
Issue 46: Thornham

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**Appendix 1 – Highway correspondence
and report regarding visibility splays**

**PROPOSED RESIDENTIAL DEVELOPMENT ON LAND KNOWN AS THM1
OFF GREEN LANE, THORNHAM**

**Transport Note Regarding Proposed
A149 / Green Lane Junction Improvement Proposal**

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1 INTRODUCTION

- 1.1.1 KingdomTP have been appointed by Fleur Developments to prepare a Transport Note in support of the proposal of building circa 5 dwellings on land known as THM1 off The Green in Thornham. The parcel of land is shown in the plan below.



Plan 1: Local Area

- 1.1.2 This report has been prepared to support the submission of further information in the Pre-submission Stage of the Site Allocations and Development Management Policies document.
- 1.1.3 It is considered that the site is suitable for circa 5 residential dwellings. Access will be provided directly onto The Green.

1.2 Liaison with the Highway Authority

- 1.2.1 The Highway Authority (HA) have been contacted in regards to the proposal and in summary it is considered that in order to facilitate the development an improvement would be required to The Green / A149 priority T junction in terms of increasing the available visibility splay from The Green looking west along the A149.
- 1.2.2 Correspondence relating to the proposed improvement at The Green / A149 priority T junction is contained in Appendix A.

1.3 Disclaimer

- 1.3.1 KingdomTP disclaims any responsibility to the client and others in respect of any matters outside the scope of this report. This report is intended solely for the purpose of submission to the Planning Authority and the HA and may not be used for any other purpose.
- 1.3.2 The copyright of this report is vested in KingdomTP. The Client or his appointed representatives may copy this report for purposes in connection with the development described herein. It shall not be copied or distributed in any form by any other party or used for any other purpose without the written consent of KingdomTP.

2 BRIEF DESCRIPTION OF THE LOCAL AREA

2.1 Local Area Description

- 2.1.1 The site is located on the North Norfolk coast in Thornham in a quiet residential area. The site overlooks, to the north, marshland beyond which is the North Norfolk coastal waters. Green Lane is adopted and is bounded by common land, known as The Green on both sides.
- 2.1.2 To the east and west the site is bounded by residential properties whilst to the south the site is bounded by the agricultural field which the site is currently part of.
- 2.1.3 Green Lane forms the east west section of road which loops and connects to the A149 via The Green and Church Street to the east and west respectively.
- 2.1.4 The width of Green Lane, The Green and Church Street varies along its lengths. From onsite observations vehicle speeds are low, generally around 20mph, and the frequency of vehicle movements along its length is such that two opposing vehicles are relatively infrequent. However when two cars, or similar width vehicles, do oppose each other there are sections of the local network that can accommodate two way vehicle movement without the need to mount verges. This level of informal passing and vehicular movement is common in rural areas of Norfolk and also works well as a traffic calming measure.
- 2.1.5 Pedestrian footways are limited in the area however there are opportunities for people to step off the carriageway onto the verge on the Eastern and western north/south sections of Green Lane if it is felt that it is appropriate that this should happen. However the majority of the length of Green Lane is common land and therefore people can and have been observed walking on the common as opposed to the road in any case. Accident statistics available online state that since 2005, there has not been any accidents on the Green Lane, The Green and Church Street. The year 2005 is the earliest available year from which data is available to view online. The lack of accidents reinforces the onsite observations that pedestrians and vehicles can share these local roads without any impact on safety. The informal feel of the local area is in keeping with the coastal location and the North Norfolk Heritage coast.
- 2.1.6 The speed limit on the A149, The Green, Green Lane and Church Street is 30mph. In practice the observed speeds are lower.
- 2.1.7 On the A149, approximately 30m to the east of the junction with the A149, there is a bus stop comprising a brick shelter, pole, flag and timetable information. Bus service Coast Hopper 2 provides an hourly service all week. For completeness there is a school bus service which runs once a day taking children to the Smithdon High School in Hunstanton.

3 DEVELOPMENT PROPOSALS

3.1.1 At this stage no layout of the site has been prepared although it is considered that there will be around 5 dwellings on site.

3.1.2 A TRICS trip rate assessment has been undertaken to determine the likely number of trips that will be generated by a site of 5 dwellings and the results are shown below. In addition a sensitivity analysis has been undertaken for 25 dwellings to demonstrate the negligible impact of the development proposals being considered. TRICS is a database of land uses that can be interrogated so as to define a trip rate, by mode, which could be defined as being representative of the development being investigated. The typical parameters used as part of the assessment include geographical location, population densities, development size and age of survey.

3.1.3 The table below summarises TRICS trip rate for dwellings. The TRICS output is contained in Appendix B.

Time Period	TRICS Weekday Trip Rate per Dwelling					
	Vehicles		Pedestrians		Public Transport Users	
	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	0.152	0.358	0.044	0.234	0.004	0.023
PM Peak	0.3	0.184	0.123	0.038	0.005	0.001
Daily	2.215	2.254	0.803	0.921	0.061	0.06

Table 1: TRICS Trip Rate by Mode

3.1.4 The corresponding number of trips by mode associated with the proposed development of 5 dwellings is shown in the table below.

Time Period	Predicted Trips Associated with 5 Dwellings					
	Vehicles		Pedestrians		Public Transport Users	
	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	1	2	0	1	0	0
PM Peak	2	1	1	0	0	0
Daily	11	11	4	5	0	0

Table 2: Predicted Trip Number of Trips associated with 5 Dwellings

3.1.5 The corresponding number of trips by mode associated with the proposed development of 25 dwellings is shown in the table below.

Time Period	Predicted Trips Associated with 25 Dwellings					
	Vehicles		Pedestrians		Public Transport Users	
	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	4	9	1	6	0	1
PM Peak	8	5	3	1	0	0
Daily	55	56	20	23	2	2

Table 3: Predicted Trip Number of Trips Associated with 25 Dwellings

- 3.1.6 Given the locality of the houses and the likelihood that they will be predominantly bought by retirees or as a second home it is considered that the number of trips will be lower than those noted in the tables above. This notwithstanding the number of trips predicted to be generated by the development is minimal and is unlikely to be material noticeable.
- 3.1.7 From a highways and transportation point of view it is considered that even the traffic numbers associated with the sensitivity scenario of 25 dwellings would not lead to excessive vehicle movements or impact on the local highway network especially in the context of the proposed remedial work to be undertaken at the A149 / The green junction. Thus a development of around 5 to 6 dwellings in the context of the proposed allocation is considered immaterial to the traffic generation on Green Lane.

3.2 Off Site Mitigation Proposals

- 3.2.1 From discussions with the Highway Authority expressions of concern have been raised with regard to allowing additional vehicle movement to travel to and from The Green via its junction with the A149. In summary the available splay looking west i.e. right from The Green is 17.5m. For the avoidance of doubt the splay looking east, i.e. left, is in excess of 43m which is the desirable splay length as promoted by Norfolk County Council.
- 3.2.2 It has been agreed to narrow the A149 Carriageway to 5.9m thereby improving the visibility splays looking west from The Green from 17.5m to 43m.
- 3.2.3 In addition a footpath will be provided to the local bus stop located approximately 30m to the east of the junction.
- 3.2.4 A sketch of the proposed improvements is shown in Appendix C.

4 CONCLUSIONS

- 4.1.1 KingdomTP have been appointed by Fleur Developments to prepare a Transport Note in support of the proposal of building circa 5 dwellings on land known as THM1 off The Green in Thornham.
- 4.1.2 This report has been prepared to support the submission of further information in the Pre-submission Stage of the Site Allocations and Development Management Policies document.
- 4.1.3 In summary a private access will be formed onto Green Lane. In addition, through discussion with the Highway Authority, the A149 / The Green junction will be improved to facilitate 2.4mx 43m visibility splays in both directions.
- 4.1.4 As part of the offsite junction improvements a footway will be provided from the A149 / The Green junction to the nearby bus stop.
- 4.1.5 The above mitigation measures have been prepared in consultation with the Highway Authority and it is considered that the above improvements remove any concerns that the Highway Authority have with developing the site known as THM1 located off The Green, Thornham. The Highway Authority has confirmed any future planning application in support of the development of THM1 will be subject to a detailed design of the site access junction and safety audit.
- 4.1.6 Given the above it is concluded that there are no highways or transportation issues that prevent the proposals from being supported.