

**Somerset County Council**

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my reference:  
SSDCe/2020/010207

your reference:  
19/03416/OUT

16 July 2020

**FAO: Dave 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 AMENDED PROPOSAL**

I refer to the above-mentioned planning application received on 13 January 2020 and having received amended plans showing a reduction in units to 60 dwellings, have the following observations on the highway and transportation aspects of this proposal:-

Please note the following comments are made having regard to plans ITB14408-GA-019 Rev A, ITB14408-GA-040, ITB14408-GA-041, ITB14408-GA-042

It is noted that a range of mitigation measures are proposed, and that this scheme was previously deemed acceptable in highway terms. The reduction in number of units will lower



the level of traffic generated by the site and as such this Authority does not consider the proposal as now submitted will cause a highway safety or efficiency issue.

An appropriate agreement under s106 Town and Country Planning Act 1990 citing s278 Highways Act 1980 will be required to secure;

- The site access junction
- The mitigation measures proposed
- Framework Travel Plan
- Footpath link onto East Street

In the event of permission being granted, I would recommend that the following conditions are imposed:-

- No development shall commence unless a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved plan. The plan shall include:
  - Construction vehicle movements
  - Construction operation hours
  - Construction vehicular routes to and from site including any temporary construction access points and haul roads required. This information should also be shown on a map of the route
  - Construction delivery hours
  - All construction deliveries being made off highway
  - On-site turning facility for delivery vehicles and egress onto highway only with guidance of a trained banksman
  - Expected number of construction vehicles per day
  - All contractor vehicle parking being accommodated off highway including a plan showing the onsite parking arrangements
  - Specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice
  - A scheme to encourage the use of Public Transport amongst contractors
  - On-site vehicle wheel washing facilities and the regular use of a road sweeper for local highways
- The proposed access shall be constructed in accordance with details shown on the submitted plan, and shall be available for use before first occupation. Once constructed the access shall be maintained thereafter in that condition 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.

**NOTE:** If it is not possible to construct the estate road to a standard suitable for adoption, yet it is deemed the internal layout of the site results in the laying out of a private street, under Sections 219 to 225 of the Highway Act 1980, it will be subject to the Advance Payment Code (APC). In order to qualify for an exemption under the APC, the road should be built and maintained to a level that the Highway Authority considers will be of sufficient integrity to ensure that it does not deteriorate to such a condition as to warrant the use of the powers under the Private Streetworks Code. A suitable adoptable layout should be provided as part of the Reserved Matters application.

- 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.
- No work shall commence on the development site until an appropriate right of discharge for surface water has been obtained before being submitted to and approved in writing by the Local Planning Authority. A drainage scheme for the site showing details of gullies, connections, soakaways and means of attenuation on site shall be submitted to and approved in writing by the Local Planning Authority. The drainage works shall be carried out in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.
- The Development hereby permitted shall not be occupied until the parking spaces for the dwellings and properly consolidated and surfaced turning spaces for vehicles in accordance with current policy standards have been provided and constructed 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. Having regard to the size of vehicles to be accessing the site during the construction phase, such visibility shall be fully provided before the development hereby permitted is commenced and shall thereafter be maintained at all times.

Yours faithfully,

*Adam Garland*

**Principal Planning Liaison Officer**

Traffic & Transport Development Group

Economic and Community Infrastructure Commissioning

Somerset County Council