

KingdomTP Ref:
Your Ref:

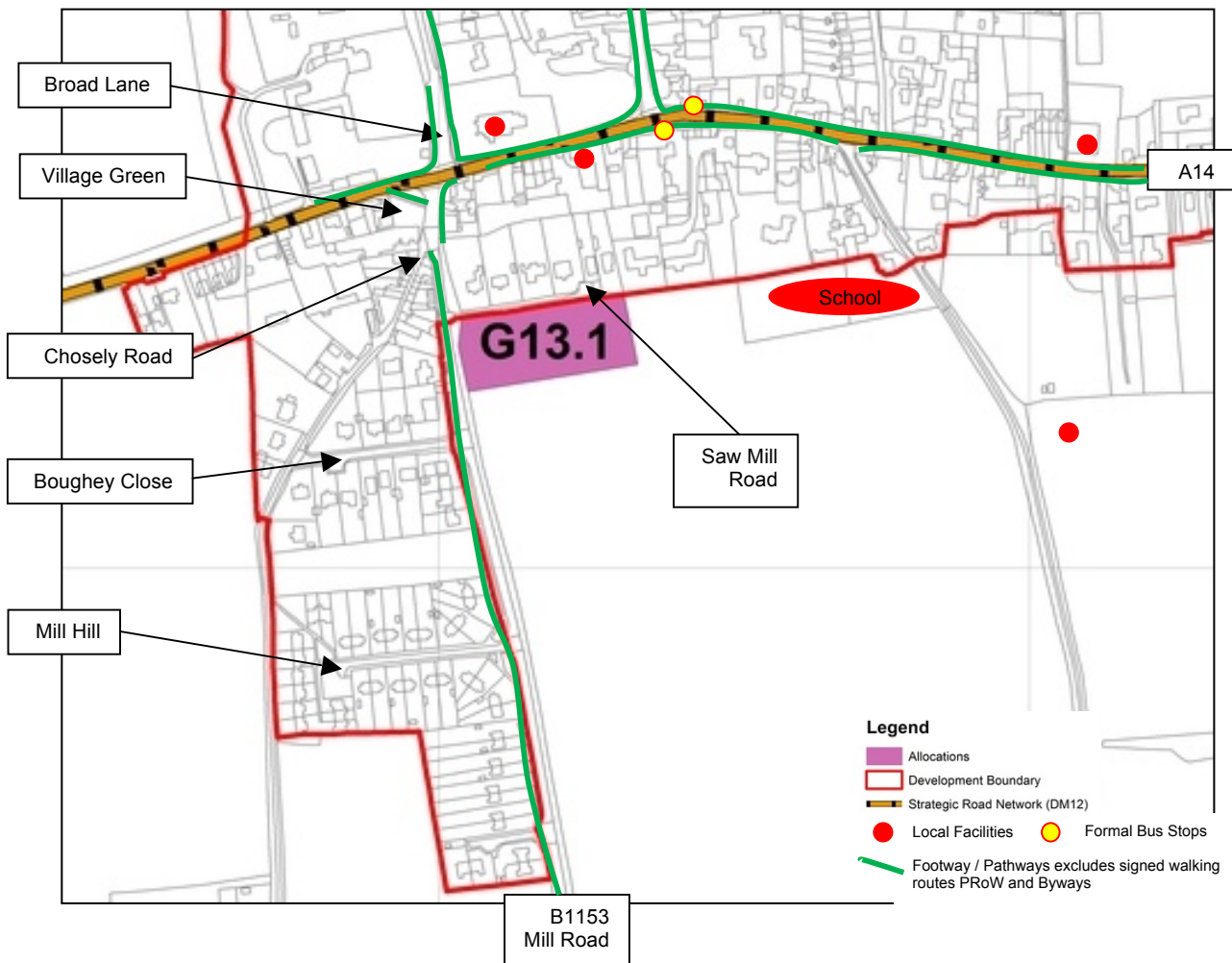
Saffron House,
Lopham Road,
East Harling,
Norfolk, NR16 2PX
01603 325 587
mail@KingdomTP.co.uk
www.KingdomTP.co.uk

Date: 18/6/15

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES FOR BRANCASTER SITE G13.1

This Statement has been prepared in support of the allocation of a rectangular parcel of land to the south of Saw Mill Road known as G13.1 as part of the Strategic Housing Land Availability Assessment process currently being undertaken by Kings Lynn and West Norfolk Council.

A site visit was undertaken in June 2015 and data obtained from the Road Safety Team at Norfolk County Council (NCC) to inform the preparation of this Statement.



Comments have been received from Brancaster Parish Council which raises concerns in relation to the pedestrian connectivity of the site and the highway safety of the A149 / B1153 Mill Road / Broad Lane junction. Both of these points will be addressed so as to demonstrate to the Inspector that the site is suitable for residential allocation.

Brief Description of the Local Area

The site is bounded to the north by a private road known as Saw Mill Road, farm land to the east and south and the B1153 Mill Road to the west. Along the site frontage with Mill Road there is wide grass verge which is adopted highway.

On the western side of Mill Road is a footway which connects the dwellings located to the west / south off Mill Road, Mill Hill and Boughey Close with the centre of Brancaster. This footway narrows to around 0.9m at the junction of Chosely Road / Mill Road and a dropped kerb facility is provided on the southern side. From this point of the network pedestrians can walk to the footpath on the Village Green, adjacent the A149, before crossing the road to the northern side of the A149 or cross to/from the eastern side of B1153 Mill Road before continuing their journey; as illustrated in Photo 1 below.

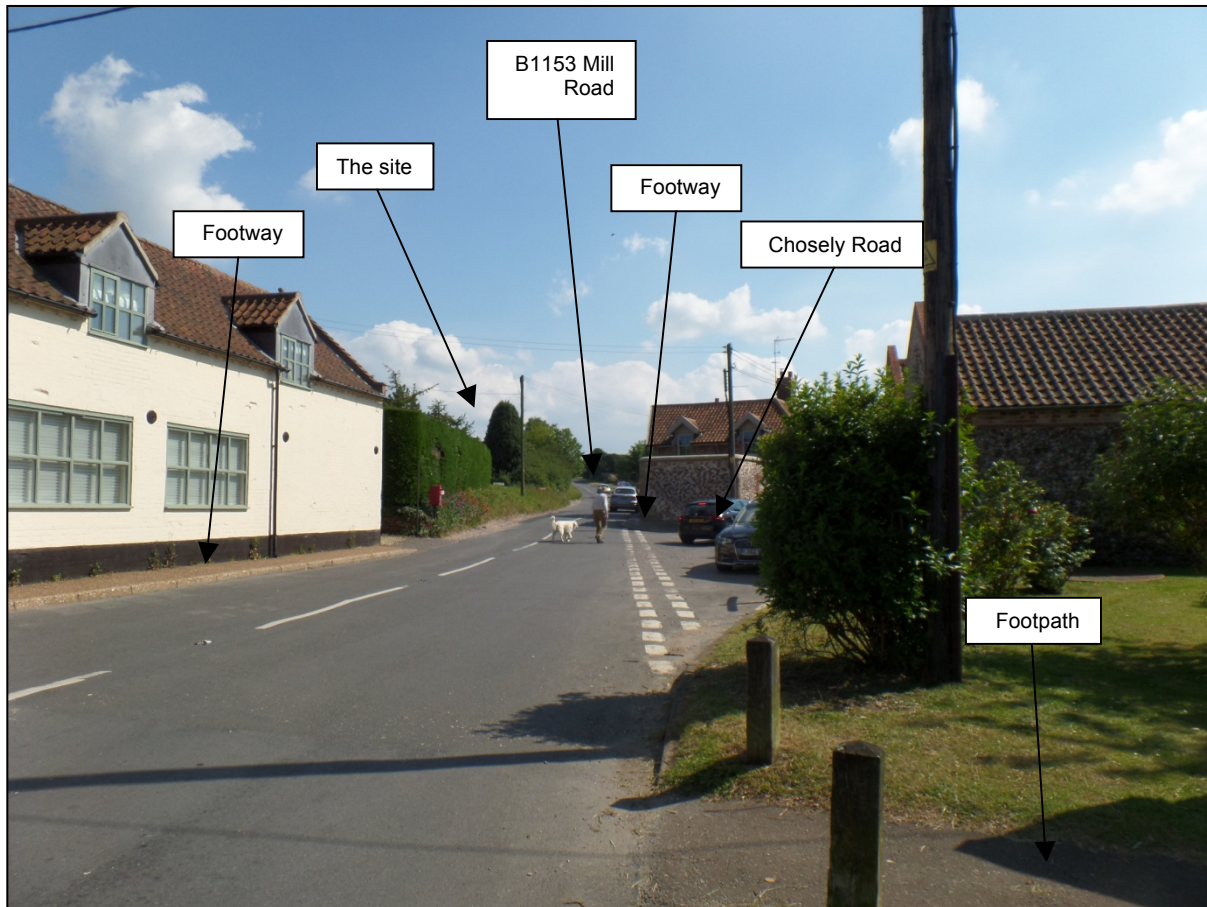


Photo 1: Mill Road Looking South



Photo 2: Junction of B1153 Mill Road/A149/Broad Lane Looking East From B1153 Mill Road

A continuous footway is available on the northern side of the A149. There is not a continuous footway on the southern side of the A149. To the east of the A149 / B1153 Mill Road / Broad Lane junction there is a building which is located immediately adjacent the highway. The carriageway white lining in this area provides a 0.6 to 0.7m margin to separate the building from the traffic. At this corner the footway tapers to an end however, as illustrated from Photo 2, it is possible at this point to cross the A149. Photo 2 also illustrates the available visibility splay looking right which was measured on site to be circa 33m. Looking left from the B1153 Mill Road the available visibility splay was greater than 60m.



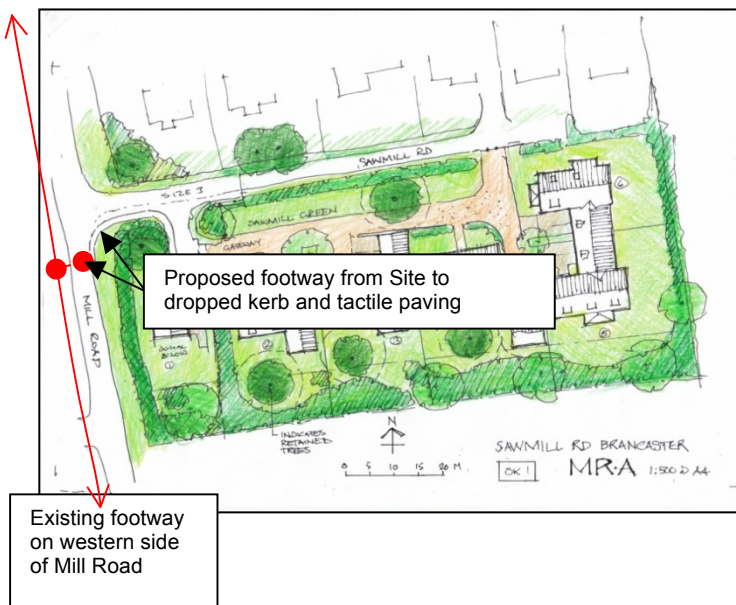
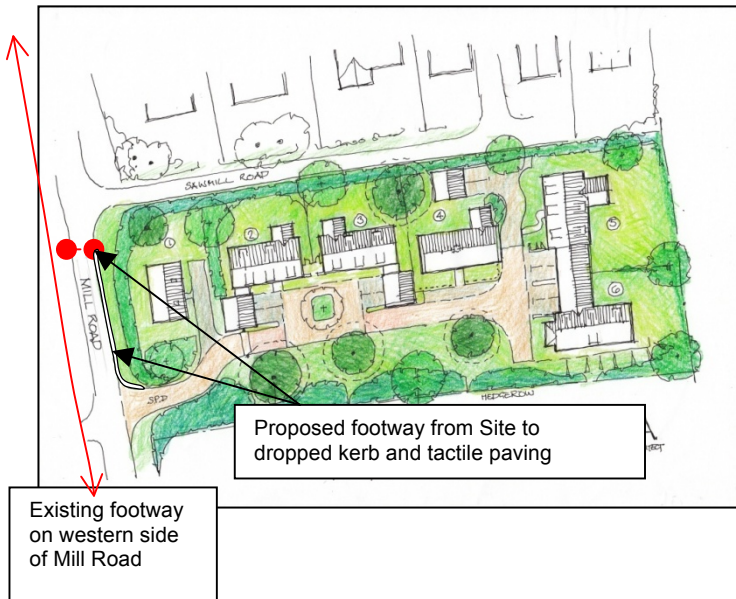
Photo 3: A149 Looking West Towards B1153/A149/Broad Lane Junction

The speed limit of the A149, B1153 Mill Road and the local residential roads within Brancaster is 30mph. From site observations the vehicle speed of traffic approaching the junction appeared to be around the speed limit which was considered to be in part due to the drivers being aware of B1153 Mill Road/A149/Broad Lane junction and the lack of footway on the southern side of the A149 adjacent the aforementioned junction.

Facilities in Brancaster include the Ship Inn public house, Club 71, the village store, Brancaster Primary School, local allotments and St Mary the Virgin's Church. All of these facilities are located to the west of the B1153 Mill Road/A149/Broad Lane and either to the north or south of the A149 coastal road. The locations of these facilities are shown on the plan above.

Vehicle Access

There are two potential access strategies into the site which, in both cases, can be provided whereby they meet NCC's standards in terms of geometric, construction and visibility splay requirements. These access designs are provided in sketch form below. Either direct access will be provided onto B1153 Mill Road or access can be taken via Saw Mill Road; although the later is subject to agreement with the residents of Saw Mill Road.



Trip Generation

A minimum of 70 existing dwellings are located off Mill Road. The allocation for the Site G13.1 is for five dwellings and draft layout sketches show how 6 dwellings could be accommodated on site if this number of houses was deemed appropriate.

TRICS is a highways and transportation industry standard tool which is used to determine the potential number of vehicle and pedestrian trips for a particular development; which in this case is residential use. This database has been interrogated and vehicle and pedestrian trip rates per dwelling have been obtained which are appended to this Statement and summarised in the table below.

Weekday Time Period	Trip Rate				Predicted Trips by Mode for 6 Dwellings			
	Vehicle		Pedestrian		Number of Vehicles		Number of Pedestrians	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
0800 to 0900	0.126	0.346	0.038	0.287	1	2	0	2
1700 to 1800	0.236	0.19	0.164	0.046	1	1	1	0

The addition of 6 new dwellings on site will result in around 3 vehicle trips in either weekday peak period or around 2 pedestrian trips which is a small number compared to that potentially generated by the 70 existing dwellings located off and using Mill Road.

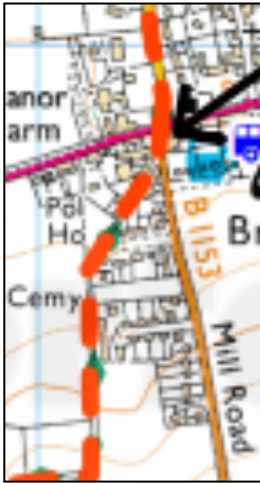
Pedestrian Connectivity

Consideration has been taken of "Identification of Hazards and the Assessment of Risk of Walked Routes to School (2002)" document. In assessing the safety of an 'available route' consideration is given to the potential risk created by traffic, highway and topographical conditions, not personal safety. If there is a footway of adequate width throughout the whole length of the journey and there is no need to cross the road, then the route is 'safe'. Where road crossings are necessary, the availability of any facility to assist such crossing should be taken into consideration. Where no crossing facilities exist, an assessment of the risks which may be generated by crossing the road should be undertaken for each crossing point. If a person has to cross a road, there needs to be sufficient gaps in the traffic flow to allow enough opportunities to cross safely.

Facilities in Brancaster include the Ship Inn public house, Club 71, the Village Store, Brancaster Primary School, local allotments and St Mary the Virgin's Church. All of these facilities are located to the west of the B1153 Mill Road/A149/Broad Lane junction and either to the north or south of the A149 coastal road. The locations of these facilities are shown on the plan above.

In addition to the above there are also two formal bus stops to the east of the B1153/A149/Broad Lane junction. The Coastal Hopper 2 bus service stops at these bus stops and connects Brancaster with Wells next to Sea and Hunstanton bus station from which additional bus services are available. The frequency of the Coastal Hopper 2 bus service is 20 services Monday through to Saturday and 15 services on Sunday. The bus stop on the northern side of the A149 consists of kerbs, flag and pole with timetable information. The bus stop on the southern side of the A149 consists of a shelter, kerbs, flag and pole with information. From on site observations it was observed that the coastal hopper bus service stopped to allow passengers off the bus adjacent the Village Green. Formalising these informal bus stop alighting points with facilities could be considered further with the relevant parties.

In order to access local facilities roads will need to be crossed. From site observations it was considered that there are sufficient gaps in traffic to allow pedestrians to cross the road and that speeds, especially in the vicinity of the B1153/A149/Broad Lane junction, are appropriate. It is recognised that during the summer holiday months that traffic flows will increase however this should not significantly affect the ability to cross the public highway. In fact the diagram below is an extract of NCC's Norfolk Trails Map which shows a walking route from Broad Lane to Mill Road. It is considered that this walking route, which is the same in part for pedestrians from the proposed site accessing local facilities, would also be used by large number of tourists/walkers in the summer holiday months when traffic flows are higher.



Extract from NCC Norfolk Trails Map for Brancaster
<http://www.norfolk.gov.uk/view/NCC129335>

It is clear that pedestrian walking routes are available for, potentially, considerable numbers of existing pedestrians/walkers that are in or visit the area. The small number of additional pedestrians that would be generated by the proposed development of G13.1 would be insignificant in comparison and likely to not be materially noticeable.

For the avoidance of doubt it is concluded that there is a safe walking route to the local school and hence the adjacent local facilities from existing dwellings in the area of site G13.1. However in addition to the proposed footway and crossing points adjacent the site which would connect the site to the local footway infrastructure it is considered that further offsite mitigation measures could be investigated. These measures could potentially include a footway along the eastern side of Mill Road and dropped kerbs/tactile paving crossing facilities from the Village Green to the footway on the northern side of the A149.

Accident Data Review

There are two methods for identifying if junctions have a significant safety issue with regard to accidents which are:

- Norfolk Police Constabulary identifies sites every quarter where three or more collisions have occurred in the year within a given radius. NCC would review the sites and then deploy, if appropriate, 'Think!' type signs for the quarter following which a review would take place; or
- NCC on a quarterly basis identifies sites where five collisions have occurred within a three year period. The number and the search radius are dependent on various factors such as commonality of collision type etc. NCC use analysis to inform which sites warrant further investigation as a Local Safety Scheme.

Accident data for the last five years has been obtained for the Brancaster area which is appended to this Statement. Within the last five years there have been two accidents at the B1153 Mill Road/A149/Broad Lane junction. The first accident occurred in June 2011 and involved a car pulling out from Broad Lane going ahead to B1153 Mill Road and colliding with a motorcycle. The rider of the motorcycle was slightly injured.

The second accident occurred in July 2012 and involved a hit and run vehicle and an elderly pedestrian. From the accident description it would appear that a car travelling west to east on the A149 just after the B1153 Mill Road/A149/Broad Lane junction collided with an elderly pedestrian on the near side of the carriageway. The elderly pedestrian was on the footway with his/her back to the traffic and was struck by a vehicle which failed to stop. The pedestrian suffered slight injuries.

A further two accidents occurred within the local vicinity which are described as follows. Approximately 50m to the east the B1153 Mill Road/A149/Broad Lane junction there was an accident in October 2010 involving a motorcycle which through no interaction with a third party left the carriageway on the nearside. The passenger of the motorcycle was slightly injured.

Approximately 300m to the east of the B1153 Mill Road/A149/Broad Lane junction there was an accident in May 2014. The accident involved two cars both travelling westbound on the A149. The car ahead stopped to allow oncoming traffic through and the vehicle behind failed to stop rear shunting the stopped vehicle. The injuries reported were slight in nature.

Conclusions

It can therefore be concluded that with reference to the stated methodologies for identifying accident cluster sites on the highway network that the B1153 Mill Road/A149/Broad Lane junction cannot be considered as having a safety issue. It is considered appropriate to observe that any accident is unfortunate and that the Parish Council may consider that there is a perceived accident issue in Brancaster however this quite clearly is not the case.

As part of any planning application for the site we, on behalf of the developer, would work closely with the Parish Council and NCC's local highway engineer to investigate how simple off site mitigation measures may be implemented to alleviate any concerns. The improvement could include road marking reinforcing vehicle speed restraint, especially in the vicinity of the B1153 Mill Road/A149/Broad Lane junction and Ship Inn public house, and advanced warning signs.

In addition to the improvements local to the site that will be provided, it has been noted above that as part of any formal planning application for the site further offsite improvements could be investigated. These offsite improvements could consist of:

- Road marking and advanced warning signs reinforcing drivers to restrain the speed of their vehicle.
- Provision of crossing facilities, dropped kerbs and tactile paving, on the A149 near the Village Green.
- Footway on the eastern side of Mill Road connecting directly with the B1153 Mill Road/A149/Broad Lane junction.
- Formalising bus stops adjacent the Village Green.

Given the above and the National Planning Policy Framework document whereby it states that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe" it is considered that there are no highways or transportation issues that prevent site G13.1 being allocated as being suitable for residential development.

Tony Doyle
Director
07736 609 993
TD@KingdomTP.co.uk
www.KingdomTP.co.uk

CC Jamie Bird Blubird Planning
Peter Warner
Enc TRICS Data
Norfolk County Council Accident Data