

Fri 12/12/2025 13:24 (by email)

Hello Jasmine

In response to your pre-application enquiry we would provide the following comments:

Supporting Documents

Any planning application submitted for development of the proposed sites should be supported with a Transport Assessment (TA). We would also expect a walking to school assessment to be included in the TA which assesses the routes to school(s) and proposes appropriate mitigation where necessary.

The TA should not only access the junction of Saham Road with B1108, but also the B1108 / Swaffham Road roundabout and the B1108 / A1075 signals.

Means of access

It remains the preference of the highway authority that the allocation site should provide an access to Sharman Avenue. I have asked colleagues for a copy of the original S38 agreements. If I have any further comment to make on receipt of these I'll let you know. Can you supply Land Registry plans for the Adcock land?

Notwithstanding whether an access can be delivered to Sharman Avenue, given the scale of development proposed at least 2 points of estate road access should be provided onto Saham Road. These should be connected internally via a loop road. Both accesses should be provided with appropriate visibility splays – see below.

We would expect topographical surveys confirming the width of Saham Road across the site frontage. Saham Road should be widened where necessary to achieve a 6m wide road across the frontage of all 3 sites.

What is the width of Saham Road to the south of the site?

The main loop road through the site should measure at least 5.5m in width. Access onto Saham Road should be provided with 10m radii.

The junction of Saham Road with B1108 should be tracked with a large refuse vehicle. Can any improvements be made to the alignment?

Active Travel

The Norfolk County wide LCWIP has identified a number of schemes in the vicinity of the site, in particular schemes PR4/02, SR1/01 and SR3/01. These will need to be considered and integrated into the proposals where necessary. To support walking and cycling along Saham Road the recently delivered 20mph limit along B1108 should be extended along Saham Road, encompassing the entire site frontage. Traffic calming may be required in the visibility of the site given the alignment of Saham Road. Visibility onto Saham Road from each access will need to measure at least 2.4m x 33m.

Saham Road is the primary means of pedestrian access into Watton. A 2m wide footway should be provided across the whole site frontage. The remainder of the existing footway south of the site up to and including around the junction with B1108 will need to be reviewed and widened / crossing improvements provided where necessary.

The proposed development will increase pedestrian crossing of B1108 e.g. journeys to school, employment and public transport. The existing zebra crossing west of the Saham Road / B1108 junction will require upgrading to a signal controlled crossing.

Public Transport

The site is remote from existing public transport stops on B1108. Given the likely additional demand generated by the proposed development a pair of new bus stops should be provided on B1108 east of the junction with Saham Road. Each with shelters and real time information. A bin should be provided adjacent each stop, and cycle parking stands adjacent the eastbound stop.

Layout

To provide a sense of place and re-enforce the reduced speed limit the layout of the proposed development should provide a strong active frontage with dwellings facing and having direct access to Saham Road.

New housing developments are subject to 20mph zones. The internal road network should be designed such that its horizontal alignment controls vehicle speeds.

All internal estate roads should be tracked with a large refuse vehicle.

Internal estate road junctions and junctions of shared private drives should demonstrate visibility of 2.4m x 33m. Where necessary footways will need to be widened to cover the width of visibility splays.

Shared surface roads should serve a maximum of 25 dwellings and take access via a dropped kerb crossing.

Shared private drives should serve a maximum of 9 dwellings and take access via a dropped kerb crossing.

The Adcock parcel should have two points of access into it from LP(104)008, connected via an internal loop road.

Where junctions are on the outside of bends, forward visibility splays will be required around that bend.

Facilities such as pumping stations and substations should each have an off carriageway dedicated parking space for maintenance vehicles.

All shared private drives will require communal bin collection points where bins can be left on collection day clear of the shared drives / estate roads / footways.

Internal junctions between two roads with footways should have radii of 6m.

All cul-de-sacs should have appropriate turning provision. Estate roads should have a size 3 turning head, as should shared private drives in excess of 45m in length. 6m radii should be provided between the main and side arms of the size 3 turning head.

Parking

On plot car parking should be provided in accordance with NCC Parking Guidance 2022. This is available to download on our website.

Visitor spaces will be expected across the site at a ratio of 1 space per 5 dwellings.

All dwellings should be provided with EV charging facilities.

Should you have any queries please let me know.

All the best
Graham

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Please note: The Major and Estate Development Team will be on leave from the evening of the 19th December until the morning of January 5th 2026.



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