

# Land at Ditchingham, Norfolk

## Highways Suitability Technical Note

July 2021

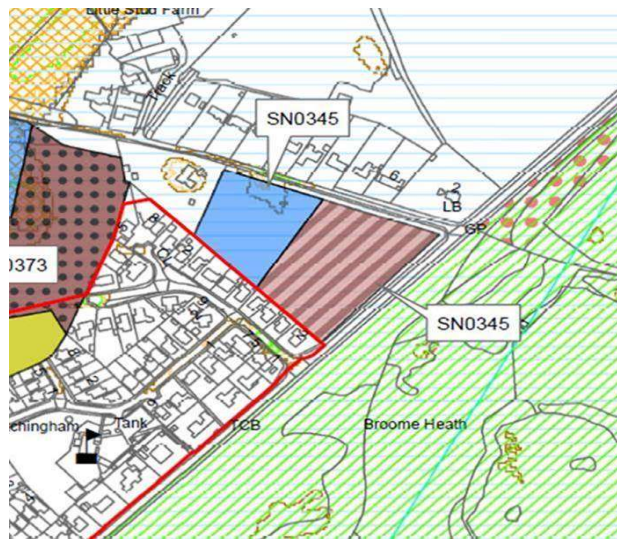
Prepared for Ditchingham Farms

## 1.0 Introduction

SLR Consulting Ltd [SLR] has been instructed by Savills on behalf of Ditchingham Farms to provide transport and highways consultancy advice in relation to the promotion of land at Ditchingham, Norfolk.

The proposal site is a 'Shortlisted Site' in the South Norfolk Village Clusters consultation document (SN0345) shown within the plan at Figure 1-1 (striped).

**Figure 1-1**  
**South Norfolk Village Clusters Shortlisted Site Plan**



This Technical Note seeks to demonstrate that the site is suitable for development in terms of accessibility, highway safety and highway operation.

## 2.0 Existing Conditions

### 2.1 Site Location

The proposal site is broadly located 20km inland from Lowestoft, bearing directly west, on the north-western side of the A143 and to the northeast of Ditchingham, a village and civil parish in Norfolk.

In local terms, the site is located off the north-western edge of the Loddon Road carriageway between Tunneys Lane and Waveney Road, which provide a north-eastern and south-western boundary to the site respectively.

The centre of the proposal site can be found at National Grid Reference TM 34524 91618 (easting: 634524, northing: 291618).

### 2.2 Existing Highway Layout

The local highways infrastructure as relevant to the proposal site comprises Loddon Road, Tunneys Lane, and Waveney Road, with relevant strategic roads comprising the A143 and the A146 Norwich Road.

# Land at Ditchingham, Norfolk

## Highways Suitability Technical Note

July 2021

Prepared for Ditchingham Farms

### 2.2.1 Loddon Road

Loddon Road bounds the eastern edge of the site, where there is an existing field access located approximately 50 metres to the north-east of the junction with Waveney Road.

Loddon Road in the vicinity of the proposal site runs for approximately 3km from south-west to north-east between junctions with the B1332 Norwich Road and Rectory Road respectively; the latter junction represents a point at which Loddon Road continues as Bungay Road/Dull's Road.

Loddon Road, between its junction with the B1332 Norwich Road in the vicinity of the site, presents as a semi-rural thoroughfare, with street-lit footways on either side of the carriageway, residences served directly from the carriageway, formal road markings and a 30mph speed restriction.

Further to the north-east, toward the vicinity fronting the site, the road gradually becomes more rural in nature, with a footway on one side only, limited street lighting provision, and lack of road markings; fronting the site Loddon Road has no footway, lighting provision, or road markings, and the speed restriction changes to the national speed limit. The carriageway measures a variable width fronting the site, measured on-site as between 5.1 - 6.0 metres at various locations.

### 2.2.2 Waveney Road

Waveney Road is a residential road which junctions off the northern side of Loddon Road, to the south-west of the proposal site. The first four residential properties along the south-eastern edge of Waveney Road flank the proposal site.

Waveney Road runs perpendicular with Loddon Road for approximately 60 metres before veering round to the southwest. From this point the road continues as Rider Haggard Way, while a cul-de-sac junctioning off the apex of the bend retains the name Waveney Road.

Waveney Road/Rider Haggard Way continues bearing broadly west, renamed again as Longrigg Road, before terminating at a junction with Thwaite Road; several residential culs-de-sac junction from either side of the carriageway between Loddon Road and Thwaite Road, and the area presents as a suburban setting with comprehensive footway provision, although the level of streetlighting is reduced in keeping with the rural nature of the surroundings.

### 2.2.3 Tunneys Lane

Tunneys Lane bounds the northern edge of the proposal site. It presents as a rural lane, surfaced with tarmac and of a width suitable only for single file traffic with passing places, and has no footway or street lighting. It serves approximately 10no. dwellings off the north-eastern edge of the carriageway over the first 300 metres, and a single dwelling off the southern edge.

After 300 metres, Tunneys Lane continues as a narrow surfaced track until its terminus at a crossroad junction with Thwaite Road. Bakers Lane continues from the crossroad along the same course as Tunneys Lane and presents as similar, with a narrow carriageway and predominantly flanked by farmland.

## 2.3 Personal Injury Collision Record

The CrashMap website has been interrogated to ascertain the presence of any road traffic collisions which may be suggestive of a highways deficiency in the vicinity of the site. Only a single incident has been identified in proximity of the site within the most recent 5 year period on record.

Figure 2-12 comprises a screenshot from the CrashMap website.

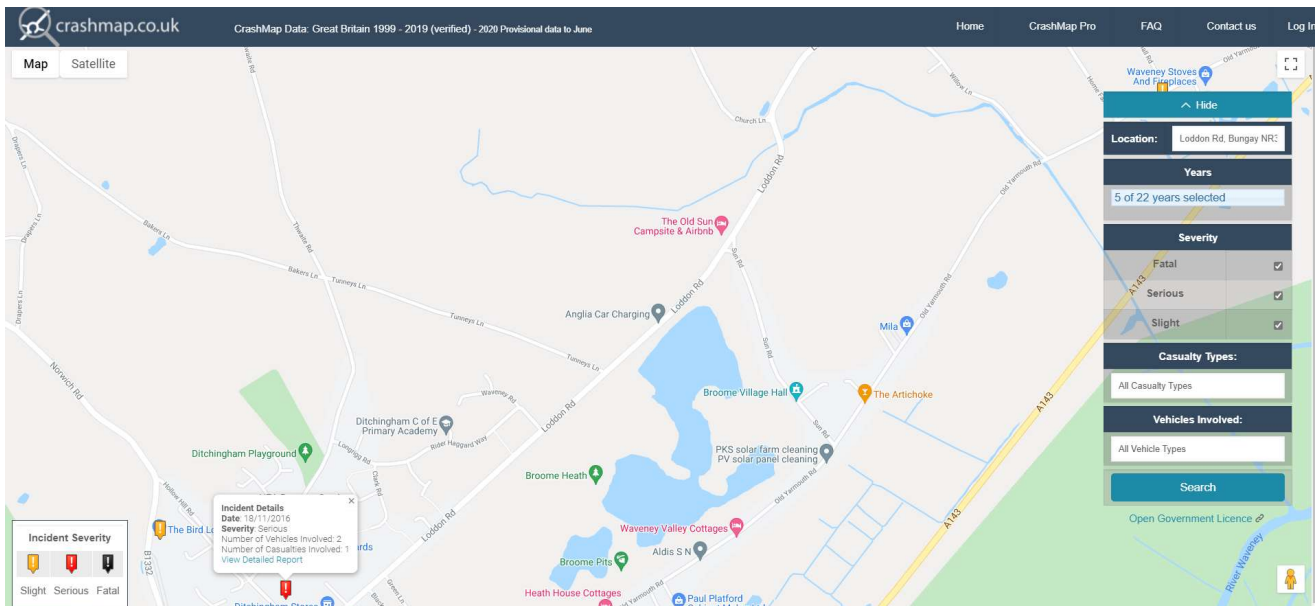
# Land at Ditchingham, Norfolk

## Highways Suitability Technical Note

July 2021

Prepared for Ditchingham Farms

Figure 2-1  
Excerpt from CrashMap Web Site



As shown in the above screenshot, the incident occurred on Hollow Hill Road at a location approximately 750 metres removed from the vicinity fronting the site. The incident, while serious in nature, occurred during November 2016 involving 2no. vehicles and resulting in a single casualty. While no meaningful conclusions can be drawn from such limited information about the incident itself, it is not considered to be of any material significance to these proposals given its historic and isolated nature, and substantial distance from the site.

## 2.4 Links to Amenities and Facilities

Paragraph 4.4.1 of Manual for Streets states that:

*'...Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot'.*

In terms of local guidelines, The South Norfolk Place-Making Guide SPD September 2012 (currently available and referenced on the South Norfolk Council website) at Section 3 'Place Making and Design Principles' - 3.2 Uses and activities, states that:

*'...Wherever possible new development should be within convenient walking or cycling distance of existing local facilities. Where new facilities are required they should be within walking distance of as many residents as possible (both new and existing residents), consistent with creating an appropriate site layout (assessed under 3.3.2 Integrate with surroundings).*

*If local facilities are not within walking or cycling distance then accessibility to public transport (assessed under 3.3.1 Public transport) becomes more important to allow people to reach facilities in town centres or other settlements'.*

The proposal site is situated on the north-east extent of the village and subject to access arrangements would be linked with the amenities and facilities that Ditchingham has to offer.

# Land at Ditchingham, Norfolk

## Highways Suitability Technical Note

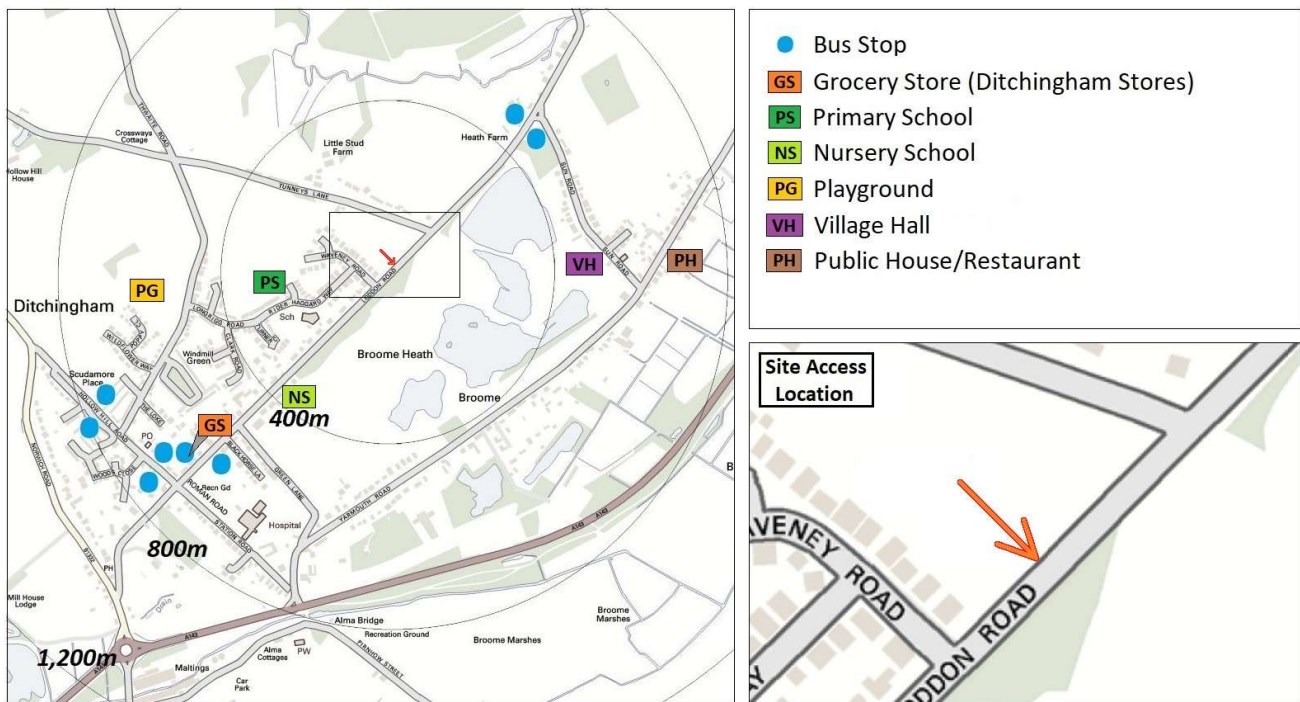
July 2021

Prepared for Ditchingham Farms

The site is located in an acceptable walking distance to several essential/desirable services including bus stops, a grocery store, primary and nursery schools, a children’s playground, Broome village hall, and The Artichoke Public House and Restaurant.

Figure 2-2 below comprises a hybrid plan<sup>1</sup> showing local amenities in relation to the site access along Loddon Road, and also an approximate location for the site access

**Figure 2-2**  
**Site Access Location/Amenities Plan**



Ditchingham Stores represents the closest grocery store to the site at circa 700 metres/9 minutes’ walk from the site; the next available shops are located to the southwest in Bungay at circa 2.0km from the site.

The Primary School, Ditchingham C of E Primary Academy, is located off Rider Haggard Way (via Waveney Road) and reachable from the site access on foot within a 5 minute walk time, reliant upon the installation of a footway between the site access and existing provision on Waveney Road.

In terms of public transport, bus services are available within Ditchingham providing links to nearby towns; there is no rail provision in relevant proximity of the site.

Bus stops are located on both Loddon Road and Hollow Hill Road, reachable within walk times of 5-6 minutes and 9-10 minutes respectively.

Services available from the Loddon Road stops (Sun Road/Village Hall/Ditchingham Stores) include the 581 provided by Simmonds, which runs between Diss and Beccles via Harleston and Bungay and operates Monday to Saturday with an hourly frequency, although intermittent.

<sup>1</sup> The plan is based on freely available Ordnance Survey mapping.



# Land at Ditchingham, Norfolk

## Highways Suitability Technical Note

July 2021

Prepared for Ditchingham Farms

Services available from the Hollow Hill Road stops (Wood Close/Thwaite Road) include the 41/41A/41X provided by First Group. These services comprise the 'Charcoal Line' which comprises an hourly service to Norwich City Centre running Monday through Saturday.

### 3.0 Access Requirements

#### 3.1 Vehicular Access

Norfolk County Council website confirms that '*...residential developments in Norfolk need to meet the standards set out in the document Manual for Streets*'.

In principle, it is considered that the existing field access on Loddon Road can be upgraded to adequately serve the development. The existing access location is shown on the above amenities plan at Figure 2-2 and below at Figure 3-1.

**Figure 3-1**  
**Existing Field Access**



As part of an access strategy from this location, however, the highway frontage along the site would likely need to be brought into the 30mph speed limit of the village; the current change to the national speed limit of 60mph would therefore need to be extended to the north-east. This would be necessary to ensure safe operation and suitable visibility splays can be achieved.

It is anticipated that circa 45-50 metres of pedestrian footway would be required, bearing south-west from the access, to provide linkage with the existing pedestrian infrastructure and therefore connectivity with local village amenities.

##### 3.1.1 Visibility

It is considered that visibility requirements for an access junction in this location served off Loddon Road can be met without issue, although the trimming of trees/vegetation (and ongoing maintenance thereof) would be required.

# Land at Ditchingham, Norfolk

## Highways Suitability Technical Note

July 2021

Prepared for Ditchingham Farms

The new access junction is likely to require visibility splays of up to 59 metres from a setback of 2.4 metres. This is based on a design speed of 60kph (37mph) assuming the 30mph speed zone is extended and in consideration of the site location at the edge of the village.

Figure 3-2 shows the view bearing north-east/left on egress from the existing access.

**Figure 3-2**  
**Proposed Access Location Visibility North-east (Left)**



Figure 3-3 shows the level of visibility currently available bearing southwest/right on egress from the existing access.

**Figure 3-3**  
**Proposed Access Location Visibility South-west (Right)**



The above images demonstrate that junction visibility well in excess of the minimum requirements can be achieved with maintenance of the trees/vegetation.

**Land at Ditchingham, Norfolk**  
**Highways Suitability Technical Note**

July 2021

Prepared for Ditchingham Farms

---

## **4.0 Highway Safety and Operation**

A detailed review has determined that the recommended access junction location, at the point of the existing field access, does not have any physical constraints. Therefore, in principle, a new access junction could be designed meeting the necessary modern design standards in terms of carriageway widths and visibility splays.

A review of recorded personal injury data has indicated that there is no accident history on Loddon Road at the site frontage or at the junctions with Tunneys Lane/Waveney Road.

The inclusion of a new footway linking the site access with the existing pedestrian infrastructure on Loddon Road/Waveney Road will provide safe pedestrian linkage to village amenities.

The extension of the 30mph speed restriction to incorporate a new site access, and potentially Tunney Lane and the Broome Heath entrance, is recommended.

## **5.0 Summary and Conclusion**

This Technical Note has demonstrated that the proposal site location would be considered accessible in terms of local facilities/amenities and that a suitable and safe means of access can be achieved subject to developing the design of the arrangements.

It is therefore concluded that the proposal site is suitable for allocation and development in terms of highways and transportation.