

**Somerset County Council**

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my reference:  
SSDCe/2020/010207

your reference:  
19/03416/OUT

7 April 2020

**FAO: David Kenyon**

Dear Mr Kenyon,

**TOWN AND COUNTRY PLANNING ACT 1990**

**Outline application for the demolition of existing buildings and residential development of up to 80 dwellings including the creation of a new vehicular access and pedestrian accesses, open space, landscape planting and surface water attenuation (all matters reserved except access). at Land At Manor Farm Combe Hill Templecombe Somerset**

**Application Reference: 19/03416/OUT**

I refer to the above-mentioned planning application received on 13 January 2020 and after further negotiation, submission of additional material, and assessment have the following observations on the highway and transportation aspects of this proposal:-

The Highway Authority presented comments recently which raised concerns over the level of traffic passing along Combe Hill and the impact on the signalised shuttle working section of the A357, and the junction of the A357/A30.

This Authority is conscious that the local residents have raised concerns over the number of different development proposals which have been presented in Templecombe over recent



years. As such the Highway Authority asked for additional information from the developer in order to ensure any decision made was based on robust evidence.

The developer has now provided additional material which has been assessed and the impact on the shuttle working section has been deemed acceptable in highway terms.

For the junction of the A357 and A30, this scheme on its own will not create capacity issues, it is suggested however that the Local Planning Authority take consideration to the cumulative impacts of all the other development sites in and around Templecombe. The transport assessment has shown that cumulatively the developments in the area will mean this junction has practically no spare capacity.

Whilst it would be considered unreasonable to request that this applicant addresses the capacity issues generated by other developments and background growth, the capacity assessment results have shown that the combined effect of development will worsen the operation of the junction.

Overall, when considering purely the development proposal as submitted it is considered that the predicted worsening of the operation of the junction as a result of the proposed development is unlikely to be classified as 'severe' in terms of the NPPF.

The development is to be provided with a suitable access junction arrangement;

- Site access road carriageway width of 5.5m (wide enough for two large vehicles to pass each other);
- 2m footway provision on the north west side of the access road (0.5m margin on the south east side of the access road);
- Visibility splay to the north 2.4m x 42m (appropriate for the observed 85th percentile wet weather speeds of 29.4mph for southbound traffic on Combe Hill to the north west of the site access);
- Visibility splay to the south of 2.4m x 60m (appropriate for the observed 85th percentile wet weather speeds of 34.5mph for northbound traffic on Combe Hill to the south east of the site access);
- Forward visibility for a right turning vehicle of 42m (appropriate for the observed 85th percentile wet weather speeds of 29.4mph for southbound traffic on Combe Hill to the north west of the site access);
- A new footway on the north east side of Combe Hill between the proposed site access and Manor House for a distance of circa 125m where there is a proposed dropped kerb crossing to the existing south west side footway.

It is suggested that the following items are secured via a combined s106 and 278 agreement;

- The site access junction
- The new footway west of the access on Combe Hill
- Travel Plan
- Footpath link onto East Street

As previously stated, the Highway Authority still considers a joint access with the adjacent site to the south would be beneficial. However, in the event of permission being granted, we would recommend that the following conditions are imposed:-

- The applicant shall ensure that all vehicles leaving the site are in such condition as not to emit dust or deposit mud, slurry or other debris on the highway. In particular (but without prejudice to the foregoing), efficient means shall be installed, maintained and employed for cleaning the wheels of all lorries leaving the site, details of which shall have been agreed in advance in writing by the Local Planning Authority and fully implemented prior to commencement of the construction phase, and thereafter maintained until that phase discontinues.
- The proposed access shall be constructed in accordance with details shown on the submitted plan, drawing number ITB14408-GA rev A, and shall be available for use before first occupation. Once constructed the access shall be maintained thereafter in that condition at all times.
- Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such provision shall be installed before first occupation and thereafter maintained at all times.
- The proposed estate roads, footways, footpaths, tactile paving, cycleways, bus stops/bus lay-bys, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car, motorcycle and cycle parking, and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections, indicating as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.
- The proposed roads, including footpaths and turning spaces where applicable, shall be constructed in such a manner as to ensure that each dwelling before it is occupied shall be served by a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.
- In the interests of sustainable development none of the dwellings hereby permitted shall be occupied until the footpath connection drawing number ITB14408-GA-031 rev A has been constructed within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- The Development hereby permitted shall not be occupied until suitable parking spaces for each dwelling, and properly consolidated and surfaced turning spaces for vehicles have been provided and constructed in accordance with current policy standards within the site in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Such parking and turning spaces shall be kept clear of obstruction at all times and shall not be used other than for the parking and turning of vehicles in connection with the development hereby permitted.
- There shall be no obstruction to visibility greater than 600 millimetres above adjoining road level in advance of lines drawn 2.4 metres back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 42m to the north, and 60m to the south of the access. Having regard to the involved with the construction phase, such visibility splays shall be fully provided before the development hereby permitted is commenced and shall thereafter be maintained at all times.

Yours faithfully,

*Adam Garland*

**Planning Liaison Officer**

Traffic & Transport Development Group  
Economic and Community Infrastructure Commissioning  
Somerset County Council