

## INTERNAL MEMORANDUM

### FROM: HIGHWAYS & TRANSPORT; PLACE DIRECTORATE

**Application No:** 21/P/2120/FUL

**Development Control Case Officer:** Ursula Fay

**Location:** Land Adjacent To, Westward Close, Wrington

**Proposal:** Construction of hardstanding and associated works to facilitate a new public right of way

**Date:** 09/09/21

#### Recommendation

No objection (subject to below comments and conditions)

#### Conditions Required

- Construction Management Statement
- Boundary Treatment to ensure vegetation no higher than 600mm within the pedestrian visibility splay
- The erection of pedestrian warning signs and staggered barriers at the access point between the development and the existing track, and also the access point between the existing access track and Westward Close.
- An additional lighting column for the proposed path

#### Recommendations to Applicant

- Early contact with Network Management team & Green Open Spaces Team

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

##### Access

No concerns (subject to below comments and conditions)

##### Comments:

Proposals indicate that a new 2m wide pedestrian access is to be delivered from the north east of the development proposed under application (20/P/2990/OUT), to the western end of Westward Close.

The pedestrian access will utilise approximately 15m of the existing (unadopted) access track that runs along to the north of Westward Close. This access track serves both the existing Piggery and Sewage Treatments works located approximately 300m to the west. Given the narrow nature of the road where vehicle speeds are likely to be low, as well as the limited number of anticipated vehicle movements, the shared pedestrian use is not considered acceptable.

The proposals also include a 1.5m x 15m pedestrian visibility splay at the point the proposed footway meets the existing access track from the site. The Highway Authority would request that any vegetation within this splay be removed to ensure pedestrians can see any approaching vehicles and vice versa. Moreover, any hedgerow within 2m either side of the proposed access point between the existing track and Westward Close should also be removed to ensure

pedestrians entering approaching from Westward close are able to see any vehicles using the track. **This should be conditioned.**

Where a new or altered access passes over a highway adopted verge, applicants are required to seek permission for its use from the North Somerset Green Open Space Team. Should any alterations to existing highway asset or utilities apparatus be required, the full costs of any mitigation works must be met by the applicant.

The Highway Authority would also request that pedestrian warning signs are erected at the site and a staggered barrier is erected before the pedestrian access from the site meets the existing access track to slow pedestrians and cyclists. Similarly, a barrier should also be provided at the point the existing track meets Westward close. **This should be conditioned.**

The applicant should provide an addition lighting column for the proposed path to ensure it remains attractive to pedestrians at all times. **This should be conditioned.**

The Highway Authority may also request a commuted sum be provided by the applicant for the future maintenance of the proposed link, should it be an unbound surface. **The Applicant should submit details of the proposed surface specification in order for this to be calculated.**

### Network Management Team

No concerns (subject to below comments)

#### 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 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.

### Construction Management Statement

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 site deliveries and storage of materials, managing any complaints arising from the works, maintaining access to neighbouring properties, communication to neighbouring properties before construction, car parking for operatives/visitors to site, times of site operation and highway safety measures such as wheel washing facilities to prevent mud/detritus entering the highway.