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Somerset	TD/PA/5/119	17/02896/FUL
BA20 2HT	[0059]	

FAO: Simon Fox

18 April 2018

Dear Mr Fox

TOWN AND COUNTRY PLANNING ACT 1990

Demolition of existing buildings and the erection of a Class A1 (retail) store with associated access, parking, ancillary works and landscaping.

APPLICATION REFERENCE: 17/02896/FUL

I refer to the amended plans for the above planning application. The Highway Authority has the following observations on the highway and transportation aspects of this revised proposal.

Traffic Impact

The Highway Authority maintains no objection in principle to the revised plans in consideration of the previous use of this site.

Travel Plan

A revised Travel Plan (TP) has been submitted in support of the application, which has addressed the majority of the issues previously raised by the Highway Authority. The exception is the level of private car parking, which is addressed in a separate section of this response, but this would not prevent the approval of the revised TP.

The Highway Authority recommends that the delivery of this TP, including the £2,000 (+VAT) fee and £44,875 safeguarding sum, be secured by agreement under the Town and Country Planning Act 1990. For clarity any use of the safeguarding sum, if required, will be made in consultation with the site Travel Plan Co-Ordinator to ensure the most relevant measures are promoted. The Safeguarding sum (or any remainder if it has been called upon) will be returned to the developer at the end of the TP period, along with any interest accrued.

Parking

The overall car parking level remains above the optimum set within the adopted Somerset County Council Parking Strategy (SPS), and no justification appears to have been submitted to support this. While the level of additional space is not such that it would warrant an objection from the Highway Authority, it does indicate that there is scope for alterations to address some minor issues with the proposed layout. For example, while the supporting response states that 6 disabled parking spaces will be provided, only five appear to be shown marked on the submitted plan.

With this in mind, it is recommended that a condition be imposed on any planning consent to require the submission of plans for the parking area layout for subsequent approval by the Local Planning Authority (LPA).

The commitment to include adequate cycle and motorcycle parking and to provide 6 electric vehicle charging spaces is welcomed, and these should be provided within any final layout.

Highway Works

General

A number of further details will be required as part of the approval process for works on or affecting the public highway, including cross sections, long sections, surfacing, lighting, kerb details, service diversions, and aids to movement. However, a submission of plans to this level of detail is not required at the planning stage, and they can be provided subsequent to the grant of any planning consent.

Access

The revised plans have addressed a number of issues previously identified regarding the proposed right turn lane. However, the dimensions for the turning length and deceleration length appear incorrect, and will need adjustment within the final design. In addition, no dimensions appear to be shown for the altered footway on the south-eastern side of A30 Sherborne Road, and the applicant should note that a minimum width of 1.8 metres must be maintained.

The vehicular visibility splays provided do not meet the manual for Street standard for the measured 85th percentile speeds when factoring the presence of larger vehicles (including public service vehicles) expected on the A class road. Nevertheless, bearing in mind the 30mph speed limit and existing access at this site, the Highway Authority does not object to this proposal. However, the applicant is encouraged to amend the design if possible to extend the 'y' distance to 54m to the right at exit (rather than 46m) and 60m to the left (rather than 50m).

The proposed 'x' distance of 400mm for pedestrians is not acceptable, as this is unsafe for wheelchair users and people with pushchairs. An 'x' distance of at least 1.5m should be shown on all pedestrian splays, together with a 'y' distance appropriate for the vehicle traffic speed. Revised plans will be required to demonstrate this, and the submission of such plans is therefore recommended as a condition on any grant of planning consent.

The applicant is reminded that the proposed alterations to the public highway will need to be controlled under a suitable legal agreement.

Internal Layout

The proposals have been amended such that the internal access kerb radii now allow for the smooth passage of traffic. However, the layout still retains a number of conflicts in close proximity to the access onto A30 Sherborne Road, and the Highway Authority still has some concern that this could impact on the operation of the public highway. While the improved kerblines help reduce this risk, the applicant is still encouraged to consider amending the layout if practical (for instance, by making the aisle circulation one way within the parking block to the north east of the site, which would also remove the risk of conflict between opposing flows adjacent to parking space number 98).

The revised swept path of the delivery vehicle now demonstrates that deliveries are possible within the site confines, addressing the Highway Authority's previous concerns.

Drainage

Full details will be required of the highway drainage for the works on or affecting the public highway. This can be provided subsequent to the grant of any planning consent, but a suitable condition is recommended on any approval.

Conclusions

The amended plans have addressed the majority of concerns previously raised by the Highway Authority, which therefore does not object to this application. The imposition of a number of conditions is recommended on any planning consent, for example to ensure that the final parking layout is appropriate and that the access to the site is safe for all users, including pedestrians.

The proposed right turn lane is acceptable in principle, but the final design will need to be controlled by a suitable legal agreement, and the applicant should be aware that this will include a technical approval process that may result in some modification to any design approved at the planning stage.

Full drainage details will be required for works affecting the public highway, but these can be provided subsequent to any planning consent.

It is recommended that the delivery of the Travel Plan be secured by agreement under section 106 of the Town and Country Planning Act 1990.

With the above in mind, the Highway Authority recommends the imposition of the following conditions on any planning consent granted by the Local Planning Authority:

- No part of the development hereby permitted shall be occupied or brought into use until the construction of suitable vehicular and pedestrian access to the development has 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;

- Before the new development is brought into use, the new pedestrian and cycle arrangements to include cycling and walking accesses through the boundary of the site where deemed necessary shall be laid out, constructed and drained in accordance with a detailed scheme to be submitted to and approved 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;
- The gradient of the access way shall not at any point be steeper than 1 in 10 for a distance of 10 metres from its junction with the public highway. This part of the access shall be maintained at that gradient thereafter at all times;
- Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such provision shall be installed before (trigger point) and thereafter maintained at all times;
- To ensure orderly parking on the site and thereby decrease the likelihood of parking on the highway, the car parking area shown on the submitted plan shall be marked out in accordance with a scheme to be agreed by the Local Planning Authority prior to the car park being brought into use. The parking area and access thereto shall thereafter be kept clear of obstruction at all times and not used other than for the parking of vehicles in connection with the development hereby permitted or for the purpose of access;
- All the recommendations of the Approved Travel Plan shall be implemented in accordance with the timetable therein. Thereafter the development shall operate the Approved Travel Plan or any variation of the Travel Plan agreed in writing by the Local Planning Authority;
- No development shall commence unless a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved plan. The plan shall include:
 - Construction vehicle movements;
 - Construction operation hours;
 - Construction vehicular routes to and from site;
 - Construction delivery hours;
 - Expected number of construction vehicles per day;
 - Car parking for contractors;
 - Specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice;
 - A scheme to encourage the use of Public Transport amongst contractors; and
 - Measures to avoid traffic congestion impacting upon the Strategic Road Network

As some work relating to this development will need to be undertaken within or adjacent to the existing public highway, the following note should be added to any planning certificate:

The applicant will be required to secure an appropriate legal agreement for the works within or adjacent to the public highway required as part of this development, and they are advised to contact Somerset County Council to make the necessary arrangements well in advance of such works starting.

Yours sincerely

Andy Nellist
Planning Liaison Officer
Traffic and Transport Development Group
Economic and Community Infrastructure
Somerset County Council

ETE-# 843982