

10th February, 2014

Mr Adrian Noon
South Somerset District Council
The Council Offices
Brympton Way
Yeovil
Somerset
BA20 22HT

Our Reference: MR/141230/L01

Dear Mr Noon

Land at Goldwell Farm, Crewkerne

Further to your recent discussions with my colleague Mr Axon and a visit to the site, I have set out below what I consider to be the position in terms of the strength of an objection on transport and highway grounds in respect of the Goldwell Farm application.

I have reviewed the original Transport Assessment (TA) prepared by i-Transport and the Framework Travel Plan (Appendix R of the TA) along with the letter prepared by Mr Robert Sellwood of Sellwood Planning dated 21 January 2014 and a Technical Note prepared by i-Transport (21st January 2014) which is attached to Mr Sellwood's letter. The i-Transport Technical Note addresses the representations made by Pheonix Design Partnership on behalf of Taylor Wimpey. Pheonix Design Partnership raised three key criticisms of the proposed scheme submitted by Gleeson Developments Limited. These were:

- Insufficient evidence to demonstrate that access can be provided from an independent three-arm signalised junction arrangement on the A30 (Yeovil Road), and that the proposed access solution would prejudice the delivery of the A30 Crewkerne Link Road signalised junction;
- The proposed access is considered to be unsafe;
- The development of land to the north of the A30 (Yeovil Road) is reliant on and benefits from the CLR site.

Section 2 of the i-Transport Technical Note provides a detailed response to the first point above in relation to the deliverability of the junction. Drawing No. ITB/7206/GA/005B and 006B show the general arrangement of the junction. We have considered both plans and there does not appear to be any apparent reason as to the deliverability of the 3 arm solution prejudicing the delivery of the CLR signalised junction solution. The i-Transport Technical Note states that the 3 arm option can be

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delivered within land that forms part of the existing adopted highway or is within the extent of land controlled by the developer. The 3 arm solution does not encroach on land beyond that identified as adopted highway on the southern side of Yeovil Road.

The four arm solution that comprises of a southern arm into the CLR site requires widening of Yeovil Road. The plans provided show that the Gleeson Development junction arrangement does not prejudice this layout.

In terms of the point raised in relation to road safety, the i-Transport Technical Note provides a detailed response in Section 3. The technical layout of the junction has been criticised by Pheonix Design Partnership. In addition to the Transport Assessment dated June a further Technical Note (ITB7206-009B dated November 2013 was submitted to address a number of queries raised by SCC as highway authority. The highway have considered the Technical Note which provided an update to previously submitted Linsig modelling which assesses an opening year of 2017 and a future year assessment of 2022. The Technical Note examines a number of scenarios with and without the CLR as well as the impact of development related traffic on the town centre. The highway authority has undertaken a detailed review of the additional technical work undertaken by i-Transport and considers it acceptable. This is confirmed in the Somerset County Council consultation response to the planning authority dated 1st February 2014. The position of the highway authority is that the proposed junction arrangement has been modelled to the satisfaction of the highway authority as well as additional modelling with the CLR in place and the findings are deemed acceptable.

The points that have been raised in relation to forward visibility, pedestrian provision and the suggestion of Advanced Cycle Stop Lines can all be dealt with if deemed necessary at the detailed design stage.

The final point raised by Pheonix Design Partnership in relation to the Gleeson Development being reliant upon and benefitting from the CLR site has been addressed by –i-Transport in Section 4. Whilst reference is made in the TA to the CLR site and the traffic impact assessment undertaking considers a number of scenarios with the CLR site in place, there is nothing to suggest that the development of land to the north of Yeovil Road is reliant upon the CLR site. It is accepted however that the CLR mixed use development would provide some local facilities and services that would be closer and potentially easier to access. It is also fair to conclude that with the CLR site implemented, the distance to travel by pedestrians and cyclists is certainly reduced to Blackwell Lane Industrial Area and the Crewkerne Train Station.

Having reviewed transport assessment and the proposed access drawings, I would offer the following views;

- The approach taken to assessing the impact of the development is considered to be appropriate and generally in line with guidance and best practice.
- While the TA did not adequately address the future performance of the site access junction, it is understood that a subsequent technical note allayed concerns about the future performance of the junction. This is the case for both scenarios with and without the development of the CLR site.

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- The design of the access junction appears to be acceptable and appropriate for the setting and scale of development, and would not result in any safety concerns.

A Framework Travel Plan was included in the original Transport Assessment (Appendix R) that accompanied the planning application. An updated version of the Framework Travel Plan dated 7th February 2014 has been provided to the local planning authority and has been considered by Vectos. Having reviewed the Framework Travel Plan, I am not convinced that it works hard enough to encourage the use of more sustainable travel modes. The Travel Plan sets out the sustainable strategy for the site with the overall aim being:

- To reduce the number of single occupancy car journeys to the site, and
- To improve accessibility to the site by non-car modes of transport

The Travel Plan goes on to say that by implementing a package of infrastructure measures will benefit future residents of the development as well as existing residents in the vicinity of the site. Whilst a number of initiatives are detailed in the TP including incentives to encourage walking and cycling, the Travel Plan lacks detail in terms of infrastructure measures and improvements other than a link from the development to an existing Public Right of Way onto Ashlands Road and the provision of Residential Travel Vouchers. Whilst the site is on close proximity to a secondary school and leisure centre, the majority of day to day conveniences are located in the town centre which in order to walk to requires the use of sub-standard footways along Yeovil Road. Similarly, public transport services that pass the site and serve local stops on Ashlands Road are infrequent (4 services per day) and are considered to have minimal effect in achieving modal shift. The Travel Plan does not provide confidence that the development is suitably sustainable.

As such, it is considered that there are no fundamental technical issues with the proposed access into the site from the A30 or the impact on the local highway network including traffic impact in the town centre from this development. However, the Travel Plan lacks any firm commitment to offering or encouraging alternatives travel modes to the private car and relies upon existing routes to local facilities and the issue Residential Travel Vouchers. In its current form, the Travel Plan is limited in providing assurances that travel behaviour at this development will not be reliant upon the private car.

Yours sincerely

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