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Appendix A – SCC Highways Comments

Dear Sir:

LOCATION: Land at Goldwell Farm, Yeovil Rd, Crewkerne

PROPOSAL: Residential development of up to 110 dwellings, plus associated open space (including allotments and areas of habitat enhancement), foul and surface water infrastructure, internal footpaths, cycle routes and estate roads and an access on to the A30.

PLANNING APPLICATION: 13/02941/OUT

I refer to the above planning application received in my department on 7th August 2013 and following additional information requested my highway comments are set out below:-

The proposed development lies along Yeovil Rd a classified road (A30) which is subject to 30mph /40mph along the site frontage. It is proposed that the new site access will be positioned such that it will form a fourth arm onto the signalised junction proposed as part of the CLR (Crewkerne Link Road) which has an extant permission. However, the applicant has also demonstrated within their submission that a stand alone signalised access can be provided in the event that permission is granted and the CLR has not been constructed. However, it must be noted that funds will need to be made available to ensure that any amendments to the CLR junction design are provided should this occur.

There has been continued dialogue with the applicant over the months and therefore there has been a number of revisions to some of the highway elements associated with the proposed scheme, however, our final highway comments are set below:-

Transport Assessment

The Technical Note has provided an update to modelling previously undertaken. LinSig modelling has been carried out for the year of opening (2017) and five years afterwards (2022) which is in line with SCC requirements. The modelling has also taken account of the uncertainty over when the CLR will be completed, examining scenarios with and without the CLR in place.

The results show that in 2017 and 2022, the site access and the Ashlands Road/A30 Yeovil Road (future) signalised junction will operate within capacity across all scenarios. To take account of uncertainty over when the CLR is expected to be in place, the 2017 scenario examines the traffic impact without the CLR in place. Three

scenarios are considered for 2022: a) no CLR; b) partial completion of the CLR; and c) full completion of the CLR. This is considered to be a satisfactory method of analysis.

The results show that adequate capacity would exist, for all four scenarios examined across both 2017 and 2022, both at the site access and at the future signalised Ashlands Road/ A30 Yeovil Road junction.

It is confirmed that should the scheme be built before the CLR is in place, the site access junction with the A30 Yeovil Road will take the form of a signalised junction.

Concern has been raised about the possible impact of the development on the current congestion experienced in the town centre. It should be noted that the site which consists of 110 dwellings and the traffic generated from 199 dwellings, (associated with the extant permission and trigger point for CLR), has been given due consideration throughout the Transport Assessment audit process. However, it is considered that, given the position of the development within the town and the likely levels of (development) traffic using the A30 East Street/ Market Street/ Market Square mini-roundabout, the impact would be relatively minor.

Therefore, it is clear from the above comments that the submitted documentation has fully demonstrated to the satisfaction of the Highway Authority that the peak hour traffic generation will have no detrimental impact on the local highway network, and as such will have a minimal impact on the town centre.

Travel Plan

The submitted travel plan has been audited and there are still some outstanding concerns, these are set out below:-

- The travel plan needs to be produced as a stand alone document and not part of the Transport Assessment Appendix. It should follow the general format of **Overview** of the site and introduction to the site, **Site Audit, Measures (Action Plan)**, which includes a Travel Plan Coordinator and job description, parking measures, as well as both soft and hard measures and finally **Monitoring**, which includes base line data and target setting.
- Site Audit – the site audit is not very comprehensive and although outline planning at this stage no identification has been given on where connectivity will be given in and around the site. Consideration is given solely to linkage with Crewkerne and does not include Yeovil, which is a major employment area.
- Measures (Action Plan) – The role of a Travel Plan Coordinator, stating funding, hours, job description needs to be produced. Although part of this is covered within Appendix R, it needs to be produced under this heading within a stand alone document, together with an action plan summary. This should also include all aspects of parking i.e. cycling, motorcycles, storage and electrical charging sockets.

- Monitoring – No census data for this ward has been produced, therefore no real measures have been identified over the 5 year period. These need to be shown, giving an indication of reduction and changes, where appropriate in modal shift.
- A travel plan fee of £2,000 plus VAT, together with a provision for safeguarding measures has not been mentioned at all within the documentation.
- The outline planning reference should also be quoted within the document.

The document as submitted is unacceptable and work needs to be undertaken to bring it to an acceptable level. Therefore, at this time it is unclear what Town Centre Improvements are required to incentivize residents to use alternative modes of transport other than the private car.

Estate Roads

The proposal is for an outline application although the Design and Access statement will form the strategy for the sites development, therefore, highway comments are set out below based on that document:

- Section 10. Site Access and Parking – 10.4 details noted, the design of the site access will need to be subject to a detailed technical and safety audit and the visibility of the signal heads and centreline radius details may not be appropriate based on MfS given the tie in to the A30.
- 10.5 Street hierarchy – developer should be aware that use of private drives to serve more than two dwellings, subject to layout, is likely to attract a charge under the Advance Payments Code and in order to satisfy the requirements of the code will need to be built to an adoptable standard to enable the necessary security to be released.
- Section 13 Drainage- 13.4 noted statement that developer has consulted stakeholders, however there has been no consultation with the Highway Authority over the alteration to the highway surface water sewer from Holly Grove (see FRA comments) Developer should be aware that this sewer takes the majority of highway water for this part of the Ashlands development and not just Holly Grove. Therefore any modelling will need to ensure it picks up the whole of the highway catchment. There is no indication of who will be taking maintenance responsibility for the new drainage system.

Drainage

Clause 4.5 of the surface water management strategy refers to the introduction of a swale running through the site which will provide some attenuation volume. The location of the proposed swale is not clear from the drainage strategy drawings in the appendices and therefore it is easy to determine the correlation of same in relation to the proposed estate roads. It should be noted that the designer will need to carefully

consider the implications upon road safety and structural integrity of the road of any ditch located in close proximity to same.

Clause 4.7 advises of the presence of a surface water drainage culvert running across the site discharging into the existing drainage channel. Following investigation of our adoption records it should be noted that this culvert/pipe serves to collect highway run-off only from the eastern end of the Ashlands Road residential developments and is therefore in the ownership of Somerset County Council as highway authority. This being the case the highway authority will be required to approve any proposed amendments to this pipe including the outfall arrangements and no works will be permitted to undertaken on this pipe until consent is granted. The highway authority will seek to secure easements along the route of any residual or replacement pipe where it is located beyond the limits of the prospective public highway on the development.

Parking Provision

The proposed level of parking shall be in line with Somerset County Parking standards.

S106 Requirement

Travel Plan and Site access should be included within the S106 Agreement.

Conclusion

Therefore, in conclusion the Highway Authority raise no objection to the planning application subject to highway conditions being attached to any permissions granted. As an outline application the internal highway elements can be conditioned and the detailed design of the site access both with and without the CLR junction could be delivered as part of the s106 Agreement as can the Travel Plan once agreement of this element. The submitted documentation has demonstrated to the satisfaction of the Highway Authority that the peak hour traffic generation will have no detrimental impact on the local highway network, and as such will have a minimal impact on the town centre.

Yours Sincerely

J Trajan
Principal Planning Liaison Officer
Somerset County Council