

Mark Stead

From: Adam Garland <AGarland@somerset.gov.uk>
Sent: 06 August 2019 07:31
To: Mark Stead
Cc: Mark Gimingham
Subject: RE: Pre-application discussions - Templecombe

Thanks Mark, that's fine.

Regarding point 9, no there is no preferred auditor as you will be providing the full results for us to assess.

Kindest regards

Adam Garland *MSc, FMIPROW*
Principal Planning Liaison Officer

South Somerset District
Taunton Deane Borough (Rural Area)
West Somerset District
Exmoor National Park

Note: I do not work Thursday afternoon, or Fridays

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From: Mark Stead <mark.stead@i-transport.co.uk>
Sent: 05 August 2019 14:05
To: Adam Garland <AGarland@somerset.gov.uk>
Cc: Mark Gimingham <Mark.Gimingham@i-transport.co.uk>
Subject: RE: Pre-application discussions - Templecombe

Adam

Thank you for your time on this and subsequent discussion.

I set out below how I propose we take things forward, which I trust you find reflects our discussion:

Taking your points in turn:

1. The sites we selected on the TRICS database were refined to reflect the smaller population of the area of the site and are among the more robust private housing trip rates on the TRICS database. Our recent experience is that private housing trip rates are lower during the morning and evening peak than they historically were which may reflect an element of 'peak spreading'. We'll undertake some additional research using the TRICS database / local developments and provide additional justification;
2. We will obtain growth rates using TEMPRO (adjusted for any committed development – which we'll also research). The traditional requirement for an assessment year that is five years after submission of a planning application set out in the 2007 Guidance on Transport Assessment has now been rescinded. The only remaining guidance which recommends a study year is the Highways England Circular 02/2013, which identifies the year of opening as the basis for capacity testing. This is the year that the first unit at the site is expected to be occupied, which in this case is likely to be 2021. However, it should be noted that the assessment is based on a fully built out site and fully implemented committed development. On this basis, it is proposed to assess the local highway network for a 2021 opening year. I understand you will discuss this approach with your colleagues and would be grateful if you could confirm you find this acceptable;
3. We note your view that more traffic might route south than is suggested in the traffic assignment. We will review the traffic distribution / assignment method as follows:
 - a. Review routing of traffic heading to destinations further west, which you consider might do so by initially heading to the south rather than north. We'll update as appropriate and provide Google Maps snapshots as an appendix;
 - b. Provide a gravity model as a means of distributing non-work trips, noting that that census data only tells us the destinations of work trips (which tend to involve much greater distances than non-work trips). It is usual practice for i-Transport to produce distribution models that distinguish between work and non-work trips. The addition of a gravity model will therefore provide a more thorough / robust assessment in this regard;
4. I will liaise with the client and research the traffic generation of the existing site;
5. You require the modelling of the following:
 - a. The A357 / A30 signals at Henstridge;
 - b. The shuttle signals under the railway bridge in Templecombe;
 - c. The shuttle signals south of the site;
 - d. The priority working south of Yarnbarton (we agreed that an indication of increases in trip numbers will suffice and that traffic increases at priority working further north in Templecombe will be no greater than at this one);
6. We'll undertake an NMU of the walking route to the railway station and the primary school as discussed. These are likely to be the two key desire lines within the village;
7. I understand you are happy with the level of detail provided in the scoping note related to public transport;
8. You require a speed survey of southbound traffic approaching the proposed access junction on the A357. We already have northbound speeds;
9. You would like a road safety audit in respect of the proposed East Street access. I'd be grateful if you could advise whether you have a preferred or 'approved' auditor;

10. We will consider the need for mitigation once we have undertaken junction capacity testing as set out at 5. Above.
11. We will include a review of personal injury accident data as requested.

We touched briefly on layout matters. I understand for the purpose of parking standards the site falls in zone B in Somerset's residential parking strategy

I understand a Travel Plan will be required.

I trust you find the above reflects our discussions but please don't hesitate to contact me if you wish to discuss further.

Kind regards

Mark



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From: Adam Garland <AGarland@somerset.gov.uk>

Sent: 30 July 2019 13:53

To: Mark Stead <mark.stead@i-transport.co.uk>

Subject: RE: Pre-application discussions - Templecombe

Mark

Apologies for the delay, things are a little hectic here at present. However, I have had a look through the details submitted and would make the following comments.

The document states that a Transport Statement will be provided. This Authority is aware of local opinion in this area regarding further development and therefore comprehensive, robust evidence will be required to support the application.

It is therefore recommended that a full Transport Assessment be produced covering the following matters;

- 1) Trip Generation (TRICS Database) rates appear to be a little low for Templecombe. I would expect the levels to be somewhere in the region of 50-55 vehicles in the peak hour, and 480-640 movements throughout the day

- 2) TEMPRO Growth Rates
- 3) CENSUS data for distribution. The figure of 59% heading south from Templecombe appears to be slightly low. The issue is the 19% classed as 'other' on the table on page 15. How have these vehicles been attributed in the directions?
- 4) Comparison between existing traffic associated with the brownfield site, and the proposed scheme
- 5) Full modelling of the following showing traffic impact;
 - Traffic signals under railway bridge
 - All priority flow sections along the A357
 - A30/A357 junction in Henstridge
- 6) NMU Assessment of the local environment
- 7) Passenger transport infrastructure provision in the village
- 8) Speed Survey backing up the vehicle visibility splays noted in paragraph 4.4 including full results and forward visibility splays
- 9) Independent RSA1 and designer's response to provide comment on the assertions made in paragraph 4.5.5 re pedestrian use of the existing carriageway and the potential increase
- 10) Mitigation measures to accommodate any adverse impact on the highway infrastructure.
- 11) Collision data review

If acceptable, the new footway on the A357 and connection of the new access to the existing highway would need to be secured under a s278 agreement.

I trust the above is helpful but would confirm that the advice given is offered on an informal basis having regard to the information that is at hand at the present time and is wholly without prejudice to the formal consideration given on any planning application submitted for planning permission on the site. I would also point out that any advice given by the Highway Authority can either be accepted or rejected by the Local Planning Authority in the determination of the planning application.

Kindest regards

Adam Garland *MSc, FMIPROW*
Principal Planning Liaison Officer

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From: Mark Stead <mark.stead@i-transport.co.uk>

Sent: 02 July 2019 17:13

To: Adam Garland <AGarland@somerset.gov.uk>

Subject: RE: Pre-application discussions - Templecombe

Adam

I refer to our recent correspondence in relation to my client's development proposals at Templecombe.

Please find attached a Transport Statement scoping note, which sets out:

- The location of the development;
- The development proposals and their access arrangement;
- The scope and parameters of a Transport Statement, which seeks to demonstrate how the proposal accords with the transport 'tests' of paragraphs 108 and 109 of the NPPF.

I'd be particularly keen on your views on the emerging access strategy and for agreement on the proposed approach to the traffic impact assessment.

As discussed, I'd be grateful for your initial thoughts and then we'll take a view as to whether we need to meet.

I'd be grateful if you could acknowledge receipt and advise on timescales for a response. It'd be really helpful if you could provide some comments in the next couple of weeks ideally?

Many thanks for your assistance so far and I look forward to hearing from you.

Kind regards

Mark



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From: Adam Garland <AGarland@somerset.gov.uk>
Sent: 12 June 2019 10:21
To: Mark Stead <mark.stead@i-transport.co.uk>
Subject: RE: Pre-application discussions - Templecombe

Mark

Yes, I shall be your first port of call for this scheme.

As an initial step, please could you provide me with a site location plan and proposed layout? I shall have a look at these details and give you my initial thoughts and then if you feel it is still beneficial we can arrange to meet for a chat.

Kindest regards

Adam Garland *MSc, FMIPROW*
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From: Mark Stead <mark.stead@i-transport.co.uk>
Sent: 12 June 2019 10:17
To: Adam Garland <AGarland@somerset.gov.uk>
Subject: Pre-application discussions - Templecombe

Good morning Adam,

I understand you act as highway officer for South Somerset.

I've been appointed to act as transport consultant for an emerging residential development in Templecombe – I assume this would fall within your area?

If so, I'm happy to provide further details of the proposal.

It's a residential application for some 80 homes – I'd therefore ideally like the opportunity to meet with you once you've had the chance to digest some background information?

I look forward to hearing from you.

Kind regards

Mark



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