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my reference:  
TD/PA/5/47/S

your reference:  
14/05063/FUL

**FAO:** Simon Fox

#DM: 679949

20 Jan 2015

Dear Mr Fox,

**TOWN AND COUNTRY PLANNING ACT 1990  
DEMOLITION OF EXISTING BUNGALOW, ERECTION OF 15 DWELLINGS,  
TOGETHER WITH ASSOCIATED LANDSCAPING, ACCESS AND INFRASTRUCTURE  
AT MOOR END NURSERY, MOOR LANE, HARDINGTON MOOR, YEOVIL, BA22 9NW  
PLANNING APPLICATION: 14/05063/FUL**

Firstly I would like to apologise for the delay in responding to the above-mentioned planning application, which was received in my department on the 25th November 2014 and having carried out a site visit; I have the following observations on the highway and transportation aspects of this proposal:-

**Proposal/History – Moor End Nursery, Moor Lane, Hardington Moor, Yeovil**

The proposal seeks the demolition of an existing dwelling house and horticultural nursery business and the erection of fifteen dwelling houses. Having carried out a site visit and assessed the information accompanying the planning application the Highway Authority has the following comments on the proposal.

It is noted that pre-application correspondence took place with the Highway Authority for a residential development in this location to which comments were sent to the applicant on the 17th October 2012.

**Site Location – Moor End Nursery, Moor Lane, Hardington Moor, Yeovil**

The proposed development is located on land which obtains access onto Moor Lane. Moor Lane is a designated unclassified highway to which the National Speed Limit applies.

Moor Lane is a rural country lane, which is considered substandard in terms of width and cannot accommodate two-way vehicular flow. Moor Lane does not provide pedestrian footway or street lighting, to which pedestrian share Moor Lane with vehicles along its duration; it is the view of the Highway Authority that historically this has/will not change.

Onsite observations indicate that vehicle speeds in this location are significantly lower than the maximum permitted limit of 60mph (National Speed Limit) due to the limited width and alignment of Moor Lane. The Highway Authority consider that vehicle speeds along Moor Lane are estimated to be approximately 10mph (maximum) for the above mentioned reasons.

Access to the wider highway network is obtained via junction of Moor Lane and Pig Hill (classified unnumbered).

Having consulted the Somerset County Council corporate mapping application RMX4; the Highway Authority can confirm that there have been no known recorded Personal Injury Accidents within the last five year review period.

With regards to the principle of development and its sustainability, this is something that Planning Case Officer would need to consider. The Highway Authority no longer provide comments upon the sustainability of a development unless it meets the required thresholds of Local (SCC) or Government Guidance (DfT) for the implementation of Travel Plan.

### **Access Arrangements – Moor End Nursery, Moor Lane, Hardington Moor, Yeovil**

Appendix F: Drawing No. 14274/T04 prepared by Hydrock Consultants on behalf of Halsall Homes of the submitted Measures Only Travel Statement details the proposed access arrangements.

Moor Lane has a maximum permitted limit of 60mph; however, vehicle speeds are significantly less and thus would correlate with speeds quoted in Table 7.1 Derived SSDs (Sight Stopping Distances) for streets within Manual for Streets (MfS) (March 2007). Whilst Moor Lane is not provided with pedestrian footway, street lighting or furniture; it is not a trunk road and whilst roads are essentially highways with the main function of accommodating the movement of motor traffic, it could be considered that as this location is lined with residential properties and buildings/businesses, whilst movement on this road (Moor Lane) is still a key function there is a definite sense of place/function. As a result, utilising guidance from Manual for Streets (MfS) (March 2007) in this location is considered acceptable.

In principle there is no objection to the proposed alterations; subject to detail. However, the red-line drawing does not fully encompass the proposed highway works (white lining and realignment of Moor Lane) for the altered access arrangement to serve the development; this will need to be addressed; the highway works will be subject to a S278 Agreement.

Additionally, access to the wider highway network is obtained via the junction with Moor Lane and Pig Hill a designated classified unnumbered highway. The junction is located on the outside of a bend; vehicular speeds in this location are significantly lower than the maximum permitted limit (60mph) due to the width and alignment of Pig Hill; having carried out onsite observations it is considered that vehicular speeds are approximately 20mph at this point and thus vehicular visibility acceptable (MfS).

### **Traffic Generation – Moor End Nursery, Moor Lane, Hardington Moor, Yeovil**

With regards to traffic generation; having consulted TRICS 7.1.3@ (Trip Rate Information Computer Systems) for a '03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED' end

use; it is forecasted that the proposal would generate 75 two-way vehicular movements per day which would equate to a maximum of 9 (8.67) movements within the peak hour (08:00-09:00AM).

It should be noted that the current use on the site is a horticultural nursery and has the potential to generate a significantly greater number of trip than the proposed intended use. From onsite observations it was considered the levels of trips are likely to be lower than what was associated with the site historically; due to the disrepair of the application site.

Nevertheless, the Highway Authority consider that the proposal of 15 residential units would be comparable if not less intensive than the existing use of the site. As a result there is no objection on capacity reasons nor is there no reasons to recommend refusal of the planning application of traffic impact ground.

### **Parking Provision – Moor End Nursery, Moor Lane, Hardington Moor, Yeovil**

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The Somerset County Council adopted Parking Strategy, states the following provision for new residential dwellings, to which Hardington Mandeville has been identified as a 'Zone B' region for vehicle parking, as stated below:

#### **5.3 The standards for residential development (ZONE B)**

<b>Zone</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3 Bedroom</b>	<b>4 Bedroom</b>
B – Amber	1.5 car space	2 car space	2.5 car spaces	3 car spaces

Section 10. Vehicle Parking of the submitted South Somerset Planning Application Form details that 39 parking spaces are to be provided and Drawing No. 1563-A-P-X-02 (Proposed Site Layout) indicates the proposed internal layout and parking allocation per plot.

The Somerset County Council – Parking Strategy requires that 41 vehicle parking spaces should be provided for a site of this scale (15 residential units), resulting in the scheme having a shortfall in vehicular parking provision; however, it is considered that the development provides an ample internal street layout to accommodate any additional vehicles, to which it is not considered that the shortfall would result in a detrimental impact on the surrounding highway network.

### **Internal Layout – Moor End Nursery, Moor Lane, Hardington Moor, Yeovil**

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The applicant should be aware that it is likely that the internal layout of the site will result in the laying out of a private street, and as such under Sections 219 to 225 of the Highways Act 1980, will be subject to the Advance Payments Code (APC).

Given the constraints of the existing access, it will not be possible to construct an estate road to a standard suitable for adoption. Therefore in order to qualify for an exemption under the APC, the road should be built and maintained to a level that the Highway Authority considers will be of sufficient integrity to ensure that it does not deteriorate to such a condition as to warrant the use of the powers under the Private Streetworks Code.

### **Travel Plan – Moor End Nursery, Moor Lane, Hardington Moor, Yeovil**

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The Somerset County Council – Travel Planning Guidance (November 2011) specifies that a Measures Only Travel Statement should accompany residential development where the number of units (dwelling houses) are greater than ten.

This document has been submitted ref: R/C14724/002 (October 2014) prepared by Hydrock Consultants on behalf of Halsall Homes; a suitable condition has been provided should the Local Planning Authority grant approval of the proposal; comments from the Somerset County Council Travel Planning Team Audit Feedback have been attached.

### **CTMP/Condition Survey – Moor End Nursery, Moor Lane, Hardington Moor, Yeovil**

In the absence of specific Government guidance recommending standards for the implementation of Construction Traffic Management Plans or Construction Environmental Management Plans it is considered that guidance for Somerset should be put in place to safeguard the existing highway network.

The scope includes the safe movement of vehicular and pedestrian traffic, the protection of workers and public from passing traffic, the provision for access to properties located within the limits of the assessed area, the design, construction (routes; vehicle type), maintenance and removal of any necessary temporary roadways and detours, the provision of traffic management (signage), the installation of temporary signs, road markings, lighting and safety barriers etc.

It also covers maintenance of the existing road corridor, including the existing road and shoulder that may be used for the temporary diversion of traffic, over the duration of the construction phase.

In this instance it is considered necessary for the submission of a Construction Traffic Management Plan detailing the above-mentioned information due to the existing nature of Moor Lane and the residents of whom utilise this carriageway for their daily needs.

Additionally, the applicant should be aware that a Condition Survey will need to be carried out prior to the commencement of works and after completion; this will require the involvement and agreement of the South Somerset Area Highways Office who are contactable on tel: 08453 459155. It is considered that a minor section of carriageway should be surveyed (video/photographs); the distance between the junction of the Pigg Hill to the site access (this should be detailed within the Construction Traffic Management Plan).

As a result the Highway Authority raises no objection to the proposed development subject to the following conditions being attached to any permission being granted:-

No part of the development hereby permitted shall be occupied until the access arrangements/carriageway realignment have been carried out in accordance with a design and specification to be approved in writing by the Local Planning Authority and to be fully implemented in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

The proposed estate roads, footways, footpaths, cycleways, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car, motorcycle and cycle parking, street furniture and tactile paving shall be constructed, laid out and maintained in accordance with details to be

approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections, indicating as appropriate, the design, layout, levels, gradients, materials, method of construction and proposals for future maintenance shall be submitted to the Local Planning Authority.

The area allocated for parking and turning on the submitted plan, Drawing No. 1563-A-P-X-02, shall be kept clear of obstruction and shall not be used other than for parking and turning of vehicles in connection with the development hereby permitted.

Prior to the commencement of the development, a Travel Plan is to be submitted to and approved in writing by the Local Planning Authority. Such Travel Plan should include soft and hard measures to promote sustainable travel as well as targets and safeguards by which to measure the success of the plan. There should be a timetable for implementation of the measures and for the monitoring of travel habits. The development shall not be occupied unless the agreed measures are being implemented in accordance with the agreed timetable. The measures should continue to be implemented as long as any part of the development is occupied.

Prior to the commencement of development a Construction Traffic Management Plan providing details on the delivery of the materials and equipment to the site; compound parking area; shall be submitted to and approved in writing by the Local Planning Authority (and Local Highway Authority) and fully implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

A Condition Survey of the existing public highway will need to be carried out and agreed with the Highway Authority prior to any works commencing on site, and any damage to the highway occurring as a result of this development is to be remedied by the developer to the satisfaction of the Highway Authority once all works have been completed on site

**NOTES:**

The applicant will be required to enter into a suitable legal agreement with the Highway Authority to secure the construction of the highway works necessary as part of this development. Please ensure that an advisory note is attached requesting that the developer contact the Highway Authority to progress this agreement well in advance of commencement of development.

Under Section 59 of the Highways Act 1980 allows the Highway Authority to recover certain expenses incurred in maintaining highways, where the average cost of maintenance has increased by excessive use. The condition survey will be used as evidence should damage to the highway network occur during the construction phase of the development.

Yours Sincerely,



Mr Lewis Keenan  
Highways Development Control  
Traffic and Transport Development Group  
Somerset County Council