carbrooke

LP (017) 007	Subject to a safe access. The Highway Authority would not object to allocation of this site.
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9.0 Dereham

LP (025) 007 Dereham 1	Subject to access being achieved through Etling View, There are no objections to the allocation of this site. Development should contribute towards required highways improvements in Dereham having regard to the Dereham Transport Study.
LP (025) 011	Subject to provision of safe highways access from Shipdham Road. Secondary access should be provided to Colleen Close. Access

<p>Dereham 2</p>	<p>will need to consider the requirements of site LP (25) 030</p> <p>Development should contribute towards required highways improvements in Dereham having regard to the Dereham Transport Study.</p>
<p>LP (025) 023 Dereham 3</p>	<p>Highways improvements will be needed for Swanton Road, in the form a roundabout. Other improvements are also required to the Mid-Norfolk Railway crossing and to the pedestrian facilities at the Theatre Street/Kings Road junction. Subject to these improvements there is no objection to the allocation.</p> <p>Development should contribute towards required highways improvements in Dereham having regard to the Dereham Transport Study.</p>
<p>LP (025) 029 Dereham 4</p>	<p>Subject to a safe access from Northgate, there is no objection to the allocation.</p> <p>Development should contribute towards required highways improvements in Dereham having regard to the Dereham Transport Study.</p>
<p>LP (025) 030 Dereham 5</p>	<p>Access to the site will be achieved from Shipdham Road. The development should consider to the adjacent allocation LP[025]011 which will also require access from Shipdham Road. A secondary access point should be provided from Westfield Lane. This site will need to provide upgrades to the railway bridge over the Mid-Norfolk railway line currently connects Westfield Lane to Yaxham Road and a footbridge should also be provided adjacent to it.</p> <p>Development should contribute towards required highways improvements in Dereham having regard to the Dereham Transport Study</p>
<p>LP (025) 008</p>	<p>Subject to a safe access, adequate visibility, significant improvements including carriageway widening and pedestrian links to local services and the local schools, and significant mitigation in terms of highway widening that could delivered with the current scale of development. If the site was to be reduced in scale, the Highway Authority would have concerns that this would have a detrimental impact on the level of highway mitigation the site could achieve on the local highway network. The Highway Authority would not object to this site subject to the current scale of development being retained.</p>
<p>LP (025) 009</p>	<p>Subject to a safe access, adequate visibility, significant improvements including carriageway widening and pedestrian links to local services and the local schools, and significant mitigation in terms of highway widening that could delivered with the current scale of development. If the site was to be reduced in scale, the Highway Authority would have concerns that this would have a</p>

	detrimental impact on the level of highway mitigation the site could achieve on the local highway network. The Highway Authority would not object to this site subject to the current scale of development being retained.
LP (025) 025	This site at present has no links to pedestrian facilities and fronts onto A47 / A47 slip road and is in an unsustainable location. Unless access could be provided onto Etling Green with suitable pedestrian and cycle links then this site should not be supported for allocation. .
LP (025) 027	Unsustainable location with no footpath network. The Highway Authority would object to this site being allocated.
LP (025) 004	Subject to evidence demonstrating a safe access being achievable onto Crane Close and local Highway Drainage issues being resolved, the Highway Authority would not object to allocation of this site. .
LP (025) 005	This site would be required to take into consideration the cumulative effects on the local highway network. And the improvement of the local footpaths and improvements to mitigate the impact on the weight restricted bridge. Subject to these requirements, the Highway Authority would not object to allocation of this site.

10.0 East Harling

LP (042) 004	Not suitable for allocation. Unsuitable private road. Local junction severely restrained visibility and the Highway Authority would not support additional vehicular movements. The Highway Authority would object to allocation of this site. .
LP (042) 001 Harling 1	Subject to a safe access and adequate visibility being achievable through the adjacent site with planning permission and a second point of access onto Kenninghall Road the Highway Authority would not object to this site being allocated.
LP (042) 009	Old Hall Lane is not adopted and not identified as a suitable access. The Highway Authority would object to this site being allocated.
LP[042]017	No identified means of access. The Highway Authority would object to this site being allocated.
LP[042]018	The local road network is narrow and inadequate and the site is in an unsustainable location. The Highway Authority would object to allocation of the site.
LP[042]019	Kenninghall Road would need to be widened to 5m (minimum) from existing built environment to eastern side of site. There is no footway in the vicinity of the site. The existing footway on the northern side of the Kenninghall Road which stops at the existing

	buildings would need to be extended all the way to, and across the site frontage. Such works are likely to result in the loss of the entire roadside hedge and require land from the roadside frontage of the adjacent field (unknown if both sites are in the same ownership). It is unlikely that the required improvements can be achieved. The Highway Authority would object to allocation of the site.
LP[042]020	This site is acceptable for allocation subject to widening the footpath to a width of 1.5m to join up with existing provision and provision of a suitable access. .

11.0 Garboldisham

LP (031) 003	The local road network is narrow and inadequate. A reduction in allocation does not overcome highway concerns. The Highway Authority would object to this site being allocated.
LP (031) 002	The local road network is narrow and inadequate. The Highway Authority would object to allocation of this site.
LP (031) 006	Church Lane is narrow and inadequate to cater for additional traffic. The Highway Authority would object to the allocation of this site.
LP (031) 007	Back Street is not suitable for a high level of additional traffic, however it may support three properties. The Highway Authority would not object a very limited allocation on this site.
LP (031) 009	No access has been identified as suitable. The Highway Authority would object to this site being allocated. .
LP (031) 010	Church Lane is narrow and inadequate to cater for additional traffic. The Highway Authority would object to the allocation of this site.
LP[031]004 Garboldisham 1	Subject to a safe access and adequate visibility and improvements to the footpath network. The Highway Authority would not object to this site in being in the local plan.
LP [031] 005 Garboldisham 1	Subject to a safe access and adequate visibility and improvements to the footpath network. The Highway Authority would not object to this site in being in the local plan.

12.0 Gressenhall

001 (Gypsy and Traveller Site)	Access to the highway appears to be suitable from the information provided. Roads to the east of the green are un-adopted. The Highway Authority would not object to this site being allocated.
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13.0 Great Ellingham

LP (037) 003	It is located in an unsustainable location. The Highway Authority would object to this site being allocated.
LP (037) 005	It is located in an unsustainable location. The Highway Authority would object to this site being allocated.
LP (037) 012	It is located in an unsustainable location. The Highway Authority would object to this site being allocated.
LP (037) 013	It is located in an unsustainable location. The Highway Authority would object to this site being allocated.
LP (037) 011	There is no clear means of access to the local highway network. The Highway Authority would object to this site in being in the local plan.
LP (037) 006	The local road network is inadequate. The Highway Authority would object to this site being allocated.
LP (037) 008	Subject to a safe access providing adequate visibility and improvements to the footpath network, the Highway Authority would not object to this site in being allocated.
LP (037) 018	There is no clear means of access to the local highway network. The site could only come forward as a part of a comprehensive scheme together with (037) 019. As an individual site, the Highway Authority would object to this site being allocated.
LP (037) 019	Subject to a safe access providing adequate visibility and improvements to the footpath network, the Highway Authority would not object to this site in being in the local plan. This is the preferred site.
LP (037) 004	Subject to a safe access providing adequate visibility and improvements to the footpath network in combination with site 019. The Highway Authority would not object to this site being allocated.
LP (037) 004A	Subject to a safe access providing adequate visibility and improvements to the footpath network the site would meet the technical requirements allocation and the Highway Authority would not object to allocation of this site.
LP (037) 015	Access would need to be from Glebe Meadow. Subject to a safe access providing adequate visibility and improvements to the

	footpath network, the Highway Authority would not object to this site being allocated.
LP (037) 009	Deopham Road in its current form is inadequate to cater for further development by way of limited width, lack of pedestrian provision and substandard junction with Attleborough Road. Whilst improvements can be made to vehicular access without suitable pedestrian links to local school and other services, the Highway Authority would object to this site being allocated.
LP (037) 016	Subject to a safe access providing adequate visibility and improvements to the footpath network, the Highway Authority would not object to allocation of this site.
LP (037) 020	There is no clear means of access to the public highway network. The Highway Authority would object to allocation of this site unless it was bought forward in combination with 016 with access onto Attleborough Road.
LP (037) 010	The Hingham Road / Attleborough Road junction is unsuitable to cater for additional development. The Highway Authority would object to the allocation of this site.
LP (037) 017	The Hingham Road / Attleborough Road junction is unsuitable to cater for additional development. The Highway Authority would object to the allocation of this site.
LP (037) 001	The site is in an unsustainable location and the Highway Authority would object to this site being allocated.
LP (037) 002	The site is in an unsustainable location and the Highway Authority would object to this site being allocated.

14.0 Hockering

LP (044) 004 A & B	Access likely to be achievable onto Heath Road and with improvements to the footpath network, the Highway Authority would not object to this site being allocated.
	004A - If it is demonstrated that a suitable access can be created onto the Street there would be no objection to a small scale allocation. Access onto Chapel Lane would not be acceptable. Subject to a safe access and adequate visibility being achievable, and the introduction of a part time 20mph speed limit outside the school, the Highway Authority would not object to allocation of this site.
LP[044]005	Access likely to be achievable onto Heath Road and with improvements to the footpath network, the Highway Authority would

Hockering 1	not object to this site being allocated.
LP[044]006	Access may be achievable onto Heath Road and with improvements made to footpath network, the Highway Authority would not object to allocation of this site.

15.0 Hockham

LP (045) 003	Vicarage Road is unsuitable for additional vehicular movements by reason of limited width, lack of pedestrian provision and substandard junction at either end. The Highway Authority would object to this site being allocated.
LP (045) 004	The site has no clear means of access to the highway network and the Highway Authority would object to this site being allocated.
LP (045) 005	Shropham Road is unsuitable to cater for additional development by reason of its limited width and lack of pedestrian provision. The Highway Authority would object to this site being allocated.
LP (045) 010	Vicarage Road is unsuitable for additional vehicular movements by reason of limited width, lack of pedestrian provision and substandard junction at either end. The Highway Authority would object to this site being allocated.
LP (045) 006	The site has no clear means of access to the highway network and the Highway Authority would object to this site being allocated.
LP (045) 012	Subject to a demonstrating that a safe access can be achieved, the Highway Authority would not object to allocation of this site.
LP (045) 013	The site is remote with a lack of footpaths and the Highway Authority would object to this site being allocated.
LP[045]001	The site has no clear means of access to the highway network and the Highway Authority would object to this site being allocated
LP[045]002	The site has no clear means of access to the highway network and the Highway Authority would object to this site being allocated.
LP[045]009	Access looks to be achievable onto Watton Road. The site is close to the local school. Subject to improvements to the footpath network. The highway authority would not object to a small scale allocation of less than 20 units. .

16.0 Kenninghall

LP [051] 006	The site is remote with a lack of footpaths and the Highway Authority would object to this site being allocated
LP [051] 007	The site is remote with a lack of footpaths and the Highway Authority would object to this site being allocated
LP [051] 009	The site is remote with a lack of footpaths and the Highway Authority would object to this site being allocated.
LP [051] 010	Subject to demonstrating a safe access and adequate visibility, the Highway Authority would not object to this site being allocated.
LP [051] 008	Access appears to be via a private track that would have to be brought up to an adoptable standard in order to be suitable for vehicular traffic. It would be possible to access 008 through 003. It is likely that 003 will meet basic technical requirements, but the highway authority has concerns over the combined scale of the land at this location.
LP [051] 003 Kenninghall 1	Subject to a safe access and adequate visibility the Highway Authority would not object to a smaller allocation of less than eight, in the local plan. It would be possible to access 008 through 003. It is likely that 003 will meet basic technical requirements, but the highway authority has concerns over the combined scale of the land at this location.

17.0 Litcham

LP (054) 002	The Butt Lane is narrow and inadequate for further development. There is no footway on Wellington Road or Weasenham Road. To provide a footway is likely to be out of scale with the allocation and the Highway Authority would object to this site being allocated.
LP (054) 004	The local road network is narrow and inadequate and the Highway Authority would object to allocation of this site.
LP (054) 001	The local road network is narrow and inadequate and the Highway Authority would object to allocation of this site.
LP (054) 005 A	Pound Lane unsuitable to cater for additional traffic. The local road network is narrow and inadequate. The Highway Authority would object to the allocation of this site. Further information has been submitted with limited local improvements, but this has failed to address the highway concerns.
LP (054) 005 B	Access is considered to be unachievable onto the B1145. The Highway Authority would object to this site being allocated.

	Further evidence submitted by Create has been reviewed. There continues to be sustained objection. The recorded vehicle speeds do not accord with Manual for Streets and the proposed visibility splays are inadequate. In light of the recorded speeds visibility splays of 2.4m x 120 would be required. In addition to substandard visibility the existing footway provision along B1145 is limited in width and not adequate to cater for further development and the objection to allocation remains.
LP[054]006	The local road network is narrow and inadequate and the Highway Authority would object to allocation of this site.
LP[054]007	There is a lack of suitable footway provision along the B1145 and the Highway Authority would object to allocation of this site.

18.0 Mattishall

LP [061] 009	The site is remote from the settlement and the Highway Authority would object to this site being allocated.
LP [061] 008	The site is remote from the settlement and the Highway Authority would object to this site being allocated.
LP [061] 007	Subject to demonstrating a safe access and adequate visibility, the Highway Authority would not object to this site being allocated.
LP [061] 006	The site is remote from the settlement and the Highway Authority would object to this site being allocated.
LP [061] 004	Planning permission has previously been refused on inadequate access grounds. The Highway Authority would object to this site in being in the local plan.
LP [061] 019	Subject to demonstrating a safe access and adequate visibility, the Highway Authority would not object to this site being allocated.
LP [061] 013	Subject to demonstrating a safe access and adequate visibility, the Highway Authority would not object to this site being allocated.
LP [061] 015	Subject to demonstrating a safe access and adequate visibility, the Highway Authority would not object to this site being allocated.

LP [061] 020	The local road network is inadequate for additional traffic and the junction from Mill Street/Church Plain onto Norwich Road has limited visibility and is unsuitable for additional vehicular access with limited footway provision. The Highway Authority would object to this site being allocated.
LP [061] 012	The local road network is inadequate for additional traffic and the junction from Mill Street/Church Plain onto Norwich Road has limited visibility and is unsuitable for additional vehicular access with limited footway provision. The Highway Authority would object to this site being allocated.
LP [061] 016	The local road network is inadequate for additional traffic and the junction from Mill Street/Church Plain onto Norwich Road has limited visibility and is unsuitable for additional vehicular access with limited footway provision. The Highway Authority would object to this being allocated.
LP [061] 014	The local road network is inadequate for additional traffic and the junction from Mill Street/Church Plain onto Norwich Road has limited visibility and is unsuitable for additional vehicular access with limited footway provision. The Highway Authority would object to this site being allocated.
LP [061] 001	The local road network is inadequate for additional traffic and the junction from Mill Street/Church Plain onto Norwich Road has limited visibility and is unsuitable for additional vehicular access with limited footway provision. The Highway Authority would object to this site being allocated.
LP [061] 011	The local road network is inadequate for additional traffic and the junction from Mill Street/Church Plain onto Norwich Road has limited visibility and is unsuitable for additional vehicular access with limited footway provision. The Highway Authority would object to this site being allocated.
LP [061] 017	The local road network is inadequate for additional traffic and the junction from Mill Street/Church Plain onto Norwich Road has limited visibility and is unsuitable for additional vehicular access with limited footway provision. The Highway Authority would object to this site being allocated.
LP [061] 018	The local road network is inadequate for additional traffic and the junction from Mill Street/Church Plain onto Norwich Road has limited visibility and is unsuitable for additional vehicular access with limited footway provision. The Highway Authority would object to this site being allocated.
LP [061] 002	The local road network is inadequate for additional traffic and the junction from Mill Street/Church Plain onto Norwich Road has

	limited visibility and is unsuitable for additional vehicular access with limited footway provision. The Highway Authority would object to this site being allocated.
LP [061] 003	The local road network is inadequate for additional traffic and the junction from Mill Street/Church Plain onto Norwich Road has limited visibility and is unsuitable for additional vehicular access with limited footway provision. The Highway Authority would object to this site being allocated.
LP [061] 021 (Gypsy and Traveller Site)	The Highway Authority would not object to this site being allocated.
LP [061] 022	Subject to a safe access and adequate visibility being demonstrated, the Highway Authority would not object to this site being allocated.
LP [061] 023	No suitable access has been identified. The Highway Authority would object to this site being allocated.
LP [061] 025	Subject to a safe access and adequate visibility being demonstrated, the Highway Authority would not object to this site being allocated.
LP [061] 026	No suitable access has been identified. The Highway Authority would object to this site being allocated.
LP [061] 010 & 021	Thynne's Lane is narrow and inadequate requiring significant highway improvements. The Highway Authority would object to this site in being allocated.

19.0 Mundford

LP (064) 004	Subject to demonstration of safe access and adequate visibility, the Highway Authority would not object to this site being allocated.
LP (064) 005	Subject to demonstration of safe access and adequate visibility, the Highway Authority would not object to this site being allocated. This would be our preferred site.

20.0 Narborough

LP (065) 001	Meadow Road is unsuitable to cater for additional dwellings by reason of its restricted width and lack of pedestrian provision. The
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	Highway Authority would object to this site being allocated.
LP (065) 002	There is no clear means of access to the highway network. The Highway Authority would object to allocation of this site.
LP (065) 005	Meadow Road is unsuitable to cater for additional dwellings by reason of its restricted width and lack of pedestrian provision. The Highway Authority would object to this site being allocated.
LP (065) 010	There is no clear means of access to the highway network. The Highway Authority would object to allocation of this site.
LP[065]008 Narborough 1	The site is likely to be able to meet highway requirements. There would be a need to widen Chalk Lane and extend the footway across the site frontage. There is an oak tree that will impact on the delivery of the scheme and should the site be considered for allocation further evidence will be required to demonstrate that the required improvements are deliverable.

21.0 Necton

LP (067) 008	Subject to demonstration of safe access and adequate visibility, the Highway Authority would not object to this site being allocated.
LP (067) 011 Necton 3	Subject to demonstration of safe access and adequate visibility, the Highway Authority would not object to this site being allocated.
LP[067] 007	Subject to demonstration of safe access and adequate visibility, the Highway Authority would not object to this site being allocated.
LP[067] 010 Necton 2	Subject to demonstration of safe access and adequate visibility, the Highway Authority would not object to this site being allocated.

22.0 North Elmham

LP (070) 001 North Elmham 1	Subject to demonstration of safe access, adequate visibility and local footway improvements, the Highway Authority would not object to this site being allocated.
LP (070) 002	There is currently an application for 4 dwellings on this site (3PL/2015/1185) to which there are no highway objections raised subject to certain conditions. The Highway Authority would not object to this being allocated.
LP (070) 007	Subject to demonstration of safe access and adequate visibility, the Highway Authority would not object to this site being allocated.

North Elmham 2	
LP (070) 010	No suitable means of access identified. The Highway Authority would object to this site in being in the local plan.
LP (070) 011	The site is remote from the settlement with limited footway provision and the Highway Authority would object to this site being allocated
LP (070) 012	There is a lack of footway provision to the site. The Highway Authority would object to this site being allocated.
LP[070]008	There is substandard visibility at Eastgate Street's junctions with both Back Lane and Holt Road (B1110) and intermittent footway provisions along Eastgate Street with no continuous pedestrian links to local services, transport connections and the local primary school. Limitations in carriageway width are compounded by on-street parking. The Highway Authority would object to allocation of this site.
LP[070]013	Subject to a safe access, improvements at the Eastgate Street / Back Lane junction and adequate visibility the Highway Authority would not object to the allocation of this site.

23.0 Old Buckenham

LP [074] 001	Applications refused on these sites previously. The Highway Authority would object to this site being allocated. .
LP [074] 002	Applications refused on these sites previously. The Highway Authority would object to this site being allocated.
LP [074] 010	Applications refused on these sites previously. The Highway Authority would object to this site being allocated.
LP [074] 005	The local road network is narrow and inadequate. The Highway Authority would object to this site being allocated
LP [074] 012	The site would require footway and access improvements. Barbers Yard would need to be brought up to an adoptable standard, this looks unachievable. The Highway Authority would object to this site being allocated.
LP [074] 004	The road and footpath network is inadequate. The Highway Authority would object to this site in being in the local plan.
LP [074] 009	The local road network is narrow and inadequate. The Highway Authority would object to this site being allocated.
LP [074] 006	Subject to a safe access and adequate visibility and improvements to the footpath network, the Highway Authority would not object to this site being allocated.
LP [074] 013	The local road network is narrow and inadequate. The Highway

	Authority would object to this site being allocated.
LP [074] 007	The local road network is narrow and inadequate. The Highway Authority would object to this site being allocated.
LP [074] 008	The local road network is narrow and inadequate. The Highway Authority would object to this site being allocated.
LP [074] 003	The local road network is narrow and inadequate. The Highway Authority would object to this site being allocated.
LP [074] 011	The local road network is narrow and inadequate. The Highway Authority would object to this site being allocated.
LP [074] 006	Subject to a safe access and adequate visibility and improvements to the footpath network, the Highway Authority would not object to this site being allocated.
LP [074] 014 Old Buckenham 1	Subject to a safe access onto Marchfield Way with suitable improvement to the highway network, the Highway Authority would not object to this site being allocated.
LP[074] 015	No suitable means of access identified. The Highway Authority would object to this site being allocated.

24.0 Shipdham

LP (085) 006 Shipdham 2	May be suitable for allocation but would require footway and access improvements. The existing access is inadequate but could be an acceptable site if extended through the 'Coal Yard' application. If this can be achieved, the Highway Authority would not object to this site being allocated
LP (085) 007	The site will require footway and access improvements and achieving an adequate visibility splay. More information has been requested from the site promoter.
LP (085) 010	The local road network is narrow and inadequate. The junction with Mill Road with A1075 (Church Close) is inadequate. The Highway Authority would object to this site being allocated.
LP (085) 004	The site is slightly removed from the core of the settlement. Subject to a safe access and adequate visibility and footway improvements. The Highway Authority would not object to this site being allocated.
LP (085) 003	The site is remote from the settlement and the road network is inadequate. The Highway Authority would object to this site being allocated.
LP (085) 008	The site is remote from the settlement. The Highway Authority would object to this site being allocated.

LP (085) 005	Subject to a safe access and adequate visibility and improvements to the footpath network, the Highway Authority would not object to this site being allocated.
LP (085) 002 Shipdham 1	Subject to a safe access and adequate visibility and improvements to the footpath network, the Highway Authority would not object to this site being allocated.
LP (085) 009	Subject to a safe access and adequate visibility and improvements to the footpath network, the Highway Authority would not object to this site being allocated.
LP (085) 001	The access is off a private road and third party land would be required to bring it up to an adoptable standard. The existing access is inadequate. Visibility at this location looks severely substandard and the private drive cannot cater for two way traffic. As it stands we would not support use of this access to serve the number of dwellings proposed. The only potential means of access would be if 001 could be served via the adjacent site (Shipdham 006). The Highway Authority would object to this site being allocated.
LP[085]012	Access may be achievable onto Green Pound Lane although further clarification will be required. The Highway Authority would not object to this site being allocated.

25.0 Sporle

LP (092) 001	The site is remote from the settlement and the road network is inadequate. The Highway Authority would object to this site being allocated.
LP (092) 002	There is no clear means of access to the highway. The Highway Authority would object to this site in site being allocated..
LP (092) 004	The site is remote from the settlement and the road network is inadequate. The Highway Authority would object to this site being allocated.
LP (092) 005 Sporle 1	The Highway Authority would not object to the allocation of the site for frontage development with footway improvements.
LP (092) 006	There are no footpath links to the site, and the highway authority would object to allocation of the site. The site may be deliverable in combination with 005 to provide a footway link to the settlement.

LP[092]009	The site is remote from the settlement and the road network is inadequate. The Highway Authority would object to this site being allocated.

26.0 Scarning

LP (083) 015	No means of access is identified and the Highway Authority would object to this site being allocated.
LP (083) 017	No means of access is identified and the Highway Authority would object to this site being allocated

27.0 Saham Toney

LP (082) 017	Subject to a safe access and adequate visibility the Highway Authority would not object to this site being allocated.
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28.0 Snetterton

LP[087] 001	The site is in an unsustainable location on an inadequate road network. The Highway Authority would object to this site being allocated.
LP[087] 009	Subject to a safe access providing adequate visibility and improvements, the allocation looks achievable with the land available, the key issue is the capacity of the trunk road junction. In this case Highways England's views should be sought. The County Highway Authority would not object to this site being allocated.
LP[087]010	Subject to a safe access providing adequate visibility and improvements, the allocation looks achievable with the land available, the key issue is the capacity of the trunk road junction. In this case Highways England's views should be sought. The County Highway Authority would not object to this site being allocated.
LP [087] 011	Employment Site: The Highway Authority would object to this site being allocated in the local plan
LP [087] 002	There is no clear means of access other than directly from the

	A47. The Highway Authority would object to this site being allocated.
LP [087] 012	While the allocation looks achievable with the land available, the key issue is the capacity of the trunk road junction. In this case Highways England's views should be sought. Traffic should be focused on accessing the A11 and a public transport strategy to access the site. The County Highway Authority would not object to this site being allocated.
LP [087] 013	While the allocation looks achievable with the land available, the key issue is the capacity of the trunk road junction. In this case Highways England's views should be sought. Traffic should be focused on accessing the A11 and a public transport strategy to access the site. The Highway Authority would not object to this site in being in the local plan.
LP [087] 007	There is no clear means of access other than directly from the A47. The Highway Authority would object to this site being allocated.
LP [087] 005	Subject to a safe access being achievable through site LP087 (010), providing adequate visibility and improvements, the Highway Authority would not object to this site were identified as an employment land allocation in the local plan. While the allocation looks achievable with the land available, the key issue is the capacity of the trunk road junction. In this case Highways England's views should be sought.

29.0 Swaffham

LP (097) 001	The site is suitable for employment access through the existing site, but access would be unsuitable for residential allocation.
LP (097) 002	It is not considered that the site can provide adequate pedestrian and vehicular access. The Highway Authority would object to this site being allocated.
LP (097) 006 Swaffham 1	The impact of the site will need to be considered area wide with lp[097]006,008,010,012,013 & 015 for cumulative effects. The site has planning permission and subject to the conditions on the application, no objection is raised to the allocation.
LP (097) 008 Swaffham 2	The impact of the site will need to be considered area wide with lp[097]006,008,010,012,013 & 015 for cumulative effects. Subject to local highway and footway improvements, the highway authority would not object to the allocation of this site.
LP (097) 009	The site has planning permission and subject to the conditions on the application, no objection is raised to the allocation.

Swaffham 3	
LP (097) 010	The site has planning permission and subject to the conditions on the application, no objection is raised to the allocation.
Swaffham 4	
LP (097) 011	The site is suitable for employment access through the existing site, but access would be unsuitable for residential allocation.
LP (097) 013	The site has planning permission and subject to the conditions on the application, no objection is raised to the allocation.
Swaffham 5	
LP (097) 014	Subject to a safe access providing adequate visibility and footway/cycleway improvements the Highway Authority would not object to this site being allocated.
LP (097) 018	Subject to a safe access providing adequate visibility and improvements the Highway Authority would not object to this site were identified as an employment land allocation in the local plan. There is planning application for 165 dwellings on this site and raised no objections subject to conditions. The application was 3PL/2015/0550 and details can be found here: http://planning.breckland.gov.uk/OcellaWeb/planningDetails?reference=3PL/2015/0550/O
Swaffham 6	
LP (097) 019	The site is in an unsustainable location with an inadequate road network. The Highway Authority has an objection on this site and is requesting significant improvements over the whole length of Sporle Road in the form of carriageway widening and improvement to pedestrian provision. Details of this application (3PL/2015/1155) can be found at: http://planning.breckland.gov.uk/OcellaWeb/planningDetails?reference=3PL/2015/1155/O
LP (097) 020	The site is remote and in an unsustainable location. The Highway Authority would object to this site being allocated.

30.0 Stanfield

001 (Gypsy and Traveller Site)	The local road network is inadequate and the Highway Authority would object to this site being allocated.
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31.0 Swanton Morley

LP (098) 001	Subject to a safe access and adequate visibility and improvements to the footpath network, this site would meet the minimum
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	requirement. It is not the Highway Authorities preferred choice for allocation. The Highway Authority would not object to this site in being in the local plan.
LP (098) 002	The site should only come forward as a part of a comprehensive scheme together with 003 in order to provide meaningful improvements to the local highway network. Subject to a safe access, adequate visibility, improvements to the footpath network to link with local services and the local schools, and mitigation in terms of highway widening. Site 002 and 003 in combination is our preferred option.
LP (098) 003	The site should only come forward as a part of a comprehensive scheme together with 003 in order to provide meaningful improvements to the local highway network. Subject to a safe access, adequate visibility, improvements to the footpath network to link with local services and the local schools, and mitigation in terms of highway widening. Site 002 and 003 in combination is our preferred option.
LP (098) 004	The local road network is inadequate. The Highway Authority would object to this site being allocated.
LP (098) 005	There is no direct means of access to the highway network. The site should only come forward as a part of a comprehensive scheme together with 009. Subject to a safe access and adequate visibility and improvements to the footpath network. While this site would meet the minimum requirements, it is not the Highway Authorities preferred choice for allocation.
LP (098) 006	The local road network is inadequate and unsuitable junction for additional vehicular access. The Highway Authority would object to this site being allocated in the local plan.
LP (098) 007	The site is in an unsustainable location and the local road network is inadequate. The Highway Authority would object to this site being allocated.
LP (098) 009	Subject to a safe access and adequate visibility and improvements to the footpath network, this site would meet the minimum requirement. It is not the Highway Authorities preferred choice for allocation. The Highway Authority would not object to this site in being in the local plan.
LP (098) 010	Hoe Road East unsuitable to cater for additional development by reason of restricted width and lack of pedestrian provision. The site has a limited site frontage to provide suitable access. The Highway Authority would object to this site being allocated.
LP (098) 011	Hoe Road East unsuitable to cater for additional development by

	reason of restricted width and lack of pedestrian provision. Subject to a safe access onto Middleton Avenue and improvements to the adjacent footway link through to Hoe Road East, this site would meet the minimum requirements, it is not the Highway Authorities preferred choice for allocation. The Highway Authority would object to this site in being allocated.
LP (098) 012	Subject to a safe access and adequate visibility and improvements to the footpath network, this site would meet the minimum requirement. It is not the Highway Authorities preferred choice for allocation. The Highway Authority would not object to this site in being in the local plan.
LP (098) 013 Swanton Morley 1	Subject to a safe access onto Rectory Road, adequate visibility and improvements to the footpath network including Harkers Lane PRow the Highway Authority would not object if this site for allocation.
LP[098]015	Employment Site: Subject to a safe access and adequate visibility the Highway Authority would not object to this site being allocated in the local plan.
013/014/016 in combination	Subject to a safe access and adequate visibility being achievable with significant improvements to Hoe Road East and significant improvements to the entire length of Manns Lane and the link to Rectory Road being required the site would be suitable for allocation. Improvement would also be required to the local PRow network. This in combination site (013/014/016) would be our second preferred site after 002 and 003.

32.0 Watton

LP (104) 007	Access to the site is narrow and unsuitable for development of this size. The Highway Authority would object to this allocation.
LP (104) 008 Watton 1	Subject to footway improvements to Saham Road. Junction improvements required B1108/Saham Road the Highway Authority would not object to allocation of the site.
LP (104) 015 Watton 2	Subject to a safe access and adequate visibility the Highway Authority would not object to this site being allocated in the local plan.
LP (104) 019 Watton 1	Access looks to be technically achievable from Sharman Close. A point to note is that Sharman Close currently serves about 130 houses, which is greater than the preferred 100. An opportunity exists to serve the site through LP[104]008 should that be allocated. In combination the two sites present the opportunity to link Sharman Avenue and Saham Road and if both are allocated the plan should secure the investigation and, if beneficial, delivery of a link.

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33.0 Weeting

LP [107] 005	The site is in an unsustainable location and the local road network is inadequate. The Highway Authority would object to this site being allocated.
LP (107) 008	Subject to a safe access and adequate visibility, the Highway Authority would not object to this site being allocated in the local plan.

34.0 Yaxham

LP (113) 006	Subject to further information on safe access and adequate visibility the Highway Authority would not object to this site in being allocated.
LP (113) 008	Access may be achievable but this site is located on the edge of the village and would not be suitable for allocation. Access onto Station Road would not be suitable for an increase in additional vehicles.
LP (113) 009	While there are footpaths and technically an access could be achievable. This would not be our preferred site. The Highway Authority would object to this site in being in the local plan
LP (113) 007	Subject to a safe and appropriate access onto Norwich Road, extension of speed limit, footway improvements including route to school and connections into/improvements to adjacent public right of way network, the Highway Authority would not object to this site being allocated in the local plan.
LP[113]001	Access may be achievable but this site is located on the edge of the village and would not be suitable for allocation.
LP[113]002	Access may be achievable but this site is located on the edge of the village and would not be suitable for allocation.