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Mr D Heath-Coleman
Planning Officer
South Somerset District Council
Brympton Way
Yeovil

Date: 18 January 2018
Our Ref: 2017-389
Your Ref:
Reply To: Paul Lacey
By Email Only

Dear Sir

RE: App No 17/02712/FUL – 52 Ash Walk, Henstridge

I refer to an email from Mike Bellamy to Simon Fox (Planning Officer) dated 26 October 2017 and to an email received from Mike Bellamy dated 10 January 2018. Both emails are attached for ease of reference.

The first email recommended that a speed survey should be commissioned by a highway consultant and that the chosen consultant would be able to advise on whether any changes would be necessary to the site layout.

The survey was commissioned from the Paul Castle Consultancy by LvW Highways Ltd in the location shown on the attached diagram titled "A30 Henstridge ATC and Speed Survey". The location of the two tubes across the A30, shown as red lines in the top photo, was approximately 40 metres east of the proposed access into the site. The survey was undertaken for both directions of traffic on the A30 between 27 November and 3 December 2017 and was issued in Excel format. The results for both directions are shown attached and in summary show the following:

Westbound traffic

Weekday 24 hour flow of	2648 vehicles
Max hourly flow between 5 and 6pm of	239 vehicles (4 vehicles per min)
Average speed	22.8 mph
85 th percentile speed	25.9 mph

Eastbound traffic

Weekday 24 hour flow of	2802 vehicles
Max hourly flow between 8 and 9am of	246 vehicles (4.1 vehicles per min)
Average speed	28.9 mph
85 th percentile speed	33.3 mph

Based on Manual for Streets visibility standards the 85th percentile speeds indicate that a 2.4m x 50 metres splay is required to the west from the proposed access and a 2.4m x 35 metres splay to the

east. In order to ensure that the maximum possible visibility is available we have amended the layout to move the access slightly closer to the traffic signals. Two plans are attached as follows:

Plan SK02 1/250 scale at A3 showing

- 2.4m x 43m visibility to the road edge in each direction
- 1.8m wide footway along the frontage
- 5m wide access with 2.4m x 2.4m pedestrian splays
- KEEP CLEAR marking on westbound approach to signals
- Revised internal parking layout
- Grass garden areas to either side of access
- The first 6m of the access would be properly consolidated and surfaced and suitably drained to prevent water discharging onto the public highway

Plan SK03 1/500 scale at A3 showing

- Same info as SK02
- Actual visibility to east of 2.4m x 60 m to a point 1m from the road edge
- Visibility to west of 2.4m by in excess of 100 metres to approaching traffic through the traffic signals

As mentioned by Mike Bellamy the plans indicate a KEEP CLEAR marking that would be subject to a Traffic Regulation Order. I agree that this would be a useful addition to the design but do not accept that it would be essential. The 'keep clear' marking would enable eastbound traffic to turn into the development but if not available traffic could either wait for a gap, where drivers in the queue allow vehicles to enter the car parking area, or development traffic could turn right into Vale View and undertake a U turn. The addition of waiting restrictions along the site frontage is unlikely to be required as ample space is available in the parking area for visitor parking. One formal space is available for visitors but ample space is available for at least two further cars on a short term basis. Even in the situation with 9 cars parked on site there would still be sufficient manoeuvring area for vehicles to turn and exit the site in forward gear.

With the modifications shown in the two plans it is considered that all the issues raised by Mike Bellamy have been addressed and that there are no reasons to refuse the application on highway grounds.

If you have any queries please contact me.

Yours sincerely



Paul Lacey
Director

For and on behalf of LvW Highways

Enc Emails from Mike Bellamy
 Speed survey location and results
 Plans SK02 and SK03