

## INTERNAL MEMORANDUM

### FROM: HIGHWAYS & TRANSPORT; PLACE DIRECTORATE

---

**Application No: 23/P/1387/OUT**

**Development Control Case Officer: Louise Grover**

**Location: Lydcott, Lodge Lane, Wraxall BS48 1BH**

**Proposal: Outline planning permission for the demolition of existing bungalow and proposed redevelopment of up to 9 no. residential dwellings, with access for approval ; and appearance, layout, landscaping and scale for subsequent approval.**

**Date: 05/04/24 & Addendum 24/06/24**

#### **Recommendation**

Object, contrary to DM24 (Highway Safety) Objection may be overcome through submission of suitable revised plans

#### **Revised Plans Required**

- Relocation of BT cabinets
- Revised access plan
- Removal of pedestrian margin
- Improve pedestrian visibility with a splayed entrance
- Road Safety Auditors CVs and brief

#### **Conditions Required**

- Construction Management Plan
- Future management and maintenance Plan
- No obstructions/vegetation within the achievable visibility splay from 0.6m up to 2m above the carriageway.

#### **Recommendations to Applicant**

- Early contact with Network Management team

#### **Formal comments from Highways & Transport Development Management**

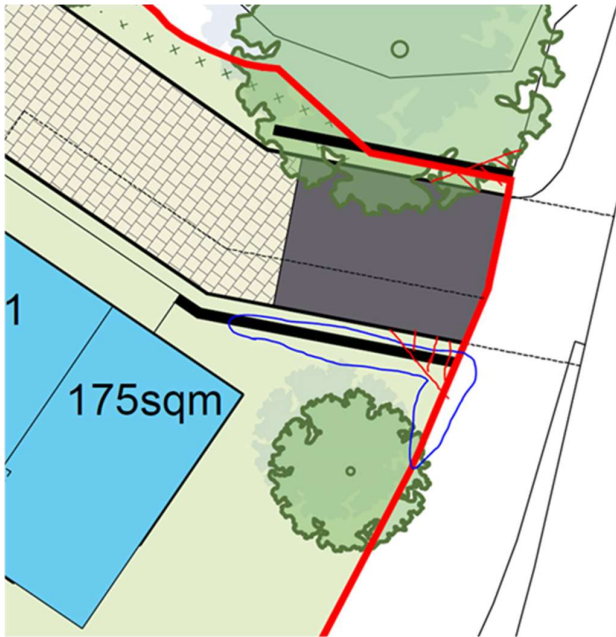
##### **Addendum 24/06/24**

The applicant submitted revised plans - 23/P/1387/OUT – Transport Technical Note (2): Response to LHA Consultation Comments forwarded from LPA of 15/04/24 and Sketch Proposals Option 21 SK019.

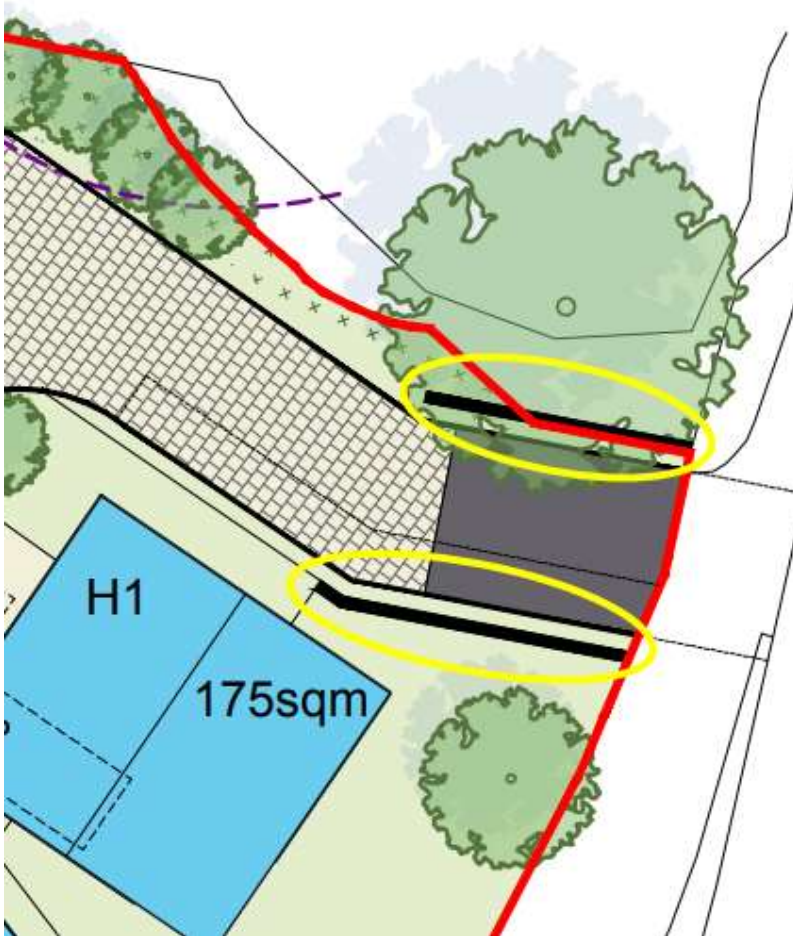
- Visibility splay showing 43 metres of visibility in each direction from the access

The applicant has submitted a revised plan (1595-CAL-VI-ZZ-SK-D-0001 Rev P08) which show the visibility splays from the proposed access. The applicant is proposing 37m of visibility to the north and 31m to the south at a point 2.4 meters back from the edge of the carriageway. This is a

deviation to the required 43 meters required on a 30mph road. The applicant submitted speed survey data at point 3.5 of the Transport Assessment which shows 85% speeds lower than the signed limit. Due to the reduction in visibility Road Safety Officers require the BT boxes located adjacent to the access to be relocated and all vegetation within the visibility splay to be removed for the access to be considered suitable. The applicant should provide **revised plans** showing the removal/relocation of the BT boxes adjacent to the access. This is required to provide the maximum visibility that is achievable at the access. The applicant must splay the entrance to ensure maximum visibility for all users as indicated on the extract below in red and blue lines.



The 'Sketch Proposals Option 21 SK019' show two black strips adjacent to the access, **the applicant is to clarify what these are proposed to be**. There must be no obstructions to the visibility above the height of 600mm up to 2m above the carriageway and this is **to be conditioned**.



A combined Stage 1/2 road safety audit, complying with DMRB GG119 Road Safety Audit, must be submitted as part of the planning application process. This is required to consider the proposals and the access due to the proposed intensification and deviation from the required standard visibility as set out in Manual for Streets. As per the Guidance set out in the North Somerset Highways Development Design Guide, all Road Safety Audits must be undertaken by an independent audit team. The CVs of the audit Team Leader and Team Member must be submitted along with an audit brief to be approved in writing by the council prior to the audit being undertaken. This will highlight issues and sensitive sites prior to the audit. An NSC Highway Engineer/Officer should be invited to be present at any audit site visit. If the approval process is not followed there could be a risk of the audit being rejected.

- Pedestrian Priority at vehicle crossover

The applicant has stated in the Transport Technical Note (2) the proposed design of the access is as a crossover meaning the footway will be continuous along Lodge Lane passed the access to the site. The junction mouth with Lodge Lane will be demarcated by a dropped kerb that will maintain a continuous kerbline along the channel line of Lodge Lane. The HA has no objection to this arrangement.

- Pedestrian facilities at access

The applicant has provided a second point of access for pedestrians only from Blackthorn Way. This aligns with the desire lines of pedestrians who are likely to be walking towards the town centre or to schools.

The applicant has proposed a pseudo footway/pedestrian margin at the main junction access. The application is proposing a 1.5m wide margin with either a white line or contrasting surface dressing to demarcate the margin. The applicant is proposing the cul-de-sac within the site will operate as a shared surface.

Given the tracking provided by the applicant overruns the proposed footway margin at the access the HA requires the designer to reconsider this proposals. It is likely that a more suitable option is to remove the pseudo footway and provide an acceptable shared space for the whole space. The applicant is required to provide **revised plans** demonstrating there is an acceptable level of visibility and inter-visibility for all user types at the access.

- Vehicle Tracking Assessment for a refuse vehicle/emergency vehicle/delivery vehicle/large saloon car at the proposed access

The applicant is proposing refuse collection from the public highway with a bin store to be located on the access road. This is located so as to be within the maximum distance allowable for residents to wheel their bins to the store and for refuse collection operatives to wheel the bins from the store to the refuse collection truck loading on Lodge Lane. The HA has no objection to the waste/recycling proposal and therefore the applicant has not provided waste vehicle tracking plans.

The tracking plans show a fire appliance to manoeuvre into the development, as instances where a fire appliance would need to enter the site are likely to be very low it is considered suitable for the vehicle to reverse out of the site onto the highway with assistance.

The applicant has submitted large car tracking which shows two cars can pass at the access, this is considered suitable. As mentioned in the original comments the applicant must provide internal tracking at the RM stage demonstrating a private car and delivery vehicles are able to turn within the site and exit in a forward gear.

## **Original comments 05/04/24**

### **Summary**

The development site consists of a bungalow and is located on the west side of Lodge Lane, a C class highway.

The applicant is proposing to demolish the existing bungalow and erect up to 9 residential dwellings.

### **Access**

Concerns leading to recommendation of refusal/objection
---

### **Comments:**

The applicant has submitted a revised plan Sketch Proposals Option 9c - SK019 which show the applicant is proposing alterations to the existing access. As the access is changing and the proposals result in an intensification of the site the applicant is required to provide suitable visibility splays.

As Lodge Lane is subject to a 30mph speed limit, at a point 2.4 metres back from the edge of the carriageway, 43 metres of visibility should be achievable from the access as outlined in Manual for Streets. There should be no obstructions such as walls/fences/vegetation within the visibility splays. The applicant is required to provide **revised plans** showing a visibility splay to these specifications. Until the applicant is able to provide adequate visibility splays, the Highway Authority have no choice but to offer a recommendation for **refusal** on Policy DM24 (Highway Safety) of the Sites and Policies Plan Part 1 (2016).

The applicant should submit **revised plans** which detail pedestrian priority on the footway crossover for users of the footway along Lodge Lane. This could include signage or different surfacing etc.

### **Pedestrian access**

The applicant has not provided any pedestrian facilities at the proposed access. The applicant should provide **revised plans** showing how pedestrians will be accommodated at the access. Currently the only access to the site would be via the proposed vehicular access, the applicant should consider a second pedestrian access at the desire lines to encourage active travel.

At the reserved matters stage the applicant should consider providing pedestrian facilities within the site.

### **Vehicle Tracking**

The applicant has not provided any details regarding the width of the proposed access. The applicant is required to provide vehicle tracking at the access to demonstrate vehicles can safely pass at the access without having an impact on the highway network. This should include standard private vehicles, fire tender and delivery vehicles. **Revised plans required.**

Vehicle tracking will be required at the reserved matters stage to demonstrate that large vehicles (Large van, emergency etc) are able to enter the site, manoeuvre, and exit the site in a forward gear. Tracking will also be required to demonstrate a standard private vehicle can enter the dedicated plot spaces. As such, the internal layout must be designed in such a way to accommodate these manoeuvres.

### **Materials and Adoption**

The applicant has not provided any details of the proposed material of the access. The application form confirms the internal roads will remain private.

Within a development where footways and carriageways are not offered for adoption, HTDM recommend that the applicant should consider using the standard/non-standard materials as listed in the Highways Development Design Guide 2020. Surface materials must be hard wearing and easy to maintain by a future private maintenance company that will be financed by the site residents. By installing suitable high-quality materials this aims to protect residents from higher financial obligations from increased maintenance costs, it should also ensure that vehicles and cycles are not damaged by sub-standard materials or expose pedestrians to potential trip hazards because of deteriorating sub-standard materials.

In order to ensure that the private drive remains adequately maintained and continues to provide safe access to residents, emergency vehicles and service vehicles, the Highway Authority would request that details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths and landscaped areas (not put forward for adoption within the site) be submitted to and approved in writing by the Local Planning Authority. **Please condition.**

### **Emergency Vehicles – for information**

The Building Regulation Fire Safety requirement B5 (2010) Section 13 'Vehicle Access' advises that there should be vehicle access for a pump appliance within 45 metres of single family houses. The 45m reach (from the rear of the pumping appliance) **must reach all points within the property.** Dead end access routes longer than 20m require turning facilities to ensure Fire and Service vehicles do not have to reverse more than 20m.

For buildings with a compartment size larger than 280m<sup>2</sup>, a Hydrant supply is also required. This should be within 90m of an entrance to a building.

It also advises that a minimum carriageway width of 3.7m is required to ensure that there is space to work around a large fire appliance. Further information is provided below.

**Table 13.1 Typical fire and rescue service vehicle access route specification**

Appliance type	Minimum width of road between kerbs (m)	Minimum width of gateways (m)	Minimum turning circle between kerbs (m)	Minimum turning circle between walls (m)	Minimum clearance height (m)	Minimum carrying capacity (tonnes)
Pump	3.7	3.1	16.8	19.2	3.7	12.5
High reach	3.7	3.1	26.0	29.0	4.0	17.0

**NOTES:**

1. Fire appliances are not standardised. The building control body may, in consultation with the local fire and rescue service, use other dimensions.
2. The roadbase can be designed to 12.5 tonne capacity. Structures such as bridges should have the full 17-tonne capacity. The weight of high reach appliances is distributed over a number of axles, so infrequent use of a route designed to accommodate 12.5 tonnes should not cause damage.

## Waste servicing

Reserved Matters

### Comments:

At the reserved matters stage the HA would expect the applicant to provide a waste plan detailing how waste will be collected from the site, the location of waste storage and a collection point.

Refuse collections points should be located no more than 30 metres from each dwelling and no more than 15m from a point where a refuse vehicle can manoeuvre.

## Parking Assessment

No concerns

### Comments:

Local residential cycle parking standards are set out in the North Somerset Parking Standards SPD and outline the minimum required number of cycle parking spaces for residential development, specifying 1 cycle parking space per bedroom. Furthermore, Policy DM28 of the Sites and Policies Plan states that development proposals should meet the council's standards for the parking of bicycles.

Cycle parking should be easily accessible and provided by a secure structure within the curtilage of the property. Wherever possible, cycle stores should be provided with a power point to enable the charging of electric cycles. Further information and specific guidance is contained within the North Somerset Parking Standards SPD.

The HA would request that plans showing cycle storage which meets the standards set out in the North Somerset Parking Standards SPD be provided for each dwelling at the reserved matter stage.

Local 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 1 car parking space for a dwelling with 1 bedroom, 2 car parking spaces for a dwelling with 2/3 bedrooms and 3 car parking spaces for a property with 4 or more bedrooms. Furthermore, Policy CS11 of the 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.



Car parking spaces should meet the dimensions of 2.5 x 4.8 metres as set out in North Somerset Parking Standards SPD.

*Approved Document S: Infrastructure for the Charging of Electric Vehicles* of the Building Regulations 2010 sets out the minimum requirements for electric vehicle charging infrastructure at new residential developments. As such, all dwellings must be served by an appropriate electric vehicle charge point in line with the standards set out in Approved Document S.

The HA would expect the applicant to provide a parking plan at the reserved matters stage which is in line with the North Somersets Parking Standards SPD.

### **Network Management Team**

No concerns
-------------

#### **Comments:**

Contact the Network Management Team (01934 888802 or [streetworks@n-somerset.gov.uk](mailto:streetworks@n-somerset.gov.uk)) for licences for scaffolding, hoarding & fencing, mobile elevating work platforms (MEWPs) and builders materials that may be required on the highway as soon as possible. The Highway Authority does not accept roll on roll off skips on the highway.

Any works carried out by or for a developer which affects the public highway in any way must be co-ordinated in accordance with the New Roads and Street Works Act 1991 and the Traffic management Act 2004 to minimize disruption to users. Developers are required to inform undertakers of their proposed works, to jointly identify any affected apparatus, and to agree diversion or protection measures and corresponding payment. Developers are also required to liaise/seek authorisation from the NSC's Network Management Team (01934 888802 or [streetworks@n-somerset.gov.uk](mailto:streetworks@n-somerset.gov.uk)) at least one month in advance of the works and this must be in line with the requirements of the NRSWA 1991 and TMA 2004. The developer must endeavour to ensure that undertaker connections/supplies are coordinated to take place whenever possible at the same times using the same traffic management. For road closures or formal restrictions required to undertake the works, a minimum of three months' notice will be required.

### **Crane Oversailing**

Where a tower crane that oversails the highway is required during construction, the developer must apply for an oversailing licence and adhere to the licencing requirements of the Network Management Team (email: [streetworks@n-somerset.gov.uk](mailto:streetworks@n-somerset.gov.uk)). The erection, dismantling, operation and use of the crane must comply with the Construction (Lifting Operations) Regulations and any other relevant statutory requirements pertaining at the time of use. All tower cranes that over sail the highway must adhere to the CG300 procedure and this requires consent from the NSC Structures Team (email: [Structures@n-somerset.gov.uk](mailto:Structures@n-somerset.gov.uk)) prior to the licence being authorised.

Tower Cranes that are in a private development or on private land (not oversailing any public highway) need to go through the Building Control Structural Engineer's approval prior to their installation on site, in accordance with the relevant part of the Building Regulation document (Part A: Structure).

### **Construction Management Plan**

Please condition
------------------

#### **Comments:**

Taking into account the confined area of the local highway network and the volume of material that may need to be removed/brought to site, the Highway Authority would request that a site appropriate level Construction Management Statement is submitted to the Highway Authority for approval prior to the commencement of works on site. This should include details of:

- a. HGV routing
- b. volume of HGV movements throughout the da
- c. site deliveries and storage of materials
- d. managing any complaints arising from the works
- e. maintaining access to neighbouring properties
- f. communication to neighbouring properties before construction
- g. car parking for operatives/visitors to site
- h. times of site operation
- i. highway safety measures such as wheel washing facilities to prevent mud/detritus entering the highway

Please **condition**.