

Transportation and Highways BANES

RESPONSE TO DEVELOPMENT MANAGEMENT CONSULTATION REQUEST

App ref No:	24/01168/REG03
Site Address:	Land to the rear of 89 to 123 Englishcombe Lane, Southdown, Bath, Bath and North East Somerset
Proposal:	The erection of 16 no. supported living units (Use Class C3(b)) with associated communal hub (to include ancillary carers accommodation), access, landscaping and ancillary works
DC Case Officer:	David MacFadyen

No Objection See summary comments - NOOBJECT	
No Objection subject to conditions described below - CONDITION	
Scope for revision. See full comments - NAICF	X
Object/Recommend refusal. See full comments below - OBJECT	

Summary:

Whilst the highway authority has no objection to the principle of the planning application, it is requested that the applicant reviews the opportunity to potentially reduce the scale of the proposed site access arrangements. See the full comments below. Recommended planning conditions will be advised on receipt of further information.

Full comments

The highway authority has previously commented on a development scheme at the site with the same access strategy being proposed, see the comments in response to application 18/01516/REG04. The current scheme is for significantly fewer units than previously considered, and it is noted that these would be supported living accommodation.

The proposals have been reviewed in the context of the prospective residents access and travel requirements, and it is particularly noted that a low level of car parking (eight spaces) would be provided to fulfil the needs of staff and visitors. There are no objections to this approach. The access route would be suitable for both pedestrians and cyclists, with a segregated footway provided. It is expected that vehicle movements along the access road would be lower in number than previously considered, and the risk of any conflict between users is expected to be low.

There are a number of public transport routes that are within a reasonable walking distance to the site. The submitted Transport Statement considers the required Active Travel Checklist, and it is noted that most residents are likely to be escorted if travelling offsite. There are no obvious requirements for offsite active travel improvements. The scale of the development would not justify the requirement for a Travel Plan Statement.

It is noted that waste and recycling waste management would be organised by the site staff, with collections taking place from Englishcombe Lane. There is no objection to this general approach. It is assumed that all other site servicing requirements, such as moving in / out and deliveries, would be managed by the staff also. There are no significant concerns given this

managed process.

Given the scale and type of development proposed, there would be no material safety or capacity impact on the operation of the local highway network. Due to the proposed use, it is assumed that the internal site access routes will all be privately managed, and that there is no requirement for any part of the site highway to become adopted.

The submission includes a proposed vehicular access arrangement, and this is presented within the Transport Assessment as Drawing 30210292-ARC-XXXX-DR-HE-00001 P03. This proposed arrangement includes a buildout into Englishcombe Lane, and reflects the nature of the access layout that was submitted as part of the earlier planning application, see number 18/01516/REG04. The submission is supported by a Stage 1 Road Safety Audit and the necessary Designers Response. The proposed access arrangement would also require the successful approval of a Traffic Regulation Order which would be needed to implement new waiting (in the form of double yellow lines) in the immediate proximity of the proposed access. The vehicular access crossover would need to be constructed to the new standard detail which has now been adopted by the authority, and to ensure that the risk of collisions with pedestrians is minimised, this should include a give-way line to the rear of the Englishcombe Lane footway. Whilst this change could be secured as the detailed design process, it is recommended that the planning application drawing is updated at this stage. The Council's standard detail drawing is attached for reference.

Englishcombe Lane is now subject to a 20mph speed limit, and it is clear from the submission that the level of traffic generated by the site would be substantially less than considered within the previous scheme. Given this, the highway authority questions the scale of the changes shown at the site access, and there appears to be some potential to deliver an access arrangement that would have less impact and have a reduced long term maintenance requirement. Clearly provision for pedestrians and the necessary visibility would have to be provided, however, it is requested that the applicant reviews this opportunity at this stage of the planning process.

Due to the site location and scale of works that would be required, it is recommended that the requirement for a Construction Management Plan is secured as part of any planning permission.

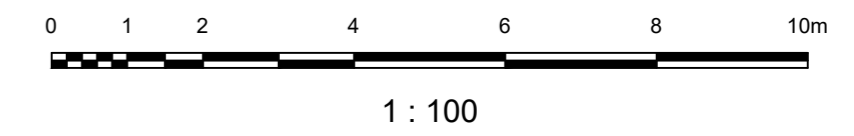
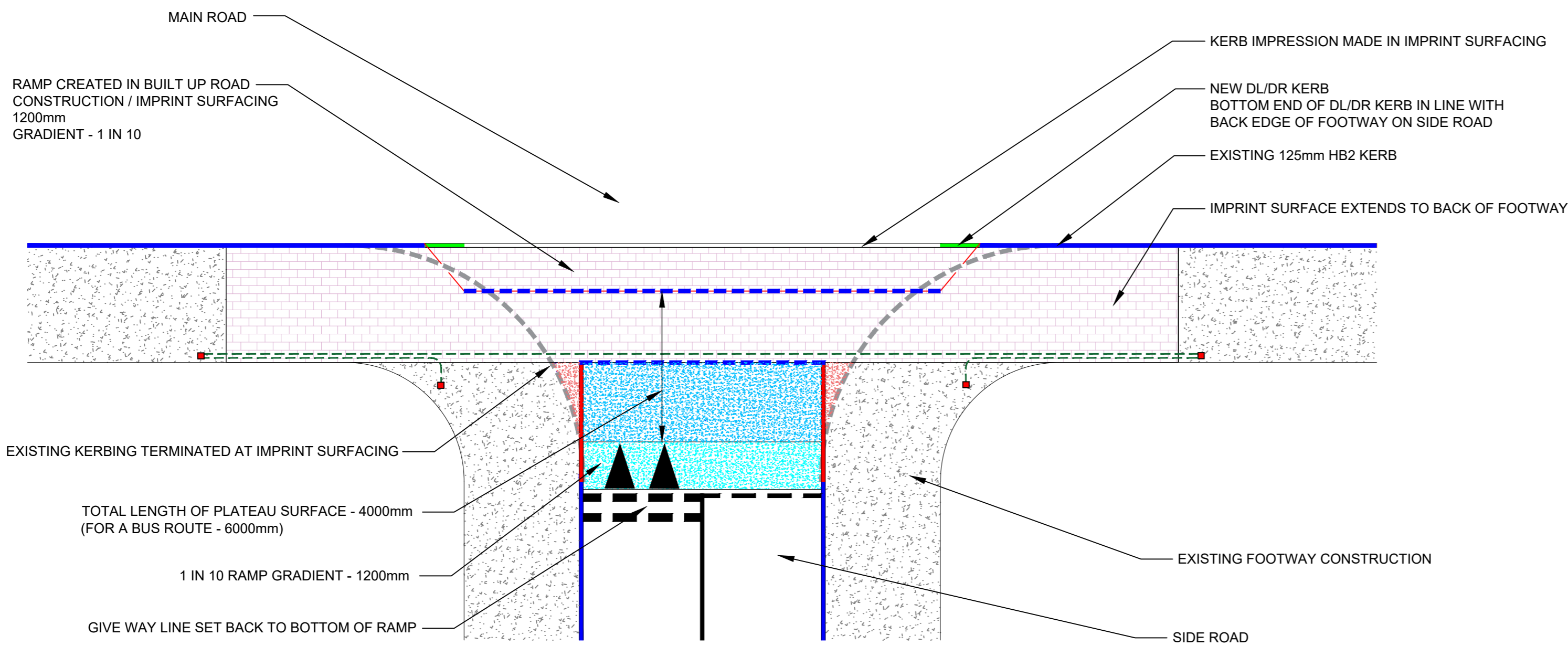
Given the above, whilst the highway authority has no objection to the principle of the planning application, it is requested that the applicant reviews the opportunity to reduce the scale of the proposed site access arrangements. Recommended planning conditions will be advised on receipt of further information.

Conditions/Reasons for refusal

To be confirmed

Name: Dan Friel

Date: 10/05/2024



KEY:

KERBING TYPES:

- EXISTING KERB
- PRE-CAST CONCRETE KERB TYPE DL/DR1 (MAY CHANGE DEPENDANT ON EXISTING KERB ARRANGEMENT)
- NEW KERB LAID STRAIGHT KERB TYPE & UPSTAND DEPENDANT ON EXISTING SITE ARRANGEMENT

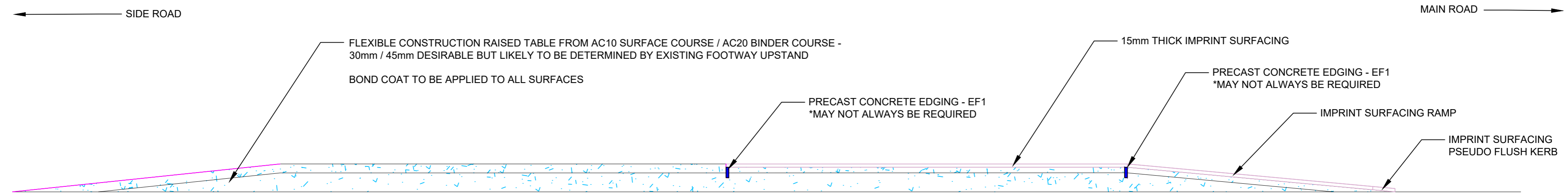
FOOTWAY/CARRIAGEWAY CONSTRUCTION:

- EXISTING FOOTWAY - UNADJUSTED
- NEW FOOTWAY - OVERLAY CONSTRUCTION
- IMPRINT SURFACING CONTINUOUS PAVING SURFACE TREATMENT - 15mm THICK EXACT COLOUR & PATTERN DEPENDANT ON ADJACENT FOOTWAY SURFACE. EXISTING FOOTWAY UNDERNEATH TO BE ADJUSTED TO SUIT NEW LEVELS
- RAISED SPEED TABLE
- RAMP FOR SPEED TABLE
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- PRECAST CONCRETE EDGING - EF1 INSTALLED TO FACILITATE CONSTRUCTION OF CONTINUOUS CROSSING - IMPRINT SURFACING TO BE LAID ON TOP

INFRASTRUCTURE:

- NAL STAKKABOX ACCESS CHAMBER TYPE TSAC3 450mm x 450mm IN FOOTWAY TO HSD/1200/501
- DUCTING 2 x 150mm INTERNAL DIAMETER DUCTS

1:100 @ A2



NTS @ A2

 GARY PEACOCK DEPUTY GROUP MANAGER – HIGHWAYS AND TRANSPORT ENVIRONMENTAL SERVICES	PRODUCED BY	SCHEME TITLE	DRAWING TITLE	DATE	DRAWN BY	APPROVED BY
	TRAFFIC MANAGEMENT	STANDARD DETAIL	CONTINUOUS FOOTWAY IMPRINT SURFACING STANDARD DETAIL GENERAL ARRANGEMENT	FEB 2024	AH	CJ
				SCALE	CHECKED	
				AS SHOWN	CJ	
				CLIENT REF.	STANDARD DETAIL CONTINUOUS FOOTWAY IMPRINT SURFACING DETAIL	
				DRAWING No.	HSD/700/210	
				REV.	DATE	REVISIONS
				DRWN.	CHKD.	APROV.