INTERNAL MEMORANDUM

FROM: D&E HIGHWAYS & TRANSPORT

Date: Addendum 28/08/2020, 28/07/2020, 19/12/2019 & 05/12/2019
Previous Comments (27/09/2019)
Development Control Case Officer: David Tate / Roger Willmot

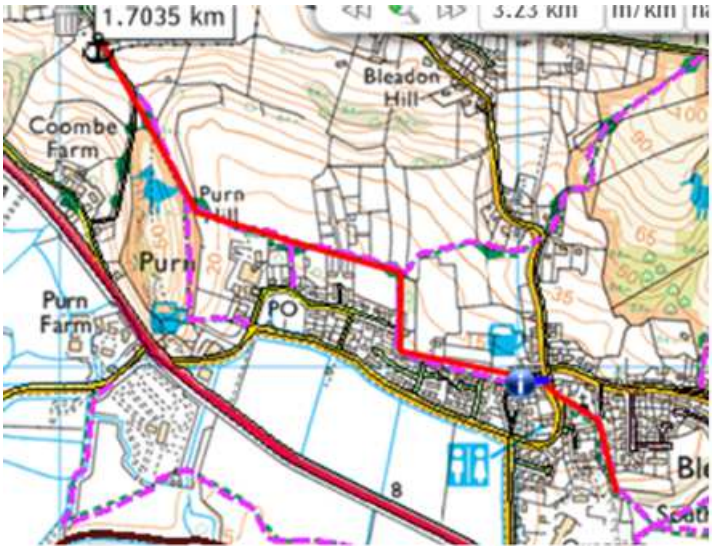
Application No: 19/P/0835/OUT
Location: Bleadon Quarry, Bridge Road, Bleadon, Weston-super-Mare BS24 0AU
Proposal: Outline application with details of access (matters of layout, scale, appearance and landscaping are reserved) for the demolition of all industrial buildings, plant and machinery, the erection of up to 42 dwellings and 500 sqm of flexible Use Class A2/B1/D1 floor space, open space, landscaping, new vehicle and pedestrian access, and associated works.

Formal comments from Highways & Transport Development Management

<u>Addendum 28/08/2020</u>

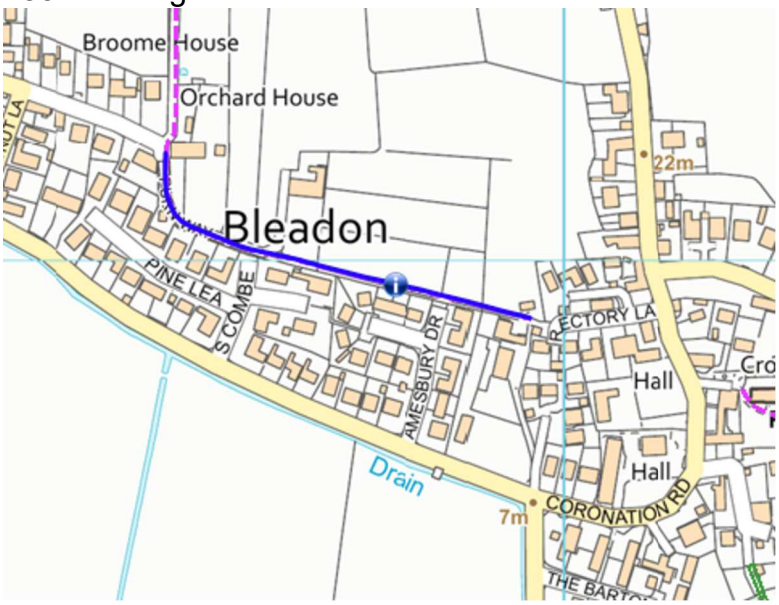
Home to school transport / Safe routes to school
An officer from the Home to School team of the Integrated Transport Unit has now walked the public footpath route from the proposed pedestrian access at Old School/Mulberry Lane to Purn Lane, where footways are present for onward routes to Oldmixon Primary School and Broadoak Academy secondary School. This route is within the allowed walking distance of 2 miles for primary pupils and 3 miles for secondary pupils and is considered to be a safe route to school.

Whilst the route is considered safe, some upgrading of the footpaths is required to ensure they are suitable for everyday use for walking to school. The route is shown on the map below.

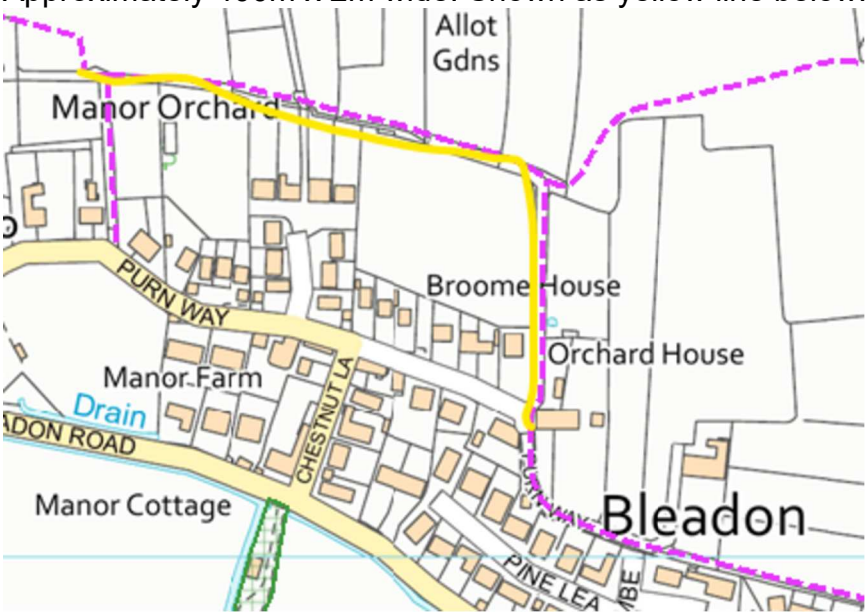


Instead of a contribution for the cost of home to school transport for primary and secondary pupils for a period of 10 years, we require the applicant to deliver upgrades to the footpaths by Section 278 condition. **Please condition.**

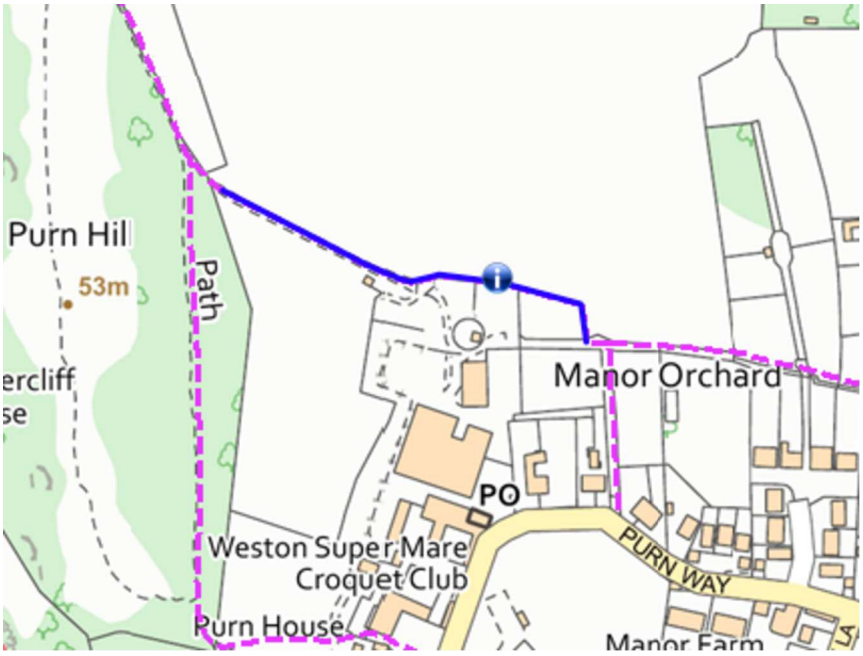
The type and location of the upgrade is listed below.
Footpath ref. AX6/12/10, re surface the existing width of the footpath with tarmac. Approximately 285m in length. Shown as blue line below.



AX6/11/10 & AX6/10/20 resurface footpath to 2m wide with Tarmac Ultritec or equivalent. Approximately 400m x 2m wide. Shown as yellow line below.



AX6/7/30 Resurface footpath to 2m wide with Selfbinda or equivalent. A semi bound surface is required due to the sloping nature of this section. Approximately 260m length by 2m wide. Shown as blue line below.



AX6/7/20 Resurface footpath to 2m width with Ultritec or equivalent. Approximately 270m length by 2m wide. Shown as blue line below.

A commuted sum will be payable on the Selfbinda and Ultritec or equivalent of £10 sqm for materials plus £10 per linear metre for labour. **Please condition**

Design plans and details of materials for works to upgrade the footpath are to be submitted to and approved by our Public Rights of Way Officer prior to any works commencing. **Please condition.**

Addendum (28/07/2020)

This addendum has been provided in response to further information and plans from the applicant.

Recommendation
Subject to the comments and conditions required below, there is now no Highway Authority objection to this application.

The applicant has provided the following plan:

- Pedestrian crossing, footway and agricultural access plan SK006 P2.

Subject to the carrying out of a Stage 2 Road Safety Audit (RSA), and the requirements of that audit being incorporated and approved by our Road Safety Engineer, the proposal for the pedestrian crossing and footway is considered acceptable. Please **condition.**

The applicant has requested that rather than repeat a Stage 1 RSA, a Stage 2 RSA will be carried out at detailed design stage. This is considered acceptable given that a Stage 1 RSA was carried out just over 5 years ago for the previous application (14/P/0867/OUT).

Addendum (19/12/2019)
Provided in response to applicant submission of Technical Note Issue 1 providing updated TRICS assessment and vehicle tracking assessments.

Recommendation
As detailed in previous comments below (27/09/2019). An updated Road Safety Audit (RSA) is outstanding.

Trip Generation
A TRICS assessment has been provided which demonstrates 14 additional vehicle movements in the AM peak hour and 17 additional vehicle movements in the PM peak hour above the existing use of the site. This is considered acceptable.

Access
Vehicle tracking assessments have been provided for a refuse vehicle, fire appliance and a pantechnicon. Although the vehicle movements do show these larger vehicles crossing the centre line whilst manoeuvring into and out of the site access, this is considered acceptable given the low speed of the road and the infrequent number of movements for this type of vehicle. In addition, the Traffic Regulation Order (TRO) for the site, if approved, will prohibit vehicles from parking in the vicinity of the access point.

Addendum (05/12/2019)

Recommendation
As detailed in previous comments below (27/09/2019).

Home to School Transport
New housing developments must be mindful of proximity to local primary and secondary schools. The primary school is over two miles and so a contribution to home to school transport will be required by **Section 106 Agreement**.

There appear to be options for a safe walking route to Broadoak Secondary School of under 3 miles. The developer is required to identify and upgrade these as required by **Section 106 Agreement**. The applicant may wish to work with our Public Rights of Way Officer and Safe Routes to School Officer to audit the existing routes and identify options for improvement to the existing Public Rights of Way and footpath network.

Previous Comments (27/09/2019)

Recommendation
At this time, Highways recommend **refusal** until it is demonstrated that the site can be safely accessed and there will not be an unacceptable impact on the local highway network. In the absence of this, Highways recommend refusal on the grounds of DM24 Highway Safety of the Sites and Policies Plan Part 1 (2016).

In order for us to assess the impact of the development on the local highway network, the following will be required:

- TRICS data to be updated and uplifted
- Road Safety Audit (RSA) to be updated and uplifted
- Vehicle Tracking Assessment for the proposed access

The Site
The development site consists of a number of industrial buildings situated on the east side of Bridge Road, a Class C Highway which is subject to a 30mph speed limit.

The Application
The applicant is proposing to demolish all industrial buildings to allow space for the erection of up to 42 no. 2-, 3- and 4-bed dwellings and 500 sqm of flexible Use Class A2/B1/D1. Access arrangements would be moved a small distance south of the current access.

The site received an application of similar nature in the past (14/P/0687/O) which was approved with no highway objection, but with a number of concerns expressed and S106 agreements were recommended for highway improvements.

Access
Access to the site is not reserved for subsequent approval and is a matter for consideration within this outline application. The vehicular access to the proposed development is to be relocated 15m south of the existing access via a simple priority access with Bridge Road comprising a raised table with vehicle restraint measures.

Visibility to the right from the current access is significantly substandard by virtue of the siting of Quarry House and intensification of its use for access would not be appropriate. Relocating the access to its proposed location is considered a betterment and significantly improves the visibility/stopping sight distances achievable. Guidance regarding safe stopping sight distances (SSD) and visibility splays for new residential development is contained within Manual for Streets and requires 43m in either direction for accesses adjoining a 30mph road and 25m in either direction for accesses adjoining a 20mph road. The transport assessment states that in its proposed location, visibility splays achievable from the proposed access equate to 39m to the south and 45m to the north. However, this assessment has failed to take account of the use of the east side of the carriageway for on-street parking, seasonal plant growth along boundary walls and the shared use nature of Bridge Road.

In recognition of the above and the visibility splays/SSD that can be maintained at the proposed access location, design speeds of 20mph are required.

In order to ensure a 20mph speed limit can be achieved along Bridge Road and visibility distances at the site access remain appropriate, the applicant is proposing to provide a speed table at the proposed site access. This measure is considered reasonable. However, Highways is concerned that existing on-street car parking arrangements for properties to the north and south of the access may prejudice stopping sight distances. The applicant has indicated that as layout proposals for the proposed development are progressed through reserved matters the two properties either side of the proposed access (The Poplars, Laurel House, Magnolia Cottage and Quarry House) will each be provided with two parking spaces to the rear of the properties within the development site. If North Somerset Council are minded to approve the application, please **condition** that these spaces are provided prior to first occupation.

In the interests of ensuring safe stopping site distances and visibility splays can be maintained, Highways requires the developer to enter into a **Section 106 Agreement** for the sum of £3600 for a traffic regulation order (TRO) for yellow line parking restrictions at the proposed site access. As a result of the statutory consultation procedures associated with a TRO, its delivery cannot be

secured at this time although it is considered unlikely that insurmountable objections will be received. Should the TRO not be deliverable a suitable clawback mechanism will be contained within the S106 agreement. The planning authority should consider whether in the absence of the aforementioned TRO the speed table and provision of off-street parking are considered acceptable measures to ensure a safe and appropriate means of access serves the proposed development.

Paragraph 4.22 of GG 119 Revision 1 of Design Manual for Roads and Bridges states that stage 1 and stage 2 RSAs shall be repeated if the previous RSA for the relevant stage is more than 5 years old. The applicant should therefore commission a new RSA for this application.

A Stage 1 Road Safety Audit (RSA) of the proposed access from February 2014 has been undertaken and highlights a concern relating to vehicles emerging from the proposed access potentially entering the adjacent ditch as a result of the raising of the carriageway to create a speed table. It makes the recommendation that a vehicle restraint system should be implemented in this area to reduce the potential risk of vehicles entering the ditch associated with the increase in user numbers associated with the development. The designer's response rejects this recommendation, but in the interest of providing a safe access Highways requires the developer to provide a Trief kerb for the length of the speed table. If the planning authority is minded to approve the application, this will be secured through a S278 agreement. Detailed design of the access, including length and construction materials of the speed table will be addressed through the S278 agreement and technical approval process.

Section 278
The works within the highway in association with this development will require the developer to enter into a S278 Agreement (Highways Act 1980). The developer is advised to make early contact with the highways officer (Mr. W Hole 01934 426707) so that the processing of the order does not impede the implementation of planning consent. The developer will be required to agree to the specification of the works, meet the Council's costs in the drawing up of the order, provide a bond or cash equivalent and meet the Council's inspection charges.

Section 38 Adoption
This development includes highways and street lighting which may be offered for adoption as public highways. The developer's attention is drawn to the need for a Section 38 agreement under the Highway Act 1980 and that no works of construction of the affected roads should be carried out prior to the agreement being in place. Failure to have the agreement in place prior to the commencement of works may prejudice the adoption or result in additional expense in relation to the confirmation of the construction details of the works.

Vehicle Tracking
The applicant has not provided a vehicle tracking assessment (to include refuse and emergency vehicles). This will need to be submitted prior to the new RSA being carried out.

If the planning authority are minded to approve the application, Highways seek the following **conditions** to ensure that the proposed development is served by a safe and adequate means of access;

- Prior to the commencement of any works on site, and notwithstanding previously submitted plans, details for the means of access to the site shall be submitted to and approved in writing by the Local Planning Authority.
- The development shall not commence until the existing access has been stopped up and its use permanently abandoned concurrently with the provision of the new access, in a manner to be agreed in writing by the Local Planning Authority.
- The development shall not be occupied until the visibility splays shown on the submitted Plan 5 have been provided with no obstruction to visibility at or above a height of 0.6m

above the nearside carriageway level. The visibility splays shall thereafter be maintained free of obstruction above this height at all times.

Sustainable Travel and Road Safety
Bus Stops providing a regular service to Weston-super-Mare and Burnham-on-Sea, are located on the A370 approximately 250m from the development site. To ensure that access to bus stops is safe and attractive to pedestrians, the developer will be required to provide footway linking Bridge Road to the bus stop on the north east side of the A370 and a pedestrian crossing refuge on the A370 between the stops. Bridge Road currently has no footway which makes it a less attractive pedestrian route. The applicant should propose measures to improve pedestrian connectivity to the bus stops on the A370. Detailed design of the improvement scheme will be subject to the technical approval process and standard design specifications.

The applicant suggests there is 'potential' for pedestrian and cycle access to Mulberry Lane, and pedestrian access to join a public footpath to the north east of the site. To create a sustainable development with good permeability, these routes are considered necessary.

To ensure the proposed footpath to Mulberry Lane can be safely and easily used by all, it should be constructed and properly consolidated and surfaced to at least wearing course level between the site and existing highway (Mulberry Lane) prior to first occupation. This must be secured by **condition**.

There is some concern that provision of a non-motorised user access linking to Mulberry Lane may be used inappropriately and/or inadvertently by vehicles. Highways considers that the width of the path and nature of access to it means that it will be clear that the path does not provide vehicle access to the site and such use would be prohibited. To reduce the potential risk of the perception that the site can be accessed by vehicles via Mulberry Lane, Highways requires the developer to enter into a S106 agreement for the sum of £1000 to upgrade street name plates and signs indicating that Mulberry Lane is a no through road.

Highways requires the developer to enter into a S106 agreement for the sum of £5040 (£120 per dwelling) for the purpose of promoting and enabling the use of sustainable methods of transport by residents of the site.

Consideration needs to be given to ‘Pedestrian Priority Zones’ so that it is clear to all that pedestrians have priority. Signing should be included at the entrances to the zones, along with other visual indicators such as well-placed planters, and contrasting paving colours and surfaces to highlight the zone. The design should also take into account people with disabilities, particularly those who are partially sighted. Textured surfaces can be used to denote the zone and provide markers to help guide people through the space.

School Transport
New housing developments must be mindful of proximity to local primary and secondary schools. We understand that there is not currently a safe walking route provided to local schools. North Somerset Council will seek recompense to mitigate the need for school transport through a **Section 106 Agreement**. Details of the Council’s home to school transport policy can be found on the North Somerset Council’s website.

Integrated Transport
There are currently two bus stops located on the A370 near the Bridge Road junction. However, these stops are not sufficient to handle the public transport requirements of a development this size, therefore they would require upgrading. Currently, both stops lack raised kerbs, bus markings or shelter and Highways have concerns regarding the safety and accessibility of these stops from the development site. There is no foot path for residents accessing the stops from Bridge Road and residents travelling in the South West direction will be expected to cross a

50mph road. The lack of footpaths and crossing points would restrict children/young adults and people with impairments, leaving them unable to access bus services from the current infrastructure. Please see Sustainable Travel and Road Safety for details of how these matters should be resolved.

Given the above and to support the Joint Local Transport Plan's goal to promote accessibility and the requirement to meet equality and diversity legislation, upgrades to the existing two stops near Bridge Road are required. This will need to be secured by a **Section 106 Agreement** at reserved matters stage. For indicative purposes, the bus stop upgrades and shelters will cost approximately £28,196 plus £800 maintenance per annum. This does not include upgrades/extension to the footway from Bridge Road.

Additionally, to support the Integrated Transport Unit's Bus Passenger Information Strategy to encourage greater use of bus travel and enable passengers to traverse the public transport network easily, Highways would recommend that a development of this size should benefit from the provision of public transport real-time information.

Traffic Generation
The application is supported by a transport assessment (TA) which uses the TRICS database to forecast the number of new trips which might result from the proposed development. TRICs is the industry standard tool used to forecast the likely traffic generation of a new development of this kind and NSC Highways is satisfied with the parameters and methodology used to do this. However, in order to accurately assess the impact of the likely vehicle movements from the proposed development, it is necessary to update the TRICs data as the application contains data from 2014. The applicant will need to submit new TRICS data for Highways to make a full assessment.

Parking
Policy CS11 of the Adopted Core Strategy states that adequate parking must be provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces. Local residential car parking standards are set out in the North Somerset Parking Standards SPD and outline the minimum required number of car parking spaces for residential development, specifying 91 parking spaces for the proposed 42 properties with varying numbers of bedrooms. This is calculated from the detail of the submitted plans as follows:

2-bed = 12 (2 spaces each) = 24 spaces
3-bed = 23 (2 spaces each) = 46 spaces
4-bed = 7 (3 spaces each) = 21 spaces
TOTAL = 91 spaces

This therefore meets the required parking standard and is satisfactory based on current plans. A full assessment will be carried out at the reserved matters stage.

For the proposed 500 sqm of flexible Use Class A2/B1/D1, it is noted that the applicant has proposed 19 employment car parking spaces, suggesting that only 17 are required. It is unclear why the applicant believes 17 spaces are required as none of the three Use Classes have this numerical requirement. Of the three Use Classes specified, D1 (Non-residential institutions) has the highest parking requirement at 1 space per 10sqm, which equals 50 parking spaces for 500sqm of use.

Given that the application at present can only provide 19 parking spaces, this would result in an under provision of 31 parking spaces and would therefore not meet the parking standards. Future applications (at reserved matters stage) must adhere to the parking policy and provision must be met within the site due to concerns about the constrained highway network.

The applicant must either make clear which of the three use classes is predominant, or the percentages of each use class the buildings will provide so that an assessment can be made about how many parking spaces are required for the specific use of the site. There is very limited on-street parking available in the vicinity of the site, and additional parking on Bridge Road is likely to make it more hazardous for pedestrians and cause delays for vehicles.

Electric vehicle charging

Highways would welcome the inclusion of Electric Vehicle charging points. Points should be OLEV compliant (not 3 pin socket) wall or ground mounted, having a minimum of 7kW / 32 amps power capacity. All charge points should use 'smart' technology to allow balancing of electricity supply and demand. Both the active and passive provision should be shown on a plan as part of the planning application and developers should specify what passive/active provision is to be provided. The likely requirement for vehicle charging should be considered and a suitable number and type of charging points proposed and details included at the reserved matters stage.

Construction Management

Taking into account the local highway network and the volume of material they may need to be removed / brought to site, Highways would request that a construction management plan is submitted to the LPA for approval prior to the commencement of development on site. This should include but not be limited to, HGV routing, provision for staff car parking, times of site operation, volume of HGV movements throughout the day, highway safety measures such as wheel washing facilities and mitigation measures for any remedial works required. Please **condition**.