

Joel (0) 19/03416/OUT

James O'Leary

From: David Kenyon
Sent: 06 February 2020 08:43
To: Planning
Subject: FW: Manor Farm - 19/03416/OUT - Object

[For website](#)

David Kenyon
Planning Consultant - Development Management
Service Delivery
South Somerset District Council

+441935462462

southsomerset.gov.uk [@southsomersetDC](#) [@SouthSomersetDistrictCouncil](#)



South Somerset District Council

southsomerset.gov.uk
Register for an online account and access our services 24/7

This communication is intended solely for the person (s) or organisation to whom it is addressed. It may contain privileged a intended recipient (s), you must not copy, distribute or take any action in reliance on it. If you have received this e-mail in error, you are advised that by replying to, or sending an e-mail message to South Somerset District Council, you accept that you have no liability for any disclosure of emails may be disclosed under the Freedom of Information Act 2000. In line with Council Policy, any e-mail messages (and network) may be subject to scrutiny, monitoring and recording. You must carry out your own anti-virus checks before opening and not accept any liability for any viruses they may contain.

From: Andrew Denton <[redacted]>
Sent: 06 February 2020 04:04
To: David Kenyon <David.Kenyon@SouthSomerset.Gov.Uk>
Subject: Manor Farm - 19/03416/OUT - Object

13 High Street,
Templecombe

Dear Mr Kenyon,

Objection on -
Templecombe has already exceeded the number of planned dwellings for a Rural Settlement.
Position of vehicle access to the site and proposed amendments to the A357.
Pedestrian facilities on the A357 adjacent to the site entrance.
Pedestrian facilities on the A357 to the North and South of the East Street Junction with the A357.

I support all the comments of objection from the Templecombe Parish Council and residents such as Sarah Web, Allan Kerry and others.

Templecombe has already exceeded the number of planned dwellings for a Rural Settlement.

The SSDC Specialist - Strategic Planning confirms the current situation during the planning meeting for a further 49 houses at Combe Farm, West Street.

Within the text below it indicates that the South Somerset District Council Planning are not going to contest the Combe Farm development.

This would appear to increase the Net Dwelling Commitments to greater than 145 dwellings in addition to the dwellings already delivered.

19/01604/OUT Land At Coombe Farm

SSDC Specialist - Strategic Planning

"The development plan for South Somerset consists of the South Somerset Local Plan 2006-2028, adopted in March 2015. Abbas and Templecombe is a Rural Settlement and Policy SS2: Development in Rural Settlements applies.

As at 31st March 2018 there had been 58 completions in Abbas and Templecombe over the plan period so far (2006-2018) and as of 22nd August there were 96 net dwelling commitments, giving a total of 154 dwellings.

As you are aware a significant material consideration is the fact that the Council cannot currently demonstrate a five-year supply of housing sites and can only demonstrate a supply equivalent to about 4 years.

In conclusion, whilst this proposal would result in an overall level of growth that would be out of kilter with the settlement hierarchy set out in Policy SS1 and be contrary to Policies SS2 and SS5 given the current lack of a five year land supply paragraph 11 d) of the NPPF applies as a significant material consideration and the tilted balance should be applied."

Position of vehicle access to the site and proposed amendments to the A357.

The development proposed by Origin3 appears to tick all the usual planning boxes, its just that it is unfortunately located to the South East of the A357.

Its location provides issues of access for both vehicles and pedestrians.

The applicant for 19/03416/OUT, 80 houses, also successfully applied previously for a twin bungalow development under 18/03222/OUT.

The failure to apply the mandated visibility displays for entrances in a National Speed Limit area for the twin bungalow development in the Manor Farm site (18/03222/OUT) has led to the precedent for the same visibility splay conditions for this 80 house application.

The Highways Officer Report for 18/03222/OUT - Two Bungalows reported as follows -

Impact on Highway Safety

Policy TA5 of the Local Plan seeks to ensure that the expected nature and volume of traffic and parked vehicles generated by the proposed development would not have a detrimental impact on the character or amenity of the area and would not compromise the safety and/or function of the local road network in terms of both volume and type of traffic generated.

Paragraph 109 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5. Visibility splays 2.4m x 60m are proposed. **This is less than the standard for roads which are subject to the national speed limit**, although given the presence of 'Slow' road markings and that the speed limit

reduces to 30mph immediately to the north of the proposed access, it is thought that vehicles passing the site frontage on the A357 would travel below the permitted maximum speed.'

I propose that the chance of rear shunting accidents will be far greater for North bound traffic approaching the site entrance due 1. the batching of traffic from the Yenston Hill traffic lights and 2. from the increase in North Bound traffic movements into the proposed site due to the increase in dwellings from 2 to 82.

The file diagram 'ITB14408-GA-019 - Access from A357' indicates the proposed changes to the A357 at the site entrance to provide a pedestrian access appropriate for a large development.

The A357 is planned to be reduced in width outside the 'Tally Ho' bungalow, to the North of the site entrance, to 5.6m.

However when measured from the edge of carriageway line to the garden wall on the right of the power pole (6.6m) minus the proposed foot path width of 1.2m it appears the marked road will be 5.4m wide.

The A357 has heavy flows (for a Rural Settlement) of HGV's which approaches an average of 300 per day. The flow tends to be concentrated in the mornings and late afternoons.

Due to the proposed width reduction of the A357 to between 5.4m and 6m for a distance of 100m, or more, this is likely to cause congestion due to the 3m wing mirror width of normal HGV's (according to the Manual for Streets).

The I-Transport Manor Farm, Templecombe, Transport Assessment
APPENDIX D. Vehicle Swept Path Analysis - Site Access

This document appears to show that HGV's will be touching each other as they pass each other, oh so slowly, with their wing mirrors folded back.

During this manoeuvre the South bound HGV wheels will be abutting the 1.2m path curb stones and its wing mirror will be sweeping 2m above the path.

Due to the position of this reduction in width there is an increased chance that south bound HGV's will be mounting the foot path, North bound HGV's will destroy the green bank and there will be an increased chance of shunting accidents in the North bound traffic due to the proximity of the blind corner and the batching of vehicles from the Yenston Hill traffic lights.

Pedestrian facilities on the A357 adjacent to the site entrance.

The Manual for Streets recommends a minimum width of pavement as 1.5m to support a pedestrian/child walking along side a pram.

Due to the constraints of the current road width I-Transport have reverted to the width of 1.2m for an unspecified length.

Due to the likely hood of vehicles being very close to the pavement edge this is not a safe environment for pedestrians with children.

The existing path on the West side of the A357 is 0.9m wide at its narrowest point (opposite Manor Barn entrance) so this is not an option for pedestrians.

The plan for the new foot path is shown replacing the verge outside the Manor Barn. There is a belief that this verge is owned by a Third Party and is not part of Highways land.

Pedestrian facilities on the A357 to the North and South of the East Street Junction with the A357.

There is a pedestrian / cyclist exit from the development site on to East Street. East Street then joins the A357.

As per the descriptive documents for this proposal the village facilities including, Church, Village Hall, Surgery, Primary School, CoOp Supermarket, Cafe, Scout Hut are all to the North of the village.

The most direct pedestrian route North is via the A357, High Street.

Templecombe had an active Community Speed Watch Group for two years. Of the two sites monitored 50% of the speeding records came from a site adjacent to the junction of East Street and the High Street. This recorded North and South bound traffic on the High Street.

Templecombe recorded the highest number of recorded speeding vehicles for 12 consecutive months against all the other Speed Watch Teams located in Somerset.

Between the East Street and the build-out on the High Street the width of the road, between the edge of carriage way markers, varies from 4.4m to 4.8m with hard wall boundaries and a shared space / no foot path.

Private drives are used as HGV passing places.

The foot path adjacent to No.5 High Street (0.6m wide) is regularly used by South Bound HGV's when passing opposing vehicles.

These conditions can be intimidating for adult pedestrians never mind children and the infirm.

The proposal by I-Transport to remedy these intimidating traffic patterns for 80 households is to change the colour of the tarmac.

Templecombe has a more vehicle movements than Henstridge, it has more HGV's than Henstridge.

When Gladman Developments won an appeal for developing a 130 dwelling site the Highway Authority stated -

'The highway authority has also highlighted that they would seek the provision of a suitable footway link running parallel to the A357 in a north-south direction, to encourage pedestrian movements in the vicinity of the site. It is considered that such a link could be secured through the imposition of a suitable condition on any permission issued, and would represent a benefit of the scheme, as **the current footway links along the section of the A357 parallel to the site are clearly substandard.**'

Henstridge get a suitable foot way link.

The proposed Combe Farm development in Templecombe, West street get a relaxing walk along residential streets and via a short cut through the Recreation Ground arrive at all the village facilities.

A site developed to the South East of the A357 will not lead to reduced vehicle journeys within the village as encouraged by the planning policies of South Somerset DC Planning.

Please can the SSDC Highways confirm the narrowest road width measurements outside the Tally Ho bungalow on Combe Hill.

Please can the Area East Committee reject this application for the Manor Farm site.