

INTERNAL MEMORANDUM

FROM: HIGHWAYS & TRANSPORT; PLACE DIRECTORATE

Application No: 20/P/2990/OUT

Development Control Case Officer: Ursula Fay

Location: Land Off Butts Batch, Wrington

Proposal: Outline planning application for the erection of up to 71no. dwellings (including 21 no. affordable housing units (30%)), the provision of play facilities and public open space/ecological mitigation land, with associated works; with access from Butts Batch for approval and appearance, landscaping, layout and scale reserved for subsequent approval.

Date: Original comments 29/01/21; Addendum 10/02/21; Addendum 23/03/21; Addendum 19/08/21; Addendum 09/09/21

Recommendation

No objection (subject to below comments and conditions)

Conditions Required (should this application be approved)

- Construction Management Plan
- Boundary Treatment to ensure vegetation no higher than 600mm in visibility splay
- S106 contributions towards the following:
 - Home to School Transport
 - Local Public Transport connections
 - £120 per dwelling for public transport vouchers for residents

Recommendations to Applicant

- Electric Vehicle charging infrastructure
- Early contact with Network Management team

Planning Obligations (S106 & S278) Required

- Reinstatement of full Height Kerb along Butts Batch (area specified below) secured via S278 agreement.

Formal comments from Highways & Transport Development Management

Addendum 09/09/21

The North Somerset Road Safety Engineer has reviewed the submitted RSA and Designer's response. It is agreed that the introduction of parking restrictions along the area of Butts Batch where vehicles are observed parking on the footway, is likely to push the problem elsewhere on to Highway network. However, the Highway Authority still consider the issue of parking on the footway a concern. It is imperative that walking routes from the development are as attractive as possible. Vehicles parking on the footway could force pedestrians onto the carriageway, and there

is particular concern for disabled users and those with push chairs who may be less able to manoeuvre around parked vehicles. As such, the Highway Authority would request that a full height kerb be reinstated along this stretch of Butts Batch (except for vehicular accesses) to discourage vehicles from parking on the footway, whilst not restricting vehicles from parking on the carriageway. This should be delivered via Section 278 agreement.

Addendum 19/08/21

The applicant has submitted a '*Response to NSC Highways & Transport Consultation Response*' as well as a revised Master Plan. The following issues have been addressed:

Road Safety Audit

As part of the response, a Stage 1 Road Safety Audit, as requested by the Highway Authority, has been undertaken and submitted. This has been accompanied by a Designers Response. **These are to be reviewed by the North Somerset Highway Safety Engineer for comment.**

Swept Path Analysis

As requested by the Highway Authority swept path analysis for a refuse vehicle at the site access has now been submitted. This is considered acceptable by the Highway Authority.

Proposed Footway

Clarification has been provided that a footway is to be provided from the development site access north to the existing footway network which is welcomed.

Utilities

The applicant has agreed that existing Telegraph poles on Butts Batch will need to be relocated in order to deliver the proposed footway to the north of the site. This is considered acceptable.

Pedestrian Connection to Westward Close

The applicant has agreed to deliver a footway from the north of the site to the existing footway network on Westward Close. This is welcomed by the Authority and is considered essential in delivering a well-connected and desirable pedestrian route for future residents, particularly to those at the north of the site who would otherwise have been required to walk all the way to the southern pedestrian access only to then walk north along Butts Batch into Wrington village centre.

Wider footway network

It is agreed that the section of Station Road without an appropriate footway can be avoided, albeit with a 175m diversion, by using the existing Public Rights of Way network.

Travel Plan

The Travel Plan has been amended in line with the initial Highway and Transport consultation comments which is welcomed.

Section 106 Contributions

The applicant has requested additional information regarding the section 106 requests identified in initial H&T comments. The following contributions has been identified:

- **Home to School Transport**
 - A total of £437,040 was identified to mitigate the anticipated cost to the Council of providing Home to School Transport for the projected number of pupils over 10 years.

- This was calculated using the daily rate of providing a suitable vehicle over 190 school days a year, adjusted slightly each year (3.8%) to account for incremental increase in costs.
- The North Somerset Home to School Transport policy can be accessed on the Council's [website](#) which sets out the instances in which Home to School Transport will need to be provided. In the context of this, the Home to School Transport Team undertook an assessment of the application site and concluded that Home to School Transport would need to be required for both primary and secondary education.
- A breakdown in costs has been provided below as follows:

Projected numbers and ratios	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
No. primary pupils	0	6	13	23	25	28	27	27	27	27
No. secondary pupils	0	3	6	11	11	12	12	13	13	13
*2019 primary costs without incremental CPT %	£ -	£ 13,680	£ 17,100	£ 34,200	£ 34,580	£ 34,580	£ 34,580	£ 34,580	£ 34,580	£ 34,580
*2019 secondary costs without incremental CPT %	£ -	£ 9,500	£ 13,680	£ 17,100	£ 17,100	£ 17,100	£ 17,100	£ 19,000	£ 19,000	£ 19,000
Consideration of CPT S.West incremental increase at:	3.8%	N/A	£ 881	£ 1,170	£ 1,949	£ 1,964	£ 1,964	£ 2,036	£ 2,036	£ 2,036
Total value (per annum)	£ -	£ 24,061	£ 31,950	£ 53,249	£ 53,644	£ 53,644	£ 53,644	£ 55,616	£ 55,616	£ 55,616
								TOTAL over 10 years		£437,040

Cost based on Daily Rate x 190 days

- **Local Public Transport Connections**

- A total of £100,000, phased over 5 years was requested to provide financial assistance to delivering a new local bus service to provide connections from the site to the wider region.
- The site is currently serviced via an infrequent bus service (Route A5) that provides a link between Winscombe and Winford via Bristol Airport and the rural communities of Sandford, Churchill, Langford and Redhill.
- The level of service has a maximum of 5 journeys in each direction from Monday to Saturday, with no early morning, evening or Sunday provision.
- Route A5 is currently due to expire and funding is required to deliver a replacement service which is intended to operate to a far wider area, directly connecting the communities of Blagdon, Locking Parklands, Haywood Village and Weston-super-Mare with connection opportunities from Bristol Airport to Yatton, Clevedon, South Bristol and Bristol City Centre.
- Provision of this funding will allow North Somerset Council to support the kickstart of a more substantial frequency to the service, which will offer a wider range of options to the residents of the development and its wider community.
- Without the provision of such a service the development site would be wholly dependent on private car use to access the wider area.

- **Footway to be provided from the north of the site to Westward Close (as indicated on submitted Illustrative Masterplan)**

- The applicant has confirmed that they are to deliver this footway link and, as such, the Highway Authority have removed this S106 contribution request.

- **£120 per dwelling for public transport vouchers for residents**

- The applicant has confirmed that this is to be delivered as part of the Travel Plan.

- **Cost of a Traffic Regulation Order along the area of Butts Batch where vehicles consistently park along the footway**

- The applicant does not agree with the RSA recommendation that parking restrictions be instituted along Butts Batch to stop residents from parking on the footway. The RSA has been passed on to the North Somerset Highway Safety engineer for comment.

Addendum 23/03/21

In line with initial comments dated 29/01/21, as there are no safe walking routes to local schools from the site, the Highway Authority would request that a S106 contribution be provided to mitigate the costs of Home to School Transport. The Council's Home to School Transport team have confirmed that a contribution of £437,040 is required. Should this application be approved, **this should be conditioned.**

Addendum 10/02/21

Upon further consideration, the Highway Authority would request that the applicant provide £3,600 via **Section 106 contribution** for a potential Traffic Regulation Order (TRO) and £600 for associated Traffic Management and lining costs on the area of Butts Batch south of Kings Road where vehicles are known to consistently park on the footway and cause an obstruction to pedestrians. Given that the applicant is unable to deliver the proposed footway from the north of the site, this stretch of footway along Butts Batch is likely to be the primary pedestrian access from the site and, as such, it is essential that it be kept unobstructed by parked vehicles.

Original comments 29/01/21

Access

Further information required

Comments:

Proposals indicate that a new access is to be formed to the west side of Butts Batch to serve the development. As Butts Batch is subject to a 30mph limit, 43m of visibility must be achievable in line with the guidance set out in Manual for Streets. Traffic speeds submitted as part of the Transport Statement, however, show 85 th percentile speeds of 33mph. In line with the formula set out in Manual for Streets, revised visibility splays have been calculated and submitted, demonstrating that 50m of visibility can be achieved in both directions. This would meet the minimum required level of visibility and be considered acceptable.
--

Paragraph 4.4 of the submitted Transport Statement indicates that some hedgerow may need to be repositioned behind the visibility splay. The Highway Authority would agree and would subsequently request that any vegetation within the visibility splays at both sides of the proposed access be maintained, ensuring that no vegetation exceeds a height of 600mm (for acceptable visibility) as drivers need to be able to see obstructions 2m high down to a point 600mm above the carriageway (Manual for Streets, paragraph 7.6.3, p. 91). This will need to be conditioned.
--

In addition, Highway Authority would request that a Stage 1 Road Safety Audit be completed to identify and resolve any potential highway safety issues.
--

As part of the submitted Transport Statement, swept path analysis has been submitted demonstrating that a refuse vehicle can enter and egress the site, to/from the north. The Highway Authority would request, however, that vehicle tracking be undertaken for vehicles exiting/entering the site to/from the south.

Although only indicative at this stage, the Highway Authority are also concerned that refuse vehicles may be unable to manoeuvre and exit the site in a forward gear. Any subsequent reserved matters application would need submit vehicle tracking demonstrating that there is sufficient turning facilities for refuse vehicles to manoeuvre. Similarly, the Highway Authority is
--

concerned that the submitted Illustrative Masterplan features a driveway access immediately off the proposed access on to Butts Batch. Any subsequent application would need to relocate this access away from the junction with Butts Batch.

Proposals indicate the proposed access is to be 6m wide. This is considered suitable to serve the scale of development intended.

In terms of pedestrian access to the site, both the Illustrative Masterplan and submitted visibility splays, indicate that a footway is proposed north from the junction with Butts Batch to connect with the existing footway network on Butts Batch. However, neither of these plans are clear in the extent of footway to be provided. The submitted Illustrative Masterplan, for instance, shows the proposed footway stopping abruptly prior to meeting the existing footway network. **The Highway Authority would subsequently request revised plans demonstrating a continuous footway from the site's access to the existing footway on Butts Batch. This footway would need to be delivered via a Section 278 agreement.**

It is noted, however, that there are two telegraph poles which may need to be repositioned to deliver a footway north from the proposed access. The applicant must make contact with the relevant utility provider concerning the repositioning of these poles.

It is also noted that the footway network along Butts Batch from the site to the village centre is not consistent and requires crossing at various points. It is also particularly narrow at various points and suffers from vehicles parking across the footway. It is not, therefore, considered an attractive pedestrian route.

Nevertheless, it is noted that a footway is proposed on the submitted Illustrative Masterplan from the north of the development site, to the existing footway network on Westward Close. This will provide an essential pedestrian link from the development site and will enable residents to avoid the sporadic footway provision on Butts Batch. The Highway Authority are concerned, however, with the deliverability of this proposed footway link given that it falls outside of the application boundary. Without this proposed footway, residents living at the north of the site would be required to walk approximately 350m south to the proposed access on Butts Batch, and then walk back north along Butts Batch which is not considered to be an attractive pedestrian route. Unless this footway is delivered, the site will remain very poorly connected to Wrington Village centre and likely remain heavily dependent on private vehicle use. **As the developer cannot reasonably provide this essential footway link, the Highway Authority will be seeking a contribution via S106 agreement, details of which to be agreed, towards providing this essential footway link. This should be conditioned.**

Transport Assessment

No concerns

Comments:

Traffic Surveys have been undertaken as part of the Transport Statement. These were conducted outside of the site boundary on Butts Batch in November 2019. These show a total of 137 two-way vehicle movements in the AM peak of 08:00-09:00, 120 movements in the PM peak of 17:00-18:00 and a total of 1193 movements daily.

Anticipated trip generation has been calculated using TRICS. This appears to show an additional 35 vehicle movements in the AM peak of 08:00-09:00, 33 additional vehicle movements in the PM peak of 17:00-18:00, and a total of 325 additional daily vehicle trips. Butts Batch is not considered a traffic sensitive route and this level of additional vehicle movements is unlikely to have a severe detrimental impact on local highway conditions.

Sustainable Travel & Road Safety

Further information required

Comments:

The site is located close to Wrington, which has poor walking and cycling routes - it has numerous missing or very narrow pavements, combined with many cars parked on the road. This makes it particularly hard for those with disabilities or parents with young children and pushchairs. There is a network of footpaths which allow pedestrians to avoid the roads, however these do not provide the most direct desire lines to all facilities from the proposed development site and cannot be used by people on bikes.

The proposed site has a main entrance for cars and with an additional footway link proposed to the north of the site and outside of the site's red line. This essential footway ties into the existing footway along Butt's Batch and is a vital link for those walking and cycling to village facilities as well as further afield. Without the link the site is not viable and creates a circuitous route for those cycling and walking, reducing convenience and encouraging car use. As mentioned above, as the developer cannot reasonably provide this essential footway link (despite featuring on the Illustrative Masterplan), the Highway Authority will be seeking a contribution, details of which to be agreed, towards providing this essential footway link.

Travel Plan

Please note that North Somerset bus routes are currently being revised, including the A5 through Wrington. Therefore these specific routes cannot be relied upon as a future sustainable travel option.

2.10 The route to the Doctors surgery involves travel on a small section of busy road which will put off most people cycling, and the lack of pavements makes the route unsuitable for pedestrians.

2.12 This point, along with a couple of others, seems to propose use of footpaths by people cycling? E.g. The PROW from Ladywell (2.15) is a footpath and cannot be recommended for cycling.

Table 4.1. targets show a reduction of working from home to 3%. Considering the impact of Covid, this may be hard to attain as result of the travel plan as most people who are able to work from home will move into the site with this habit and way of working already in place. Obviously this will be shown in the baseline surveys from which true targets will be set.

2.16 Cycling to Bristol airport is included – please describe a route suitable for most cyclists.

Sustainable travel vouchers are necessary for first occupation. Please include a Section 106 contribution of £120 per unit for vouchers and maps of the local area to be provided. Please condition.

Personalised travel planning should be provided as a matter of course, rather than 'as required', or triggered at a set point in the life of the travel plan.

Integrated Transport Unit; Home to School Transport and Public Transport

No concerns (subject to below conditions)

Comments:

Public Transport provision at the site is poor and, as such, the development is likely to be heavily dependent on private vehicle use, contrary to the Council's declaration of a Climate Emergency and ambition to become a carbon neutral council and area by 2030.

In line with Policy DM27: Bus Accessibility Criteria of the Sites and Polices Plan Part 1, all residential development comprising more than 50 dwellings, should be within a reasonable distance, via a direct pedestrian route, of a bus stop which provides an appropriate level of service. For rural areas, this level of service should be one every 60 minutes. The site is

currently serviced via an infrequent bus service (Route A5) that provides a link between Winscombe and Winford via Bristol Airport and the rural communities of Sandford, Churchill, Langford and Redhill. The level of service has a maximum of 5 journeys in each direction from Monday to Saturday, with no early morning, evening or Sunday provision. **The Highway Authority will subsequently be requesting, via Section 106 agreement, a contribution of £20,000 per annum for a period of 5 years towards a replacement bus service that will provide a higher frequency of service and connect the site to central Weston-super-Mare.** This financial support will provide a greater frequency of both the primary journeys and into the connectional opportunities across the wider bus and rail networks.

Moreover, in line with policy DM25: Public Rights of Way, Pedestrian and Cycle Access, residential developments are expected to provide appropriate pedestrian/cycling links to the nearest primary and secondary schools. In the event of a development being unable to provide a safe walking route or exceeding the statutory walking distances, North Somerset Council may seek recompense to mitigate the need for school transport. Details of the Council's home to school transport policy can be found on the North Somerset Council's website.

As there are no safe walking routes to local schools from the site, the Highway Authority would therefore request that a S106 contribution, details of which to be agreed, be provided to mitigate the need for school transport. Should this application be approved, **this should be conditioned.**

Waste servicing

No concerns

Comments:

Although layout is a reserved matter, the Highway Authority would attach the following guidance:

The applicant is required to adhere to the Residential Design Guide (Section 4: Recycling and Waste) should the site require servicing by refuse vehicles twice a week for recycling and waste. In addition, Policy CS7 of the NSC Core Strategy (p45) states that "new housing, retail, industrial and commercial development should be designed to facilitate easy and efficient waste collection, incorporating appropriate facilities such as collection points for recyclable material."

A 5.5m road width is required to allow the standard size recycling, waste and garden waste vehicles to get unhindered access. NSC Waste Team will not service an area with smaller vehicles which are less efficient, more costly and have a bigger impact on carbon emissions.

For presentation of the containers on collection day, the Waste Team expects these to be placed at the point closest to where the vehicle can access. A refuse collection point should be accessible no more than 30 metres from each dwelling and no more than 15 metres from adoptable highway where a refuse vehicle can manoeuvre. Collection is by wheeled bins and recycling boxes using high sided vehicles. The design needs to take account of this with regard to vehicles driving and manoeuvring within the site during various weather conditions. This should also include consideration of the placing and emptying of containers

Parking Assessment

No concerns

Comments:

Whilst layout is a reserved matter, the Highway Authority would request that any subsequent reserved matters application adhere to the vehicle and cycle parking standards set out in the North Somerset Parking Standards SPD.

In line with the government's Clean Growth Strategy, and pledge to ban the sale of new petrol and diesel cars by 2030, it is essential that a suitable level of Electric Vehicle (EV) charging provision be provided at new development. The National Planning Policy Framework was

updated in 2018 to ensure that new developments 'be designed to enable charging of other ultra-low emission vehicles in safe, accessible and convenient locations'. On this basis, and in line with the Council's declaration of a Climate Emergency in 2019 and ambition to become Carbon Neutral by 2030, **the Highway Authority would expect the applicant to provide a suitable level of Electric Vehicle charging infrastructure at the site:**

- For allocated parking (both on and off plot) the Council requires a minimum of 100% passive provision. This should take the form of cabling and Residual Current Device (RCD) sufficient to enable the subsequent installation of 7kW 32amp Office for Low Emission Vehicles (OLEV) compliant wall or ground mounted charge point.
- For unallocated parking, the Council requires a minimum of 90% passive provision, as well as 10% active provision. Active provision should take the form of cabling, RCD and 7kw 32amp OLEV compliant wall or ground mounted charge point.

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 at the reserved matters stage, and developers should specify what passive/active provision is to be provided.

Network Management Team

No concerns

Comments:

Any works carried out by or for a developer which affects the public highway in any way must be co-coordinated in accordance with the New Roads and Street Works Act 1991 and the Traffic Management Act 2004 to minimise 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) 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.

Section 38 & 278

No concerns

Comments:

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.

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 Highway Authority 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.

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.

Construction Management Plan

Please condition

Comments:

Taking into account 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 construction management plan is submitted to the Highway Authority 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**