

INTERNAL MEMORANDUM

FROM: HIGHWAYS & TRANSPORT; PLACE DIRECTORATE

Application: 22/P/0459/OUT

Development Control Case Officer: Neil Underhay

Location: Land North Of Mulberry Road Congresbury BS49 5HD

Proposal: Outline planning application for the erection of up to 90no. dwellings (including 30% affordable housing), public open space, children's play area, landscaping, sustainable urban drainage system and engineering works, with vehicular access off Mulberry Road. All matters reserved except for means of access.

Date: 04/05/2022 & addenda of 01/09/2022, 30/09/2022, 12/10/2022 & 09/01/2023

Addendum 12/01/2023

Recommendation

No objection (subject to below comments and conditions and/ or planning obligations)

Planning Conditions Required

- Remove vegetation from visibility splays
- Construction Management Plan
- Car club
- Streetlighting
- Vehicle access or parking for 19 Mulberry Road
- Cores/CBR to check the current construction of Mulberry Road

Planning Obligations (S106 & S278) Required

- Contribution via S106 agreement to Home to school transport costs of £964,536.91
- Contribution via S106 agreement to public transport of £140,000 to support and grow a scheduled bus service and for improved infrastructure
- Highway Improvement works, secured via S278 agreement to include a signal controlled or zebra type crossing on Brinsea Road depending on speed survey results post NSC traffic calming works
- Contribution of £1,000 via S106 agreement for improved signage to Strawberry Line.
- Contribution via S106 agreement for £150/ dwelling cycle or public transport vouchers
- Contribution via S106 for a TRO and associated works for parking restrictions opposite site access and along Mulberry Rd if required in future.

Recommendations to Applicant

- Early contact with Network Management team

Summary

The applicant has provided a RSA stage 1 in decision log format and included the following matters for further consideration by the designer and highway authority (HA).

Access

The road safety auditor considered the provision of a continuous footway giving pedestrians priority across the site access to be inconsistent with other accesses in the vicinity.

Pedestrian and active travel mode priority has only recently become the norm, and the nearby access' are not recent designs. In light of LTN1/20 guidance and recent changes to the Highway code, the HA consider a continuous footway across the access to be appropriate, subject to the use of distinctive materials and suitable visibility being provided.

Pedestrian crossing on Brinsea Road.

The road safety auditor considered that the intervisibility between pedestrians, crossing Brinsea Road east to west and drivers turning left out of Silver Street would be obscured by the adjacent hedge/wall. The designer has suggested moving the crossing either closer to Silver street or further north to improve intervisibility. The HA consider that the exact location of the crossing can be decided at a later stage and may be determined as a result of NSC's planned traffic calming works. The specific type and exact location of the crossing will be informed by the future speeds following the traffic calming works. The crossing is to be either signal controlled or a zebra type, whichever is considered most suitable for the actual speeds.

Waste vehicle tracking.

Since the previous HTDM addendum, the applicant provided tracking plans as part of the revised access design (1814/01 rev a). This shows that a waste vehicle can access the site while a car is waiting to exit. This is considered acceptable.

Addendum 12/10/2022

Recommendation

No objection (subject to below comments and conditions and/ or planning obligations)
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Revised Plans/ Information Required

- Revised plan required showing a waste vehicle can access the site without obstructing the highway
- Road Safety Audit

Planning Conditions Required

- Remove vegetation from visibility splays
- Construction Management Plan
- Road Safety Audit
- Car club
- Streetlighting
- Vehicle access or parking for 19 Mulberry Road
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- Contribution via S106 for a TRO and associated works for parking restrictions opposite site access and along Mulberry Rd if required in future.

Recommendations to Applicant

- Early contact with Network Management team

Addendum 30/09/2022

Recommendation

No recommendation (further information required)
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Revised Plans/ Information Required

- Revised plan required showing a waste vehicle can access the site without obstructing the highway
- Road Safety Audit

Planning Conditions Required

- Remove vegetation from visibility splays
- Construction Management Plan
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Recommendations to Applicant

- Early contact with Network Management team

Access

Further information required

Continuous Footway

The applicant has provided revised plans showing a continuous footway across the access, this is welcomed. This appears to be shown as block paving and this should be replaced with tarmac for longevity as within an adopted highway.

Visibility

Applicant has provided a Highways Report including a speed survey of Mulberry Road at the proposed access. This shows 85%ile westbound speeds of 19mph and eastbound speeds of 21mph. The required visibility has been calculated using manual for streets at 23m and 26m at a 2.4m setback to the left and right respectively.

The proposed access arrangement ref. 1814/01 and this demonstrates 23m and 26m of visibility at 2.4m back from the carriageway to the left and right respectively.

The visibility splay proposed passes through land within the red line boundary or adopted highway and this is considered acceptable subject to a road safety audit. Vegetation condition required to ensure no vegetation in the visibility splay.

Tracking

Tracking plans have been provided for a 11.2m waste vehicle.

The Proposed Access Arrangements show the applicant has widened the access to 6m for the first few metres, it then tapers down to 5.5 meters.

It is still not possible for a waste vehicle to turn into the site when another vehicle is waiting to exit. Likewise, if a waste vehicle is waiting to exit the site another vehicle cannot turn into the site and will need to reverse up to 20 meters down Mulberry Road before it is possible for the waste vehicle to pass. Given Mulberry Road has 30 dwelling, and the proposals are for another 90, this is not acceptable. The applicant should consider increasing the junction radii or widening the access road further. **Revised plans required.**

Transport Assessment (TA)

Committed developments included. This is considered acceptable.

It is recognised the application is for 90no. dwellings and not 100no. dwellings as previously noted. The am peak is predicted to be 50 and the pm peak 51, this is considered robust.

The applicant has modelled the junction of Mulberry Road/Access Road, and this would operate with spare capacity. This also applies to Brinsea Road/Park Road where the proposed development will add 47 and 48 trips in the am and pm peak respectively.

Home to School Transport

Primary

A meeting was held on Tuesday 27th September with the applicant and their transport consultant, and representatives from NSC Integrated Transport Unit (ITU), Education and HTDM.

The reasoning why it is not financially viable to extend St Andrews Primary School for the projected pupil numbers was explained as follows.

There are 2 planning applications being referred to in addition to this application.

16/P/1521/OUT – Cobthorn Farm, Wrington Lane, Congresbury – x 50 dwellings

22/P/1142/FUL – Smallway, Congresbury

All of these applications are in the FGA for St Andrews Primary School and Churchill Secondary School.

The development for Cobthorn Farm has already been included in the Projections, and the application for Smallway, Congresbury has not yet been decided, so when looking at future planning we wouldn't include this until such time as planning permission has been finalised.

The argument from the developer that we should include the combination of pupils from the 3 developments to undertake an expansion at the school does not hold any merit.

The applicant's transport consultant has been sent the pupil projections figures, following the meeting and these are as shown below. On the basis of these calculations, we maintain the requirement for a home to school contribution of £964,536.91.

Start Year: 2023/24		Academic Days: 190		YoY Cost Increase: 3.80%						
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Primary Pupils	39	40	42	43	44	45	46	47	48	49
Secondary Pupils	14	16	17	19	20	22	23	24	26	27
Primary Vehicle 1:	Coach (up to 57)	Coach (up to 57)	Coach (up to 57)	Coach (up to 57)	Coach (up to 57)	Coach (up to 57)	Coach (up to 57)	Coach (up to 57)	Coach (up to 57)	Coach (up to 57)
Primary Vehicle 2:										
Primary Vehicle 3:										
Primary Daily Cost:	£237.04	£246.05	£255.39	£265.10	£275.17	£285.63	£296.48	£307.75	£319.45	£331.58
Total Yearly:	£45,037.16	£46,748.57	£48,525.02	£50,368.97	£52,282.99	£54,269.74	£56,331.99	£58,472.61	£60,694.57	£63,000.96
Total 10 Years:	£535,732.57									
Secondary Vehicle 1:	Minibus (up to 16)	Minibus (up to 16)	Taxi (up to 6)	Taxi (up to 6)	Taxi (up to 6)	Taxi (up to 6)	Coach (up to 35)	Coach (up to 35)	Coach (up to 35)	Coach (up to 35)
Secondary Vehicle 2:			Minibus (up to 16)	Minibus (up to 16)	Minibus (up to 16)	Minibus (up to 16)				
Secondary Vehicle 3:										
Secondary Daily Cost:	£129.29	£134.21	£214.76	£222.92	£231.40	£240.19	£256.05	£265.78	£275.88	£286.37
Total Yearly:	£24,565.72	£25,499.22	£40,805.13	£42,355.72	£43,965.24	£45,635.92	£48,650.36	£50,499.07	£52,418.04	£54,409.92
Total 10 Years:	£428,804.34									
Combined Yearly:	£69,602.88	£72,247.79	£89,330.14	£92,724.69	£96,248.23	£99,905.66	£104,982.35	£108,971.68	£113,112.60	£117,410.88
Combined 10 Years:	£964,536.91									
Based on the above details, the following should be requested:						Application Ref: Mulberry Rd Congresbury 22/P/0459/OUT V2 - With Primary				
A Primary School 10 year contribution of £535,732.57 should be requested. A Secondary School 10 year contribution of £428,804.34 should be requested. A combined 10 year contribution is valued at £964,536.91.										

Secondary

The applicant proposed public transport vouchers during a meeting (09/09/22) for secondary school pupils. This is not suitable as there are no public bus routes from the site to Churchill Academy which is the catchment school for the site. The site is not within the catchment for Backwell Secondary School, so it is not possible for students to travel there.

Public Transport

During the meeting with the application on 09/09/22 the applicant suggested the closest bus stops to the site should be improved. During the meeting it was explained there was not sufficient space for the closest bus stops to be improved with new shelters. The funds will be used on the closest stops with an appropriate level of service which have the capacity to be improved.

Zebra Crossing on Brinsea Road

The applicant has provided revised plans showing a revised location for the zebra crossing. This is being considered by North Somersets Highway Safety Engineers who are already considering speed reduction measures on this section of Brinsea Road. The suitability of this location will depend on suitable vehicle speeds and predicted pedestrian usage being high enough.

A meeting is to be held with the applicant, their transport consultant and our Highway Safety Engineer on Tuesday 4th October to establish the best way forward.

Travel Plan

Strawberry Line signage

The travel plan details that the applicant will provide improved wayfinding to the Strawberry Line. This should consist of 4 two-way directional signs. We would require £1,000 to be secured via S106.

Increased cycle trips

Given the proximity of the Strawberry Line, linking Sandford, Winscombe and Yatton (including a main line station) ambitious travel plan targets for cycling trips need to be set.

Car club

The proposed aim for a 10% reduction in vehicle trips, is not enough. In order to meet NSC's target for Carbon Net Zero by 2030, we require a 40% reduction in vehicle trips. Reduce car ownership levels, are understood to reduce car trips. A car club is a recognised measure for reducing car ownership, particularly in less accessible locations, where reliance on the car is higher and where public transport options are limited.

The combination of good cycle links and a car club on site, are likely to reduce car trips and we maintain that this number of dwellings in this location justify provision of a car club.

Addendum 01/09/2022

Recommendation

No recommendation (further information required)
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Revised Plans/ Information Required

- Revised visibility splay showing 43 metres of visibility in each direction from the access
- Revised traffic impact assessment to include approved and committed developments and revised trip generation figures
- Revised plan required showing a level, continuous footway across the site entrance giving priority to pedestrians
- Revised plan required showing access road width to be 6 meters
- RSA to be updated to consider 100 residential dwellings
- Revised plans showing Zebra crossing on Brinsea Road

Planning Conditions Required

- Construction Management Plan
- Road Safety Audit
- Car club
- Streetlighting
- Vehicle access or parking for 19 Mulberry Road
- Cores/CBR to check the current construction of Mulberry Road

Planning Obligations (S106 & S278) Required

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- Contribution via S106 agreement for improved signage to Strawberry Line, figure to be advised.
- Contribution via S106 agreement for £150/ dwelling cycle or public transport vouchers
- Contribution via S106 for a TRO and associated works for parking restrictions opposite site access and along Mulberry Rd if required in future.

Recommendations to Applicant

- Early contact with Network Management team

Comments on S106 Requests

Home to School - Primary

The applicant has challenged the need for transport for primary school aged pupils and considers the nearby school could be expanded. This has been discussed with the education department and they have advised the following:

The school is on a split site with infant on one side (that is too small to expand) and 4 demountable classes on their field (site 2) that are nearing the end of their lifespan. The pupil numbers which the development would produce are such to make an expansion of the school unviable at this time due to a lack of revenue and capital funding.

The contribution for primary school transport is therefore justified.

Home to School - Secondary

The applicant asserts that Churchill Academy & Sixth Form is within 3 miles of the site. We agree that the school is within 3 miles of the site, but this is not a safe walking route and therefore it is not considered suitable.

If a scheme for a safe walking route to Churchill Academy & Sixth Form is proposed then the funds for home to school transport from this site can be diverted to towards delivering that scheme.

The contribution for secondary home to school transport is therefore justified.

Public Transport

Based on the TRICS output in the TA for 100 dwellings, 30 bus trips per day are predicted. based on 5 days per week this equates to 7,800 uses of the bus stops per year, so 3,900 per stop. This does not include weekend uses, but is based on 52 weeks per year. Over a 10 year period, this is 39,000 uses of each bus stop.

We are requiring a contribution of £20,000 to upgrade each per bus stop with a shelter and RTI. This equates to a contribution of 51p per use. This seems a reasonable ask to enable future residents to have a vastly improved bus travel experience, not to mention the improvement for local residents.

North Somerset Council declared a climate emergency in 2019, and to achieve our target of carbon net zero by 2030, we need a 17% year on year reduction in single occupancy car use. Improving the attractiveness of sustainable travel modes is key to ensuring a significant change in people's travel behaviour.

The bus stops requiring shelters and RTI are the nearest stops to the site, and the TRICs data shows that the site will generate bus trips. The contribution required is therefore related to the impact of the development.

Failure to improve the bus user experience in this area, will result in more car trips on an already congested local highway network and traffic from the development is raised as a key concern in many of the public comments. Mitigation in the form of improved bus infrastructure and bus services is key to demonstrate that the development brings meaningful improvements to the local area.

Tiger/Zebra Crossing on Brinsea Road

The applicant has provided plans (Indicative Crossing Arrangement: Brinsea Road 1814/03) to show a parallel crossing and has raised concerns about the width of the shared footway/cycleway on the approaches. This comment is accepted.

As there is not space to provide a shared use tiger crossing it is more appropriate to place a zebra crossing where there are existing footways on either side of the carriageway (as shown below). Revised plans **required**.



Original Comments

Recommendation

No recommendation (further information required)
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- Revised plan required showing access road width to be 6 meters
- RSA to be updated to consider 100 residential dwellings

Planning Conditions Required

- Construction Management Plan
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- Contribution via S106 for a TRO and associated works for parking restrictions opposite site access and along Mulberry Rd if required in future.

Recommendations to Applicant

- Early contact with Network Management team

Formal comments from Highways & Transport Development Management

Summary

The site is proposed for allocation in the draft Local Plan 2038, but is not currently allocated for housing and is outside the settlement boundary. This application proposes access off Mulberry Road to the south.

Proposed new residential development sites need to prioritise and provide walking and cycling links and reduce the dominance of the private car. North Somerset Council (NSC) declared a Climate Emergency in 2019 and developed an action plan; [North Somerset climate emergency action plan.pdf \(n-somerset.gov.uk\)](https://www.n-somerset.gov.uk/wp-content/uploads/2019/07/nsc-climate-emergency-action-plan.pdf)

Developments are to contribute to the objective to **"reduce emissions from transport impacts"**.

Developers should deliver sites that:

- *Connect to public transport links and shift emphasis from the private car offering residents choices for their transport mode.*
- *Contribute to delivering a walking and cycling network across the district.*
- *Encourage resident parking schemes, car sharing, walking and cycling schemes.*

Access

Further information required

Comments:

Pedestrian Access

The pavement at the access to the site off Mulberry Road has a proposed width of 1.8m. Revised plans must be secured that show a pavement with a width of 2m. In line with the Department for Transport's *Inclusive Mobility Guidance (2022)*, footways and footpaths should be as wide as

practicable but, under normal circumstances, a width of **2000mm** is the minimum that should be provided.

A footway reduction to 1.4m at the radius is not acceptable. The swept path analysis shows a large vehicle does not impact on the footway width.

The applicant will need to provide a level, continuous footway across to access, giving priority to pedestrians. **Revised plans** are required and are likely to address the point above regarding 1.4m width at radius.

Vehicular Access

Mulberry Road is a Class 4 Highway which is a no-through road subject to a 30mph limit. The carriageway leading to the proposed access is a width of 4.8-4.9m wide narrowing to 4.65m at the centre of the existing field access.

Mulberry Road has footways on both sides at the proposed access point of between 1.83 and 1.95m wide.

Visibility

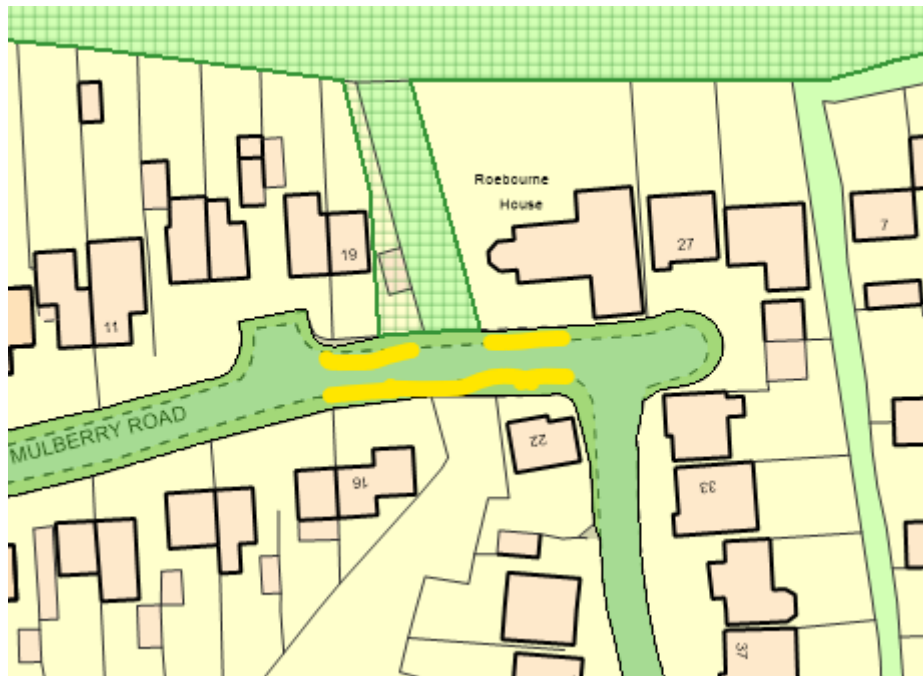
A proposed vehicular access showing the visibility splays is included in the transport assessment appendices. These visibility splays are not drawn correctly. The set-back needs to be dimensioned (at a point 2.4 meters back from the edge of the carriageway) and the end points should be drawn to the near edge of the carriageway with no obstructions. As Mulberry Road is subject to a 30mph speed limit, at a point 2.4 meters back from the edge of the carriageway, 43 meters of visibility should be achievable from the access as outlined in Manual for Streets.

The applicant should submit **revised plans** showing a correctly drawn visibility splay.

Tracking

The transport assessment appendices includes tracking for large refuse vehicles and estate cars. The carriageway is proposed to be 5.5m wide. The applicant should widen the access at the entrance to 6.0m to provide additional space for vehicles entering and exiting the site. As stated in HGGD new accesses from local roads should be 6.0m wide at there entrance and can be tapered down to 5.5m wide. The applicant should submit **revised plans** with an access of 6 meters.

A large vehicle cannot enter or exit the development if there is parking opposite or adjacent to the entrance. A Traffic Regulation Order (TRO) for double yellow lines will be required along the affected length (roughly the area highlighted below) before development commences. A fee is required to cover the cost for producing and advertising any traffic orders necessitated by the development proposal and any associated works. Details of the TRO costs are provided in Fees and Charges on the North Somerset council website and to be required by S106 contribution. Lining works associated with a TRO are to be delivered as part of a Section 278 agreement and to be secured by **condition**. Aside from number 19 all the dwelling affected by the yellow lines have off-street parking.



Road Safety Audit (RSA)

A RSA has been carried out in April 2021. It is noted that this has not considered the scale and type of the proposed development as quoted below.

3.2 No information has been provided in terms of the scale and type of the proposed development that the link will be used to access. While the proposed access is probably acceptable for a small number of residential units the lack of pedestrian facilities to eastern side of the proposed access combined with localised pinch point and nature of Mulberry Road itself would not lend itself to a significant development.

The RSA should be updated to reflect that the proposals are for up to 100 dwellings.

Road Improvements

Further inquiries need to be undertaken (such as cores/CBR check) to determine the current construction of Mulberry Road and that it will be adequate to serve the site. The applicant is required to consult with the Highway Authority to determine the current construction of Mulberry Road and include any required upgrading during the S278/Technical Approval Stage (also includes the upgrading of kerbing/lighting/drainage construction). This must be completed before work starts on the site. This should be secured by **condition**.

Loss of vehicular access for 19 Mulberry Road

We are concerned that 19 Mulberry Road has lost vehicle access and parking to enable the access to the site to be widened. The development will result in the loss of on-street parking provision due to proposed parking restriction (yellow lines) at the junction. We require that vehicle

access is provided via the new development, or 2 parking spaces provided. This should be secured by **condition**.

Public Right of Way

The grant of planning permission does not entitle developers to obstruct a public right of way. To do so would constitute an offence under the Highways Act 1980. Development, in so far as it affects a right of way, should not be started, and the right of way should be kept open for public use, until an application is made under the Town & Country Planning Act 1990 for a necessary order for the diversion or extinguishment of the right of way and the order has come into effect.

Nor should it be assumed that because planning permission has been granted an order will invariably be made and confirmed. An application should be made to North Somerset Council to divert the public footpath well ahead of any development affecting the right of way. The applicant and or developer should contact the Councils Access Officer for further information (Tel: 01934 426 647).

Transport Assessment (TA)

Further information required

Comments:

Trip generation

The applicant has used the TRICS database to predict the likely vehicle movements from a development of 100 houses in similar locations. This predicts 39 vehicle trips in both the AM & PM peaks.

The applicant has included edge of town sites, including those with a population of 5-10,000 within 1 mile. These sites are not representative and should be excluded as this is a village location. We have therefore run the site through the TRICS database, and this has resulted in a prediction of 48 vehicle trips in both the AM & PM peaks. This is a difference of almost 20% and will affect the junction impacts from the proposed development.

Highway network impact

Given the difference of almost 20% in the trip generation figures, the applicant will need to re-run the junction assessments using the revised vehicle trips. The applicant will need to reassess B3133/Park Road, B3133/Venus Street, A370/B3133 Smallway and A370/B3133 High Street.

The highway network impact assessment included in the TA does not seem to include cumulative impacts of the proposed development along with other committed development in the local area. The current Local Plan includes 6 sites in Congresbury alone with a total allocation of 149 dwellings. The impact of these and other committed developments in the area, either approved or allocated in the Local Plan need to be assessed.

We are unable to assess the highway impact of the proposals without an assessment that includes approved and allocated developments. **Revised highway impact assessment required.**

Sustainable Travel & Road Safety

Further information required

Comments:

Active travel

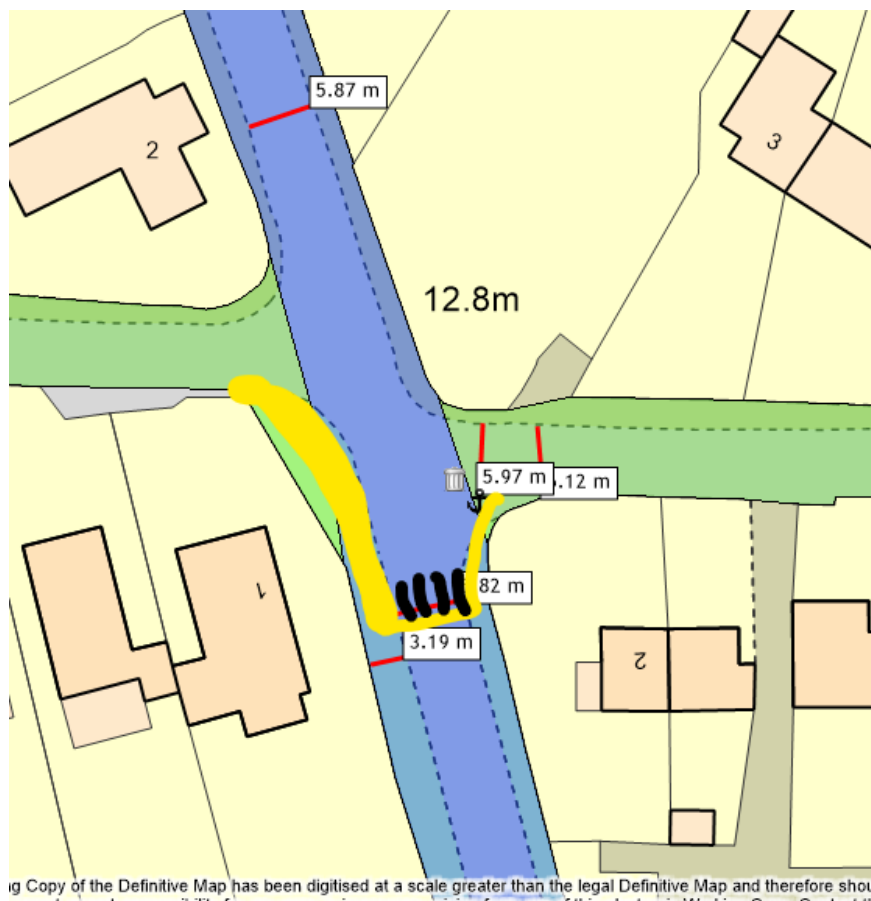
The development needs to be designed with active travel first and this must be provided for at reserved matters application stage, giving pedestrian priority at the site access and within site.

In addition to the main access, pedestrian access is available via a surface footpath to Park Road, and further unsurfaced Public Rights of Way (PROWs) to the NE and SE.

The site is within level cycling distance of Yatton (including rail station), Sandford and Winscombe via the Strawberry Line foot/cycleway. In order to make this route easy to use and attractive, improvements to connectivity and wayfinding to Strawberry Line are required, as listed below.

Tiger crossing at Brinsea Road and provision of short section of 3m shared foot/cycleway subject to the outcome of a Road Safety Audit and design in accordance with LTN1/20. Improvements to be delivered by Section 278 agreement (as within the adopted highway) and secured by **condition**.

A rough plan is shown below.



The footway width as shown in the image below is substandard and we **require** the developer to make improvements at this junction to widen the footway to a minimum of 1.8 meters to match Brinsea Road. Improvements to be delivered by Section 278 agreement (as within the adopted highway) and secured by **condition**.



Improved wayfinding to the Strawberry Line via Silver Street. A S106 contribution will be sought for wayfinding improvements. The cost of the contribution is to be advised.

Car club

In order to off-set the additional vehicle trips from the development, we require the developer to provide a car club for a minimum of 3 years, to include free membership for residents of the development. The presence of a car club in Congresbury, would benefit existing residents, and help to reduce reliance on individual car ownership. Car club members generally make fewer vehicle trips and use active and sustainable travel modes more than those who run a car. This is to be secured by **condition**.

Travel plan

Applicant has proposed a framework travel plan and this includes proposed provision of £150/ dwelling for cycle or public transport vouchers. This is to be secured by S106 agreement?

Integrated Transport Unit; Home to School Transport and Public Transport

No concerns subject to planning obligations

Comments:

Public Transport

New bus shelters at the Mill Lane stops (or other bus stops as appropriate) northbound and southbound (two in total) with bus shelter and RTI installed with enhancement to the waiting areas at each stop are required.

The need for them is the modernisation of the existing network and to provide a better public transport service and awareness from the proposed site to their relevant destination by bus, such as employment, retail or education. The necessity is the move away from car travel to bus to aid in moving to carbon net neutral by 2030 in North Somerset.

The cost of a new shelter with RTI is £20,000 including installation of cabling and electrical costs, therefore £40,000 is the sum required to replace both stops. Secured by S106.

This is in line with the draft Enhanced Partnership and BSIP documentation for a shift to decarbonising North Somerset by reducing car travel and increasing bus travel.

This is something that could be reviewed as part of the Travel Plan and making the targets more ambitious to aid in reducing car travel and increasing the use of the bus network. It currently looks as if the targets in the Travel Plan are not ambitious enough (1% reduction for SOV is very poor which in turn is very poor for increase in bus usage improvements. It would be expected to be closer to 8% to 10% for bus users after 5 years). Travel plan to be updated accordingly.

Brinsea Road will not be served by any bus route from April 2022 given the 128 bus is being withdrawn and to be in line with the published BSIP a new bus service is needed. It is to be expected that a bus service that serves Brinsea Road will run from 0700 to 1900 initially to service morning and evening journeys. These operating hours will allow the users of the site to have genuine options for employment, education or leisure travel to use other modes or transport expect single occupancy vehicle with an aspiration to reach the same. However, the existing X1 and A3 are also viable bus options from A370, but not within walking distance in line with BSIP guidance. There are improvements required as part of the BSIP and EP, therefore we are seeking a contribution of £25,000 per year to aid in increasing the frequency of service for 4 years.

Home to School

The primary school is within walking distance but currently at admission capacity for at least a few more years, therefore the expectation is they will need transport to the next near school which is outside of statutory walking distance. There was no accommodation schedule provided therefore we have made reasonable assumption until otherwise advised.

The site is outside of statutory walking distance to any secondary school. A total contribution is being sort for HTST costs is £535,732.57 and £428,804.34 for primary and secondary respectively over 10 years. The total cost of HTST is £964,536.91. These costs will change if an indication of housing breakdown is given.

Street lighting

No concerns

Comments:

In order for active travel to be safe and desirable, we require the development to be street lit. The lighting design will need to be agreed at reserved matters stage and be **secured by condition**.

Waste servicing

No concerns

Comments:

Waste strategy will be required at reserved matters stage.

For presentation of the containers on collection day, the Waste Team expects these to be placed at the point closest to where the vehicle can access. A refuse collection point should be accessible no more than 30 metres from each dwelling and no more than 15 metres from adoptable highway where a refuse vehicle can manoeuvre. Collection is by wheeled bins and recycling boxes using high sided vehicles. The design needs to take account of this with regard to vehicles driving and manoeuvring within the site during various weather conditions. This should also include consideration of the placing and emptying of containers.

Parking Assessment

No concerns

Comments:

Local residential cycle parking standards are set out in the North Somerset Parking Standards SPD and outline the minimum required number of cycle parking spaces for residential development, specifying 1 cycle parking space per bedroom. Furthermore, Policy DM28 of the Sites and Policies Plan states that development proposals should meet the council's standards for the parking of bicycles.

Cycle parking should be easily accessible and provided by a secure structure within the curtilage of the property. Wherever possible, cycle stores should be provided with a power point to enable the charging of electric cycles. Further information and specific guidance is contained within the North Somerset Parking Standards SPD.

Local car parking standards are set out in the North Somerset Parking Standards SPD and outline the minimum required number of car parking spaces for residential development, specifying 1 car parking space for a property with 1 bedroom, 2 car parking spaces for a property with 2 or 3 bedrooms and 3 parking spaces for a property with 4 or more bedrooms. Furthermore, Policy CS11 of the Core Strategy states that adequate parking must be provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces.

For garages to be considered suitable car parking spaces they should have a minimum floor surface area of 20m² and meet the minimum clear internal dimensions of 3 meters in width and 6 meters in length to provide sufficient space for a car.

In line with the government's Clean Growth Strategy, and pledge to ban the sale of new petrol and diesel cars by 2030, it is essential that a suitable level of Electric Vehicle (EV) charging provision be provided at new development. The National Planning Policy Framework was updated in 2021 to ensure that new developments 'be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations'.

On this basis, and in line with the Council's declaration of Climate Emergency in 2019 and ambition to become carbon neutral by 2030, the Highway Authority would require that Electric Vehicle Charging Infrastructure be provided at the site. Specific requirements for Electric Vehicle Parking Provision are set out in the North Somerset Parking Standards SPD (2021) **and require a minimum of 100% passive provision at new residential developments for allocated parking provision. For unallocated parking provision North Somerset Council requires a minimum of 25% active provision, and 75% passive provision for unallocated parking spaced at new residential developments.** Active Provision should take the form of cabling, RCD and 7kw 32amp Office for Zero Emission Vehicles (OZEV) compliant wall or ground mounted charge point. For passive provision, this should take the form of cabling and Residual Current Device (RCD) sufficient to enable the subsequent installation of 7kW 32amp OZEV compliant wall or ground mounted charge point. By providing such infrastructure at the build stage, costly and invasive works can be avoided should residents wish to install a charge point in the future.

Network Management Team

No concerns

Comments:

This development includes highways and street lighting which may be offered for adoption as public highways. The developer's attention is drawn to the need for a Section 38 agreement under the Highway Act 1980 and that no works of construction of the affected roads should be carried out prior to the agreement being in place. Failure to have the agreement in place prior to the

commencement of works may prejudice the adoption or result in additional expense in relation to the confirmation of the construction details of the works.

The works within the highway in association with this development will require the developer to enter into a S278 Agreement (Highways Act 1980). The developer is advised to make early contact with the Highway Authority officer (Colin Chandler (01934 426236) Colin.Chandler@n-somerset.gov.uk) so that the processing of the order does not impede the implementation of planning consent. The developer will be required to agree to the specification of the works, meet the Council's costs in the drawing up of the order, provide a bond or cash equivalent and meet the Council's inspection charges.

Section 38 & 278

No concerns

Comments:

Adoption plan will be required at detailed design stage.

Construction Management Plan

Please condition

Comments:

Taking into account 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 construction management plan is submitted to the Highway Authority for approval prior to the commencement of development on site. This should include but not be limited to, HGV routing, provision for staff car parking, times of site operation, volume of HGV movements throughout the day, highway safety measures such as wheel washing facilities and mitigation measures for any remedial works required. Please **condition**.

Licences for scaffolding, hoarding & fencing, mobile elevating work platforms (MEWPs) and builders materials on the highway are required and the applicant should contact the Network Management Team to make arrangements as soon as possible. NSC does not accept roll on roll off skips on the highway. (email; streetworks@n-somerset.gov.uk).

There is concern regarding the potential implications of the demolition and construction phases of the development and the effect they could have on the surrounding highway network and the environment.

A pre and post construction assessment of the route from Brinsea Road, as well as parking and road cleaning during construction is required. This should be secure by **condition**.