

INTERNAL MEMORANDUM

FROM: D&E HIGHWAYS & TRANSPORT

Date: 2nd September 2015

Development Control Case Officer: Lee Bowering

Application No: 15.1498.RM
Location : Land off Arnolds Way, Yatton
Proposal: Reserved matters application for appearance, scale, layout and landscaping for erection of 150 dwellings, car parking, associated landscaping and open space pursuant to outline permission 14/P/0191/O (outline application for Residential development of up to 150 dwellings, 0.46ha of employment land (use class B1), pedestrian/cyclepath, new accesses, landscaping, open space and all associated infrastructure with appearance, landscaping, layout and scale reserved for subsequent approval)

Formal comments from Highways Development Management

The Site

The application site comprises agricultural land on the northern side of Yatton. The site lies to the south-west of the B3133 North End Road and to the north-west of Arnold's Way. At the eastern corner of the site is the existing roundabout at the junction of Arnold's Way with North End Road.

The B3133 North End Road is a B-class highway subject to a 40mph limit in the environs of the application site. Arnold's Way is an unclassified Class 4 highway subject to a 30mph limit.

The Application

The application is seeking reserved matters approval pursuant to outline application 14/P/0191.O for 150 residential dwellings. It is understood that the 0.46ha of employment land will be dealt with under a subsequent reserved matters application. Details of access have been addressed at the outline approval and is therefore not subject to this reserved matters application.

Access

The primary vehicular access to the residential development is to be taken via an additional arm from the existing roundabout junction of Arnold's Way and the B3133 North End Road. A secondary access is proposed off Arnold's Way in the form of a priority junction which will serve the employment site and the allotments/sports pitches, and will also provide an emergency access to the residential development.

The additional arm from the roundabout will provide principal access to the site running in a north-west alignment with all secondary routes being taken from this route.

A pedestrian / cycle link to the Strawberry Line cycle path is provided to the south west of the site running in a north-south alignment.

Layout and Street Design

Adoption

Issues over levels of adoption will be addressed at the technical approvals stage of the S38 adoption process. **However it is necessary for the applicant to submit the likely adoption limits of the site prior to a recommendation for approval from Highways. From an initial assessment, Highways are only likely to seek to adopt the carriageway shown in grey on the plan provided. All other roads would remain in private ownership given that these roads are not currently considered to be of an adoptable standard as discussed further below.**

Local Access Road

The proposed carriageway width is shown as 5.5 metres. This is considered acceptable given the scale of development intended.

The applicant is proposing to provide a 2.0 metre wide footway either side of the carriageway. While this is considered acceptable, a 3m wide footway capable of accommodating pedestrians and cyclists would be preferable as was indicated in the approved Transport Assessment.

There is concern that forward visibility on bends may be restricted by the buildings line, particularly adjacent to plots 92. **It should be demonstrated to the satisfaction of Highways that an adequate level of forward visibility is provided.** Visibility may also be restricted at junctions by landscaping. The applicant has not provided information detailing visibility at junctions or methods of maintenance of green spaces at junctions. **This should be provided.**

No tactile paving or dropped crossings have been shown within the development. **Tactile pedestrian paving is required at crossing points and pedestrian desire lines. A plan of proposed dropped tactile crossing points must be submitted prior to a recommendation for approval.**

Minor Access Roads

The proposed carriageway width is shown as 4.8m. A width of 4.8m is considered to be the absolute minimum acceptable road width, as defined in Manual for Streets. Vehicle tracking assessments for a medium sized car and 9.8m refuse vehicle have been provided by the applicant. There is concern that it may be problematic for service vehicles to manoeuvre within the proposed 4.8 metre carriageway width, particularly if on street parking occurs which may increase potential for conflict between service vehicles and other carriageway users. Therefore Highways and Transport would recommend that where possible a width of 5.5m is provided on routes that refuse vehicles will access.

The refuse tracking assessment indicates that turning movements are restricted within the turning area serving plots 53 – 58. If vehicles were to overhang the parking area for plot 56, refuse vehicles would be unable to turn. **This should be addressed.**

All minor roads are shown to be surfaced with paving. This is a non-standard material and will not be adopted by highways. **This is of particular concern to the north eastern corner of the site where the minor access road serves plot 110 – 116. If it were intended for this to become a through route for vehicles in the future the current design would not be of an adoptable standard. It appears that it would be in the public interest to adopt this section of minor access road.**

There is concern that forward visibility on bends may be restricted buildings line, particularly adjacent to plots 144 and 149. **It should be demonstrated to the satisfaction of Highways that an adequate level of forward visibility is provided.**

Plots 117 – 120 and 141 – 146 have partial or no dedicated footway provision from the parking spaces to the dwellings. This is of concern given that some of the allocated parking is located a relative distance from the dwellings and likelihood that this section of the carriageway is required to be adopted. **This should be addressed.**

It is considered that indiscriminate vehicle parking is likely to occur on the grass verges proposed along these streets. **The applicant is requested to confirm the method of prevention.**

Private Drives

A number of private drives are proposed with carriageways varying in width between 1.8m – 2.4m. The emerging North Somerset Highways Development Design Guide (HDDG) recommends a minimum width of 4m for the first 6.0m of private drives. **This should be addressed.**

As set out in the emerging HDDG, private drives should serve no more than 6 dwellings. It is noted that the private drives shown on the plan serve a maximum of 6 dwellings and therefore meet this standard.

Pedestrian and Cycle Access

The footway link shown as running in a north-south alignment to the Strawberry Line Link is shown as 2m wide. **This link must be increased to 3m in width to enable use as a shared pedestrian and cycle path. Tactile crossing points must be provided at the junction with the site access road.** Measures to prevent vehicle usage of this footpath should be considered.

Parking

Parking standards are set out in the North Somerset Parking Standards SPD. In accordance with these standards a minimum of 357 parking spaces are required for the amount of residential development proposed excluding visitor parking.

The applicant has submitted a plan which shows the layout of the proposed on-site parking provision which appears broadly acceptable. The schedule shown on the site layout reflects these standards predominantly accurately, however there are a number of concerns which require justification / amendment;

Garages

Plans indicate that the lengths of the proposed single, double and triple garages all fall short of the required dimensions specified in the North Somerset Parking Standards SPD with lengths of no more than 5.7m proposed. Single garages must have clear internal dimensions of 3.0m x 7.0m and double garages must have clear internal dimensions of 5.5m x 7.0m.

Garages which did not meet the dimensions specified in the SPD could not be counted towards the parking provision for the site which would lead to a significant under provision of parking. Highways would have no choice but to offer a recommendation for refusal if the proposed garage dimensions were not increased. **Please secure revised plans.**

Visitor Parking

Plans indicate that only 2 visitor parking spaces are to be provided for the entire site. This is unacceptable for a residential site of this scale and may attract a recommendation for refusal from Highways. **This should be addressed.**

Parking Court

The proposed parking court serving plots 76 – 81 appear tight, which makes it difficult for vehicles to enter and exit spaces. It is noted that the parking court has been excluded from the accompanying vehicle tracking assessments submitted with the application. Vehicle tracking assessments should be completed to demonstrate that vehicles are able to safely maneuver within

the parking court. It is worth noting that parking provision for the block of 1-bed flats (plots 76 – 79) is deficient by 1 parking space. Natural surveillance of parking areas should be considered.

General Layout

The proposed parking layout for plot 3 has no turning head and this layout is considered unacceptable, particularly given the proximity to the main access into the site. **This must be amended.**

Vehicle parking for plots 9 and 10 are required to reverse a considerable distance given that no dedicated turning head is provided. **This must be amended.**

Where parking is located to the rear of dwellings, rear access into the plots should be **considered**. This is particularly relevant to plots 44, 92, 108, 131 and 141.

Cycle Parking

Cycle parking standards are set out in the North Somerset Parking Standards SPD. Cycle parking is not referenced in the current application however should be provided in line with the required cycle parking standards and conditioned.

Should communal cycle parking facilities be provided for the blocks of flats, I would request that a shelter is provided to cover the cycle parking stands to ensure the parking is weather-proof. I would also strongly recommend that the cycle parking is located within closer proximity to the entrance to the flats or in another location where it will be visible/overlooked.

Emergency Vehicle Requirements

The applicant has submitted a tracking assessment for an 8.6m fire appliance. The requirements for emergency vehicles are generally dictated by the fire service. The Building Regulation requirement B5 (2000) Section 17 'Vehicle Access' advises that there should be vehicle access for a pump appliance within 45 metres of single family houses. It also advises that the minimum carriageway width of 3.7m is required to ensure that there is space to work around a large fire appliance. **This should be confirmed.**

Servicing

Refuse storage areas should be provided so that the distance householders are required to carry refuse does not exceed 30m. A refuse collection point must also be made available that is no more than 15m away from where refuse vehicles can manoeuvre. **This must be demonstrated and layout plans for the bin store should be submitted for approval.**

Street Lighting

The applicant has not provided any details in respect of the provision of street lighting and is **required** to do so. It is **required** that all street lights are operational prior to the occupation of the first dwelling.

Grass Verges

Grass verges have been proposed on shared space streets. Grass verges should not become incidental public spaces and should act as a service strip for utilities. All maintenance of the service strip/verges is to be undertaken by the owner/occupier of the relevant plot.

Commutated Sum Payments.

All non-standard materials (if approved) will be subject to commuted sums for extended maintenance based on a 60 year design life. Commuted sums will also be required for adoptable landscaping areas and trees.

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. A drawing showing the proposed adoptable areas will be required, the Council will not adopt Parking courtyards or parking spaces separate from the highway.

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.

Traffic Management Act 2004

Any works which affect the traffic capacity of the highway are subject to the Traffic Management Act 2004. This Act places an obligation upon local authorities to coordinate and manage the road network to ease congestion and delay. As the works in this approval are likely to require a part of the highway to be closed, approval for the closure will be subject to the provisions of the Act. The developer is urged to make early contact with the Council's Streets & Open Spaces Highway Maintenance Team (01275 888802) to 'book' any required road closure.

Works in Highway

Under section 184 (Highways Act 1980), any new works within the highway boundary must be to the Council's specification and prior to any works the developer must arrange with the Council's Streets & Open Spaces Highway Maintenance Team (01275 888802) for the approval of the works within the highway.

Recommendation:

I recommend that the applicant be asked to provide further information/detail on matters I have raised above. Until such time as this information is received and subject to it satisfactorily meeting the requirements of Highways and Transport, I am unable to make a formal recommendation for approval.