

# S INTERNAL MEMORANDUM



## FROM: D&E HIGHWAYS & TRANSPORT

Date: 16/08/2019

Development Control Case Officer: David Tate

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 Development Management

#### Recommendation

At this time, Highways are unable to offer a favourable recommendation on the grounds of lack of clarity on business use class. In the absence of this, Highways would have no choice but to offer a recommendation for refusal on the grounds of insufficient parking, in line with Policy CS11 of the adopted Core Strategy (2012).

#### 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.

#### 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 existing traffic generation of the site (viewable in para 4.2 of the Transport Assessment) is 38 in peak hour periods (8 to 9am and 4.30 to 5.30pm). The TA predicts that the whole quantum of the proposed development would generate 50 and 53 two-way vehicle movements during the morning and evening peak periods respectively. Of the 50 trips in the morning peak, 26 would be

from the residential development and 24 from the employment site and would result in 21 vehicles leaving the site and 29 vehicles entering the site. Of the 53 trips in the evening peak, 29 would be residential and 24 would be employment-based and would result in 31 vehicles leaving the site and 22 vehicles entering the site.

Compared to the existing peak hour traffic generation of the site recorded by surveys undertaken in January 2014, this results in an additional 24 morning peak hour movements (15 arrivals and 9 departures) and an additional 41 evening peak hour movements (18 arrivals and 23 departures). This equates to 1 additional vehicle every 2.5 minutes in the morning peak and 1 additional vehicle every 1.5 minutes in the evening peak period.

Whilst this level of additional traffic is not considered significant or severe in traffic volume terms, the nature of Bridge Road as a village access road which operates informally as shared space, means that the additional traffic movements may be perceptible to residents and other road users. Notwithstanding this, traffic route assignment and junction capacity assessments outlined below indicate that the highway should continue to operate satisfactorily.

### **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.

For the proposed 500 sqm of flexible Use Class A2/B1/D1, 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. Highways would therefore have no option but to **refuse** on the grounds of insufficient parking, in line with Policy CS11 of the adopted Core Strategy (2012).

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**

The applicant does not detail any provision of electric vehicle charging points. To future proof the site, the applicant should include active and passive provision to allow for electric vehicle charging. This includes establishing all of the associated cables, chambers and junctions to allow for further charging points to be installed without the need for undertaking works that require breaking ground to install cabling retrospectively. The provision should be to a minimum of 7kW /

32 amps power capacity. The likely requirement for vehicle charging should be considered and a suitable number and type of charging points proposed. If this application is approved, this should be secured by **condition**.

### **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. Should Members be 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 £3000 for a traffic regulation order (TRO) imposing a 20mph speed limit along Bridge Road and for a TRO for yellow line parking restrictions at the proposed site access. Members should note that 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 TROs 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.

A Stage 1 Road Safety Audit (RSA) of the proposed access 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.

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.

### **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**.