

INTERNAL MEMORANDUM

FROM: HIGHWAYS & TRANSPORT; PLACE DIRECTORATE

Application No: 23/P/0664/OUT

Development Control Case Officer: Lee Bowering

Location: Land to North of Rectory Farm, Chescombe Road, Yatton

Proposal: Outline planning application for the development of up to 190no. homes (including 50% affordable homes), 0.13ha of land reserved for Class E uses, allotments, car parking, earthworks to facilitate sustainable drainage systems, open space and all other ancillary infrastructure and enabling works with means of access from Shiners Elms for consideration. All other matters (means of access from Chescombe Road, internal access, scale, layout, appearance, and landscaping) reserved for subsequent approval

Date: 3 May 2023

Formal comments from Highways & Transport Development Management

Recommendation

No recommendation, further information required

Previous submissions

HTDM have previously provided comments under the pre-application 22/P/2451/PR2.

Revised Plans/Further Information Required

- Revised Transport Assessment in line with section 4.0. below.
- Revised Travel Plan in line with section 5.0 below.
- Confirmation of investigation works to be undertaken for the condition of Shiners Elms and agreement to improvement works.

S106 Planning Obligations

- Contribution of £180.00 per dwelling (£34,200.00) to be flexibly spent on bus/train taster tickets and/or towards a bike/cycling equipment.
- Home to School Transport costs of £898,256.97 (£702,723.06 for secondary school transport and £195,533.91 for Special Educational Needs) payable over 10 years. (Primary school contributions of £1,353,696.27 is required should Chescombe Road improvements not being implemented prior to the occupation of the proposed development).
- Public Transport contributions totalling £150,000.00. (£60,000.00 for bus stop improvements and £90,000.00 to support and increase the frequency of the X5 service).
- £40,000.00 for Strawberry Line improvements.
- £3,100.00 for a TRO for the 20mph speed limit within the site.
- £12,400.00 for amendments of 4 (£3,100.00 each) Traffic Regulation Orders (amendments to waiting and loading restrictions at each of junctions at Heathgate, Chescombe Road, Grassmere and Mendip Road with the B3133).
- Contribution of £2,000.00 to improving the lining at local junctions linked to the site (Grassmere Road, Heathgate, Mendip Road, Chescombe Road).

- Contribution of £5,000.00 towards traffic calming measures such as rain gardens/ bolt down speed cushions, road humps etc on Mendip Road.

S278 Planning Obligations

- Investigation works to determine the structure/condition of the Shiners Elms (all matters to be discussed/agreed with the HA during the process) and the subsequent delivery of the necessary improvements.

Conditions Required

- Construction Management Plan.
- Boundary Treatment to ensure vegetation no higher than 600mm in visibility splay.
- Post monitoring road/junction surveys of 4 junctions (Mendip Road, Heathgate, Chescombe Road, Grassmere).
- Delivery of two shared 3m wide pedestrian/cycle connections to the Strawberry Line prior to occupation.
- Investigation works and delivery of designed improvements on Shiners Elms.

Recommendations to applicant

- Early contact with Network Management team.

Future RM application requirements

- Location and plan for cycle and bin stores.
- A waste plan displaying the waste/recycling collection points for all plots (communal collection points required in areas of private shared space).
- Internal site layout carriageway widths/layout adhering to the HDDG.
- Tracking plans on the final layout for all vehicle types within the site.
- Compliance with parking standards for cycles, vehicles and electric vehicles charging infrastructure/chargers adhering to the Parking Standards SPD November 2021.
- Considerations to gradients.
- Compliant visibility splays to the design speed at all internal junctions.
- Signage strategy to include 20mph speed limit and directional signage.

1.0 Summary

The application is to consider 190 homes (including 50% affordable homes), 0.13ha of land reserved for Class E uses, allotments, car parking, earthworks to facilitate sustainable drainage systems, open space and all other ancillary infrastructure and enabling works with means of access from Shiners Elms.

2.0 Access

Further information, S106 & S278 requirements

2.1 Proposed access at Shiners Elms

Ref: Proposed Site Access General Arrangement Design Dwg No 23257-HYD-XX-XX-DR-TP-0201 Rev P02. The proposed link has a 6m wide carriageway tapering down to 5.5m (within Shiners Elm) with a tactile crossing point within the site. The proposed footways on both sides are 2m wide and taper down to 1.8m width as it links into Shiners Elms.

2.2 Pre site development works, and improvement works on Shiners Elms

The applicant is to undertake investigation works of the structure and condition of Shiners Elms (such as cores/CBR check/condition surveys) to determine the current construction of the road and determine the condition of the existing carriageways and footways. The existing carriageway serving the dwellings on Shiners Elms is unsuitable for further development and the associated further trips. **The applicant is to design and deliver all associated upgrading to support the proposed development. Plans/further information is to be provided.** Any required upgrading is to be carried out during the S278/Technical Approval Stage (also includes the upgrading of kerbing/lighting/drainage construction). All matters are to be discussed and agreed with the HA during the process.

At 4.1.8 of the Transport Assessment (p17) stated that the 'roads are of a good standard', however, HTDM officers noted on a recent site visit the condition of Shiners Elms that requires upgrading. As shown in the photos below.



The applicant is to deliver appropriate improvements to the carriageway and footways on Shiners Elms. This will require substantial improvement works beyond simply layering on top of this substandard surface.

2.3 Post occupation off site monitoring

The applicant is to undertake post occupation survey monitoring of the nearby junctions being Heathgate, Chescombe Road, Grassmere and Mendip Road with the B3133. The trigger for monitoring is considered appropriate when the site reaches approximately 80% occupation. These junctions are recognised by the applicant in the TA as being impacted by the site. It is noted that they are anticipated to operate within capacity. However, the HA are concerned that vehicles frequently park within close proximity to the junction with the B3133 which may impact the ability of the junctions to operate effectively. The purpose of the survey is to identify any issues arising from the intensification of the network by the occupants/visitors/servicing of the site over a week period in an agreed month by agreed methods with the HA. The results of the surveys (carried out within 3 months of this trigger and reported within 6 months) together with developer recommendations are to be shared with the HA to discuss identified issues and possible actions. The mitigation from the applicant is limited to these four junctions at a cost of £3,100.00 per junction to contribute towards a Traffic Regulation Order to amend restrictions (such as amending the existing waiting and loading restrictions) where required. **A total contribution of £12,400.00 is required.** For example, existing traffic restrictions may need to be amended/extended or introduce waiting limits.

2.4 Lining improvements

Due to the intensification of the roads around the site, this will result in an earlier deterioration of the lining at surrounding junctions. **The developer is to contribute £2,000.00 by S106 agreement** towards lining improvements at Heathgate, Chescombe Road, Grassmere and Mendip Road with the B3133 to promote safe vehicle movements to and from the site.

2.5 Traffic calming

At the time of occupation, Mendip Road will be subject to a 20mph zone delivered by NSC as part of wider traffic calming measures in Yatton. Given that the development will result in increased vehicle movements along Mendip Road, the applicant is to **contribute £5,000.00 by a S106 agreement** towards traffic calming measures such as rain gardens, bolt down speed cushions, road humps to support reduced vehicle speeds.

2.6 Strawberry Line (Cheddar Valley Railway Walk)

The site is adjacent to the Strawberry Line that provides walking and cycling routes and is ideally situated for use by future residents. The proposed development is likely to increase the footfall onto the Strawberry Line. This is already a well-used route by both pedestrians and cyclists as access to the Strawberry Line and to reach Yatton Station, and this additional footfall will increase the pressures on this section of the line which is also a Site of Specific Scientific Interest (SSSI). The 'Illustrative Masterplan' drawing number edp7842_d003g includes a 'Trim Trail' that appears to tie into Biddle Street and the Strawberry Line. **Prior to the first occupation of the site the applicant is to deliver the two shared 3m wide pedestrian/cycle connections to the Strawberry Line.** The proposed trim trails should either be managed by the appointed Management Company or via a commuted sum provided as part of the Green Infrastructure element. The connections to the Strawberry Line require good visibility at the junctions to avoid collisions with users of the path and this is to be included in the RM submission.

It is welcomed that the site is providing access to the Strawberry Line. However, the current condition of the section between Yatton Railway Station and proposed southern connection is in a poor condition and requires necessary improvements to ensure it is a useable link for future residents. HTDM Officers carried out a site visit at this location and found its condition in several areas to be muddy with ponding of water. This would discourage use during inclement weather and increase the sites reliance on private vehicle use. See photos below.



On the grounds of the above, approx. 1 kilometre of resurfacing works is required between Biddle Street and Yatton Railway Station at a cost of £85/linear per metre. The applicant is required contribute by **S106 agreement £40,000** towards the £85,000.00 total cost to improve the cycle and pedestrian links to the Strawberry Line. This is to reduce further vehicle trips on to the highway network and to adhere to the principles of reducing traffic and encouraging active travel. This is a requirement under the NSC Active Travel Strategy 2020-2030 and Policy DM12 where sites such

as this should have a safe and convenient pedestrian and cycle access to services, amenities and a bus or rail service.

3.0 Internal Layout

For consideration in a subsequent RM application & S106 agreement

3.1 Carriageway widths and pedestrian/cycle connectivity

The applicant has submitted some indicative plans of the internal layout ref; Site Masterplan Sheet Illustrative Masterplan' drawing number edp7842_d003g. The applicant is to confirm in a future RM with appropriate plans that the design adheres to the NSC Highway Development Design Guide (2020). Plans will be required to undergo revision where they fall below this expectation during the RM Planning stage.

Excellent provision must be made for pedestrian and cyclists within the site. This should include raised continuous crossings at internal junctions to emphasise pedestrian priority over vehicles. The illustrative masterplan below appears to include a 2m wide pedestrian link from Marsh Road to the Strawberry Line. This should be upgraded to a 3m shared pedestrian/cycleway with a raised continuous crossing point over the north to south link road as circled in red on the below plan.



Signage must be provided within the site to highlight the pedestrian/cycle links across the site. Details will need to be provided at the RM stage and secured by a signage strategy planning condition.

3.2 Shared space

There is a general move away from large areas of shared space, and where small areas of shared space are used it needs to be clear to all. The design should consider people with disabilities, particularly those who are partially sighted. The design should provide safe and convenient pedestrian and cycle access. Developers are required to consider the Equality Act 2010 and The Inclusive Transport Strategy (DfT 2018) to consider the needs of a diverse range of people at all stages of planning and development. Consultation with the community and users, particularly with disability groups for shared surface schemes is recommended. In many instances a protected space, with appropriate physical demarcation, will need to be provided for pedestrians who may be unable or unwilling to negotiate priority with vehicles can use the street safely and comfortably.

3.3 Street Trees

Future plans are likely to include street trees and the developer must ensure that these do not present an obstruction to visibility. Trees should either be relocated outside of the visibility splays, or a species chosen with a maximum lifespan trunk diameter of 500mm. The applicant should adhere to guidance in the HDDG 2020 at Appendix D Guidance on landscaping and trees in adoptable areas. Where trees are planted, these must be in tree pits or alternate root barrier system to prevent damage to footways.

3.4 Gradient

For information. Where a site is on a gradient, 8% (1:12.5) is acceptable/tolerable in terms of standards for motorists. Gradients above 8%, there is an increased chance of vehicles losing traction on icy surfaces and on gradients above 10%, some stationary vehicles can start to slide in icy conditions. Gradients up to 5% (1 in 20) are generally considered acceptable for pedestrians, including wheelchair users. On Gradients of 8% (1 in 12.5) or above, the physical effort of getting up the slope would be too much for many wheelchair users and there would be a risk of some wheelchairs toppling over. Slopes exceeding 10% (1 in 10) might prove impassable to many non-wheelchair users. The applicant is to advise any concerns regarding the site gradients in a future RM application.

3.5 Fire and Service Vehicles *for compliance.*

The design of the site must adhere to 'The Building Regulation Fire Safety requirement B5 (2010) Section 13' 'Vehicle Access' that advises that there should be vehicle access for a pump appliance within 45 metres of single-family houses. The 45m reach (from the rear of the pumping appliance) **must reach all points within the property.** Dead end access routes longer than 20m require turning facilities to ensure Fire and Service vehicles do not have to reverse more than 20m. The minimum carriageway width of 3.7m is required to ensure that there is space to work around a large fire appliance.

3.6 Tracking

The HA requires vehicle tracking plans to be submitted in a future RM application to demonstrate that refuse/recycling vehicles, a large saloon car and a fire appliance vehicle can be appropriately accommodated at the southern site access junction as well as within the proposed site without prejudicing highway safety. Adequate turning areas for larger vehicles must be provided.

3.7 Internal site speed design and visibility splays

The applicant must confirm the internal design speed of the site with appropriate traffic calming features such as build outs and raised pedestrian crossings. This is expected to be 20mph and appropriate visibility splays must be provided. Within the site, appropriate signage (detailed within a signage strategy) and a TRO must be in place to support the speed limit. The applicant is to contribute **£3,100.00 to the processing of the order.**

4.0 Transport Assessment

Further information required

The applicant has submitted a Transport Assessment to consider the impacts of the development on the local transport network.

4.1 Traffic generation

The applicant has used the nationally recognised TRICS database to predict the likely number of trips from the proposed development. This is detailed in section 6 of the Transport Assessment (TA).

The residential trips have been calculated on the basis of a 50% split between privately owned houses and affordable/local authority houses. This is reflective of the proposed dwellings and considered acceptable. The Class E element of the site has been calculated on the basis of Office/Employment use which is also considered acceptable. The Highway Authority are also satisfied that suitable filters have been applied, including the removal of sites in London and Ireland, and the selection of Edge of Town location type.

On the basis of the above, the TRICS outputs indicate a total of 97 additional two-way trips in the AM peak of 08:00-09:00, 96 two-way trips in the PM peak of 17:00-18:00 and a total of 807 two-way trips throughout the day.

More detailed outputs can be found at Appendix D of the submitted Transport Assessment. It should be noted, however, that this only includes total vehicles and does not provide information on specific trip types, including pedestrians and cyclists. **The TA needs to be updated to include comprehensive outputs for different modes of travel including Active Travel.** Moreover, it is noted that the outputs have been based on a single dwelling. For robustness, the **outputs should be set to 190 dwellings (or 95 for privately owned, and 95 for affordable/local authority houses) and resubmitted.** Similarly, the outputs for employment use have been set to 100sqm. **This should be increased to the actual floor area of the proposed units. Revised TRICS assessment is required.**

4.2 Trip Distribution

In terms of the distribution of movements from the site, this has been based using 2011 census journeys to work data, which is accepted. Using these figures, it has been estimated that 44% of trips would use the site's southern access (Chescombe Road via Rectory Farm) and 52% from the site's northern access via Shiners Elms.

Traffic flow diagrams have been submitted at Appendix D to assess the anticipated distribution of trips on the local highway network. This demonstrates that trips are expected to disperse between the various routes available. 31% of vehicles, for instance, are expected to join the High Street at Grassmere Road, 31% of vehicles to join High Street at the Heathgate junction, 20% of vehicles to join the High Street at Chescombe Road, whilst 18% are expected to join at Mendip Road.

4.3 Traffic impact Assessment

Junction capacity modelling (using PICADY of the TRL Junctions 9 software) has been undertaken at both the Grassmere/High Street and Chescombe Road/High Street junctions on the grounds that these two junctions have the highest base flows on the key vehicle routes to and from the site (as demonstrated in the submitted Traffic Survey data at section 3.5 of the submitted Transport Assessment). This is considered an acceptable approach. Detailed outputs are attached as appendix G of the submitted TA.

TEMPRO growth rates have been applied to baseline traffic flows up to 2025 (year of first occupation) and 2028 (future year). This has also been accompanied by the inclusion of two committed developments - Land off Moor Road Yatton (19/P/3197/FUL) and Rectory Farm (21/P/0236/OUT). This is considered a robust assessment.

Using the above traffic flows, a maximum RFC (ratio of flow to capacity) of 0.25 at the AM peak and 0.18 in the PM was identified at the Grassmere Road/B3133 High Street junction in the 2028 + committed development scenario. At the Chescombe Road/B3133 High Street junction, a maximum RFC of 0.17 in the AM peak and 0.23 in the PM peak was identified.

In addition to the above, a sensitivity assessment was carried out on the basis Shiners Elm being the only vehicular access to the proposed development. This has been undertaken to demonstrate that the development could be served by a single access if required as part of the construction phasing. This showed a maximum RFC of 0.30 in the AM peak and 0.20 in the PM peak.

Given that junctions are considered to operate within capacity up to a maximum RFC of 0.85, the above figures demonstrate that the junctions are considered to operate well within capacity. On these grounds it is not considered that the anticipated additional vehicle movements generated by the proposal would have a significant detrimental impact on the local highway network and its impact would not be severe.

4.4 Highway Safety

Personal Injury Accident (PIA) from the surrounding highway network between 2017 and 2022 has been considered as part of the application. The area included within this analysis is set out in Figure 3.2 of the TA and includes those junctions anticipated to receive the highest number of vehicle movements from the site (Grassmere/High Street, Heathgate/High Street and Chescombe Road/High Street). This is considered an acceptable approach.

Within the study area, a total of four PIAs were recorded, all of which were recorded as 'slight' in nature. It is recognised that the incidents were not clustered at the same location but dispersed over the searched area. The nature of each specific incident was also varied, and, on these grounds, it is not considered that there is an inherent highway safety deficiency that would be exacerbated by the proposed development. It is also noted that a highway improvement scheme is being implemented on Yatton High Street and the surrounding network which will reduce vehicle speeds and the improve highway safety for users.

5.0 Sustainable & Active Travel (AST)

S106 Contribution

5.1 Travel Plan

The applicant has submitted a Residential Travel Plan, this has been reviewed by the North Somerset Active and Sustainable Travel team. The Travel Plan will use modeshift and is to be managed and delivered by the developer via an appointed Travel Plan Coordinator.

The target of 6% modal shift from private car/van is not very ambitious. The first choice for a short journey must be walking/cycling and public transport in order for NSC to meet the ambition to be carbon neutral by 2030. Although monitoring is to be undertaken via subsequent surveys, there is no mention of remedial actions if targets are not on track. **The applicant is to submit a revised travel plan outlining what measures are to be taken if they fail to meet their stated objectives.**

The details of promotional and information initiatives to promote active travel are included at section '7. Travel plan measures'. These measures are to be included within a 'Travel Information Pack' (TIP) to be given to residents. Within the TIPs, NSC websites links will be included, however, the applicant must update the packs to include the 'TravelWest' and 'Better by Bike' websites. The TIPs must also include information on electric vehicles, promoting their use and provide details of the installed electric vehicle charging points. The information/promotional materials included in the TIPs is welcomed, however, there is little in the way of hard measures to promote Active and Sustainable mode of Travel. In addition to the developers' measures, the Highway Authority requires **£180.00 per dwelling (£34,200 total) be provided via S106 agreement towards flexible sustainable travel vouchers** for residents to promote sustainable travel use from the outset of the site's occupation.

6.0 Integrated Transport Unit; Home to School Transport (HTST) and Public Transport

S106 contribution

6.1 Home to School Transport (HTST).

NSC colleagues working within the ITU have requested s106 contributions after considering the location of the nearest primary and secondary schools in relation to the proposed site. In the event of a development being unable to provide a safe walking route or exceeding the statutory walking distances, North Somerset Council will seek recompense to mitigate the need for school transport. Details of the Council's home to school transport policy can be found on the North Somerset Council's website.

A secondary access for the proposed development is planned via the Rectory Farm appeal site (ref: application 21/P/0236/OUT) to the south of the site and is for future determination. The appeal site has agreed to deliver improvements to the existing footways on Chescombe Road. These

improvements must be delivered prior to occupation of the first dwelling of this application to deliver a safe route to the nearest primary school. Should the Chescombe Road improvements not be delivered prior to first occupation, primary school transport S106 contributions of £1,353,696.27 will be required.

As a secondary school is not within the statutory distance from the site, a **S106 contribution to Home to School Transport costs of £702,723.06 and Special Educational Needs pupils of £195,533.91 for 10 years totalling £898,256.97 is required.**

6.2 Public Transport Contributions

Section 4.5 of the submitted Transport Assessment considers the public transport connectivity of the site. As is noted, there are currently no active bus services serving Yatton following the suspension of the X5 service in late 2022. A Demand Responsive Transport (DRT) service is now operational within North Somerset, although this does not represent a regular time-tabled service and requires users to book journeys in advance subject to availability.

As per policy DM27 Bus Accessibility Criteria of the Sites and Policies Plan Part 1, all residential developments comprising 50 or more dwelling must be within a reasonable distance, via a direct pedestrian route, of a bus stop which provides an appropriate level of service. At present, however, there is no operational bus service serving Yatton or future residents of the site which is not considered acceptable. An increase in the number of dwellings by 190 in the local area together with an unspecified commercial use, without adequate public transport provision will result in an over reliance on private vehicle use with limited opportunities for public transport use. In order to deliver an appropriate level of bus connectivity from the site, the applicant is required to contribute **by S106 £30,000.00 each year for 3 years towards the X5 service (totalling £90,000.00)**. This is a proportional contribution based on an annual cost of running the service. These costings are regularly reviewed and implemented for all planning applications based on yearly increases in costs (such as fuel, drivers, salaries, and vehicle running costs) which have increased significantly over the past year. The applicant is to improve the service by the contribution, and this will be put towards the frequency or extension of the hours for the X5 service (such as by one hour at each end of the daily service or the frequency of the service).

Moreover, it is noted that the existing bus stops on Yatton High Street are nearing end of life and are in a poor state of repair. This may deter future residents of the development from using these facilities, and in turn the local bus service, whereas improvements to these bus stops may contribute to better use of public transport. As such, there is a need for them to be modernised to provide a better bus service.

The cost of a new shelter with new RTI (Real Time Information) and EINK (electronic display information known as 'electronic ink' or 'electronic paper' to replace paper timetables and information sheets) infrastructure is £30,000.00 including the structure, installation, cabling, or solar and electrical costs. The eastbound and westbound stops located on the High Street at the Elborough Road and Cherry Grove are to be replaced with modern shelters and a **S106 contribution of £60,000 is required to replace these stops**. Replacing these stops will improve awareness from the proposed site to their relevant destination by bus, such as employment, retail, or education. This is necessary to deliver modal shift from car travel to public transport and contribute towards delivering a carbon neutral North Somerset by 2030.

This is in line with the Enhanced Partnership (EP) and Bus Service Improvement Plan (BSIP) documentation for a shift to decarbonising North Somerset by reducing car travel and increasing bus travel, as well as the requirements under CS10 'Transportation and movement' to deliver better local bus services, and also DM24 whereby the proposal must contribute to fund local deficiencies in highways and transport infrastructure and services.

Where there are site constraints such as restricted widths, a cantilever shelter will be installed. As this type of shelter does not have sides it will allow for all footway users with consideration to wheelchair users and carers with buggies. Where a shelter cannot be accommodated further investment to upgrade the existing bus stop will be implemented with EINK and RTI flags which will be provided by the contribution.

In line with above a **total public transport contribution of £150,000.00 is required to adhere to** policies CS10 'Transportation and Movement' to enhance the facilities and deliver a better bus service and DM27 Bus Accessibility to support and improve the bus services.

7.0 Street lighting

For consideration in a subsequent RM application

The applicant is to provide a lighting plan for consideration of the Streetlighting team.

Any proposed lighting should be designed using the Design guide and following BS5489. The lantern should be from the Urbis Axia 3 range and the column should be ALC aluminium column to NSC spec for the required height. North Somerset Council's Street Lighting Team can provide a full specification on request.

8.0 Waste servicing

For consideration in a subsequent RM application

8.1 Residential Site

Adherence to the Residential Design Guide – section 4 Recycling and waste is required for sites requiring to be serviced by NSC refuse vehicles twice a week (recycling and waste). A 5.5m road width is required to allow the standard size recycling, waste, and garden waste vehicles to get unhindered access. NSC Waste Team will not service an area with smaller vehicles which are less efficient, more costly and have a bigger impact on carbon emissions. 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 and vehicles driving and manoeuvring within the site during various weather conditions. This should also include consideration of the placing and emptying of containers.

The applicant is to provide a waste plan indicating the waste/recycling collection points and storage areas and should be of sufficient size to store waste/recycling boxes/green waste/food waste and confirmation that all the receptacles are stored in a convenient place for roadside collection. The NSC Waste Servicing Team has advised in areas where the roads are not adopted, for the small number of dwellings with 2 to 6 properties located on a shared private driveway an adequate space at the end of the private driveway for bins / boxes to be left is required. The hardstanding point should be an area of 2m x 2m is required so bins / boxes are not being taken off grass verges.

In areas where the site remains private and is not adopted by NSC the applicant will need to provide an indemnity letter to include the following wording 'Over a long period of time due to the weight of the 26T RCV's there might be wear and tear damage to the private road. If this occurs NSC / NSEC will not be liable for this damage. Any maintenance work (and all associated costs) must be carried out by the site to ensure its ongoing suitable condition for the refuse and recycling trucks to obtain safe access'. **A future application must include a waste plan and where required an indemnity letter will be conditioned.**

In areas remaining private, should the site fail to be kept in a suitable condition, the development site manager will be responsible for arranging recycling and waste to be placed at an agreed location, in liaison with the waste management team, to allow collections to take place.

Once the site is ready for occupation, developers are to arrange to with NSC Waste Team to receive bulk refuse and recycling receptacle deliveries and deliver to residents when they move in. This will stop multiple bin deliveries to new developments and help the service be more time and fuel efficient. Details below.

Refuse bin dimensions

Type of container	Dimensions Height x Width X Depth (mm)*	Number of properties suitable for
180L wheeled bin	1100 x 500 x 755	1 property
240L Wheeled bin	1100 x 590 x 740	1 property with large number of residents in property or exceptional circumstances. This is also the size of garden waste bin we provide for residents who subscribe to the garden waste collection service.
360L Wheeled bin	1100 x 620 x 860	2 communal properties
660L Wheeled bin	1222 x 1371 x 764	4 communal properties
1100L Wheeled bin	1315 x 1372 x 1065	6 communal properties

Recycling bin dimensions

Type of container	Dimensions Height x Width X Depth (mm)*	Number of properties suitable for
55L Recycling Box	355 x 630 x 390	Minimum 2 x recycling boxes <i>per property</i>
23L Food Waste Box	430 x 320 x 390	Minimum 1 x food waste container <i>per property</i>
5L Food waste caddy	207 x 280 x 223	Minimum 1 x kitchen caddy to be stored internally <i>per property</i>
240L Mini-recycling centre bin	1100 x 590 x 740	Approx. 10 to 12 flats or apartments would have 2 x

		240L paper / cardboard; 2 x plastics / cans; & 1 x 240L glass MRC bins
660L Mini-recycling centre bin	1222 x 1371 x 764	Approx. 13 to 16 flats would have 1 x paper / cardboard: & 1 x plastics / cans 660L MRC bins with 2 x 240L glass bins
1100L Mini-recycling centre bin	1315 x 1372 x 1065	Approx. 20 flats would have 1 x paper / cardboard: & 1 x plastics / cans 1,100L MRC with 2 / 3 240L glass MRC bins

8.2 Commercial collections

Any waste produced or possessed by a business that needs to be disposed of, from any part of a property used for business purposes, is classed as business waste. Business owners or managers have a legal responsibility to make sure any waste produced by their business is stored, managed and disposed of in accordance with Section 47 of the Environmental Protection Act 1990. NSC offer a commercial waste service to serve the commercial areas of the site.

9.0 Parking Assessment

For consideration in a subsequent RM application
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The submission does not detail the development housing mix or commercial aspects, and this will be considered in a future RM application.

9.1 Commercial aspect – cycle and vehicle parking

The applicant has stated that ‘Class E’ will be provided and includes Commercial, Business and Service Use. The applicant must include provision for vehicles and cycles as noted in the NSC Parking Standards SPD 2021.

9.2 Cycle Parking Residential

Future proposals should provide an acceptable level of cycle parking in line with the standards set out in the North Somerset Parking Standards SPD November 2021 and provide a cycle storage area that should be easily accessible, secure, and weather-proof.

9.3 Vehicle Parking Residential

Local residential car parking standards are set out in the North Somerset Parking Standard SPD 2021 and outline the minimum required number of parking spaces for residential development. This specifies 1 car parking space for a property with 1-bedroom or 1.5 spaces for each flat as more than 5 are proposed, 2 car parking spaces for a dwelling with 2 to 3 bedrooms and 3 car parking spaces for 4+ bedrooms. Furthermore, Policy CS11 of the Adopted 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.

The applicant is to ensure that the parking standards are met to avert any impact on the surrounding highway network with a demand for further parking.

For future determination, the plans must include a car parking allocation plan to demonstrate that all properties have the required level of parking on an accessible layout based on the revised Parking Standards document dated November 2021.

9.4 Electric Vehicles Residential

Approved Document S: Infrastructure for the Charging of Electric Vehicles of the Building Regulations 2010 sets out the minimum requirements for electric vehicle charging infrastructure at new residential developments. As such, all dwellings must be served by an appropriate electric vehicle charge point in line with the standards set out in Approved Document S.

9.5 Electric Vehicles Commercial

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 a 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). For non-residential development, at least 20% of the total parking spaces should be served by a fast (7kw-22kw) charge point, with a minimum of one space. A further 20% of spaces must be provided with appropriate cabling to facilitate the later installation of a charge point. Where more than 20 EV bays are to be provided, provision of a rapid charger should be considered from the outset.

10.0 Network Management Team

For consideration in a subsequent RM application - applicant/contractor information

10.1 Highway works

Any works which affect the traffic capacity of the highway are subject to the Traffic Management Act (TMA) 2004. This Act places an obligation upon local authorities to coordinate and manage the road network to ease congestion and delay. The developer is urged to make early contact with the Council's Network Management Team (email; streetworks@n-somerset.gov.uk) to discuss the works required and associated temporary traffic management.

For utility connections the developer is required to inform the undertakers of their proposed works, to jointly identify any affected apparatus, and to agree diversion or protection measures and corresponding payment.

Authorisation for such works is required from the NSC's Network Management Team (01934 888802 or streetworks@n-somerset.gov.uk) at least one month in advance of the works. This is a requirement of the New Roads and Street Works Act 1991 (NRSWA) 1991 and TMA 2004. The developer must endeavour to ensure that undertaker connections/supplies are coordinated to take place whenever possible at the same times using the same traffic management. For formal restrictions (such as road closures, temporary speed limit, no waiting and loading restrictions via a TTRO) required to undertake the works, a minimum of three months' notice is required to the Network Management Team.

Scaffolding, hoarding & fencing, mobile elevating work platforms (MEWPs) and builders' materials on the highway require a licence. The applicant must contact the Network Management Team to make arrangements as soon as possible prior to any works. NSC does not accept roll on roll off skips on the highway. (email; streetworks@n-somerset.gov.uk).

10.2 Crane Oversailing

Where a tower crane that oversails the highway is required during construction, the developer must apply for an oversailing licence and adhere to the licencing requirements of the Network Management Team (email: streetworks@n-somerset.gov.uk). The erection, dismantling, operation and use of the crane must comply with the Construction (Lifting Operations) Regulations and any other relevant statutory requirements pertaining at the time of use. All tower cranes that over sail the highway must adhere to the CG300 procedure and this requires consent from the NSC Structures Team (email: Structures@n-somerset.gov.uk) prior to the licence being authorised.

Tower Cranes that are in a private development or on private land (not oversailing any public highway) need to go through the Building Control Structural Engineer's approval prior to their installation on site, in accordance with the relevant part of the Building Regulation document (Part A: Structure).

11.0 Section 38

Agreement required

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 council will not support the use of non-standard surfacing materials where it is costly to replace or maintain. Plans should ensure appropriate materials in areas to be considered for adoption. Materials will need to be agreed during the technical approval process and should non-standard materials be approved they will be subject to commuted sums for extended maintenance based on a 60-year design life. Commuted sums will also be required for adoptable landscaping areas and trees.

In adoptable areas the road surface must be constructed to NSC standards. The developer may wish to enhance the surface in some areas with either a high friction surfacing or a 6mm stone resin (different materials are available) see highlighted areas that must not include block pavements in adoptable areas.



12.0 Section 278

Agreement required

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.

13.0 Construction Management Plan

To be conditioned

Considering the highway network and the volume of material that may need to be removed and brought to site, Highways request a construction management plan to be conditioned prior to any approvals and required before the commencement of development on the site. This is likely to include but not be limited to, HGV routing, provision for staff car parking, times of site operation, volume of HGV movements throughout the day, managing complaints, local consultation concerning the works and maintaining access for properties to be affected by the works. It should also consider highway safety measures such as wheel washing facilities and mitigation measures for any remedial works required. Due to the constrained area around the site and access with consideration to any required TTRO's at the developers' expense including associated traffic management. **Please condition.**