

**From:** Steve K Savage  
**Sent:** Wed, 27 Nov 2019 15:50:41 +0000  
**To:** Process Team  
**Cc:** Penny Canning  
**Subject:** 2/2018/1124/OUT - Land North Of Crown Road, Marnhull

## **COUNTY HIGHWAY AUTHORITY RECOMMENDATION**

### **2/2018/1124/OUT - Land North Of Crown Road, Marnhull**

I refer to the submitted planning application, the submitted Transport Statement (TS), the Transport Statement Addendum (Issue 02 - November 2018), and the proposed site layout – Dwg No SK010 Rev J.

The submitted Transport Statement(TS), prepared by the applicant's highways consultant, considers the likely impact that the development of 103 dwellings and new community facilities will have on the highway network in the vicinity of the site. It also considers the sustainability of the development in terms of accessibility to and from the site.

It was originally intended that the site would be provided with vehicular access from both Sodom Lane, to the north, and Salisbury Street, to the south. However, with the County Highway Authority having voiced concerns about the northern access and the suitability of Sodom Lane to serve the development, the scheme has been revised to show a single vehicular access point.

Hence, it is now proposed that the vehicular access to the site will be from Salisbury Street, as shown on CTP Drawing SK02-C, provided at Appendix D of the TS Addendum. This access will form one of four arms at an existing crossroad junction with Crown Road, Salisbury Street and Stoneylawn. Tanzey Lane will be significantly upgraded to provide access to the application site and will become the minor arm in a priority junction with the internal road. This drawing demonstrates that visibility splays of 2.4m by 82m to the southwest and 2.4m by 83m to the northeast, will be provided in accordance with the recommendations of Manual for Streets 2. These distances have been based on the speed data collected by Automatic Traffic Count (ATC) surveys that were carried out between Sunday 17 June 2018 and Saturday 23 June 2018 during school term time on the B3092 by an independent traffic surveyor.

The Sodom Lane access has been designed to allow for emergency, pedestrian and cyclist access only. In addition, an internal footway link will be provided from east to west within the development, with a link onto Sodom Lane to provide access to the Royal British Legion Club. This is considered to be a highway safety benefit and should be appropriately conditioned.

The application is supported by an indicative site plan (Dwg No SK010 Rev J), showing an internal estate road layout that embraces the principles suggested by Manual for Streets, providing a safe and attractive place for all road users.

TRICS is the national standard for trip generation analysis and employs a system of site selection filtering that enables users to simulate site scenarios through a number of progressive stages and to calculate vehicular and multi-modal trip rates based on these selections. The submitted TS has, in the opinion of the Highway Authority, complied with the recommendations of the TRICS Good

Practice Guide 2013 and produced a robust daily trip generation for the proposed development. The TRICS data outputs are attached to the TS and provide the empirical evidence to substantiate the trip rates used.

The proposed development of 103 dwellings is expected to generate up to 45 two-way vehicular movements in the AM peak (between 08:00 and 09:00) and up to 42 two-way movements in the PM peak (between 17:00 and 18:00). Up to 399 two-way daily trips can be expected. The community use has also been assessed. It's busiest times won't coincide with the AM or PM peaks, with the assessment indicating that between 11:00 and 12:00 and 15:00 to 16:00 up to 10 two-way trips respectively could be generated.

With regard to pedestrian movements, in the AM peak (between 08:00 and 09:00) up to 26 two-way movements can be expected and in the PM peak (between 17:00 and 18:00) up to 21 two-way movements could be made. 185 two-way daily trips might be made.

To sum up, the Highway Authority considers that the submitted Transport Statement is satisfactory and robust. Whilst it is accepted that the proposal will obviously increase traffic flows on the highway network the residual cumulative impact of the development cannot be thought to be "severe", when consideration is given to paragraph 109 of the National Planning Policy Framework (NPPF).

Should planning permission be granted, the County Highway Authority recommends that the following conditions be imposed:

**Outline Estate Road Construction (adopted or private)**

No development must commence until details of the access, geometric highway layout, turning and parking areas have been submitted to and agreed in writing by the Planning Authority.

Reason: To ensure the proper and appropriate development of the site

**INFORMATIVE NOTE: Developer-Led Infrastructure**

The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under **Section 38 of the Highways Act 1980**, the applicant should contact Dorset Council's Development team. They can be reached by telephone at 01305 225401, by email at [dli@dorsetcc.gov.uk](mailto:dli@dorsetcc.gov.uk), or in writing at Development team, Dorset Highways, Environment and the Economy, Dorset Council, County Hall, Dorchester, DT1 1XJ.

**Vehicle access construction**

Before the development is occupied or utilised the first **15.00** metres of the vehicle access, measured from the rear edge of the highway (excluding the vehicle crossing – see the **Informative Note** below), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard.

**INFORMATIVE NOTE: Dorset Highways**

The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with **Section 184 of the Highways Act 1980**. The applicant should contact Dorset Highways by telephone at Dorset Direct (01305 221000), by email at [dorsetdirect@dorsetcc.gov.uk](mailto:dorsetdirect@dorsetcc.gov.uk), or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.

#### **Grampian condition**

Before the development hereby approved is occupied or utilised the following works must have been constructed to the specification of the Planning Authority:

- The alterations to the junction of Tanzey Lane with Crown Road, Salisbury Street and Stoneylawn, as shown on CTP Drawing SK02-C, provided at Appendix D of the TS Addendum (or similar scheme to be agreed in writing with the Planning Authority).
- The provision of a 2m wide footway along the southern side of Sodom Lane, from the site access westwards to join with the existing footway on the eastern side of Ashley Road (scheme to be agreed in writing with the Planning Authority).

Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal.

#### **Internal footway scheme to be submitted**

Before the development hereby approved is occupied or utilised a scheme for the provision of a convenient and appropriate internal footway along the site's frontage with Sodom Lane, providing a link to a safe pedestrian crossing point immediately opposite the Royal British Legion Club, shall be submitted to the Planning Authority. Any such scheme requires approval to be obtained in writing from the Planning Authority.

Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary pedestrian infrastructure improvements to mitigate the likely impact of the proposal.

#### **Emergency access only**

A scheme must be submitted to the Planning Authority to show how the access from Sodom Lane will be designed, constructed, signed and marked to ensure that this access may only be used by pedestrians and cyclists and for access only by emergency service vehicles. Any such scheme requires approval to be obtained in writing from the Planning Authority. The approved scheme must be provided before the development is occupied or utilised and, thereafter, must be permanently maintained for the purpose specified.

Reason: To ensure safe entry and exit to and from the site onto the highway.

#### **Visibility splays as submitted**

Before the development hereby approved is occupied or utilised the visibility splay areas as shown on the submitted plans must be cleared/excavated to a level not exceeding 0.6 metres above the

relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason: To ensure that a vehicle can see or be seen when exiting the access.

#### **Cycle parking scheme to be submitted**

The development hereby permitted must not be occupied or utilised until a scheme showing precise details of the proposed cycle parking facilities is submitted to the Planning Authority. Any such scheme requires approval to be obtained in writing from the Planning Authority. The approved scheme must be constructed before the development is commenced and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.

#### **Voluntary Travel Strategy to be submitted**

Before the development hereby approved is occupied or utilised, details of a Travel Strategy must be submitted to and approved in writing by the Planning Authority. The strategy will show measures to reduce the need to travel to and from the site by private transport and the timing of such measures. The strategy must be implemented in accordance with the details as approved.

Reason: In order to reduce or mitigate the impacts of the development upon the local highway network and surrounding neighbourhood by reducing reliance on the private car for journeys to and from the site.

#### **Construction traffic management plan to be submitted**

- construction vehicle details (number, size, type and frequency of movement)
- a programme of construction works and anticipated deliveries
- timings of deliveries so as to avoid, where possible, peak traffic periods
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities
- vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic management measures where necessary

The development must be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: to minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway.

#### **INFORMATIVE NOTE: Advance Payments Code**

The applicant should be advised that the Advance Payments Code under Sections 219-225 of the Highways Act 1980 may apply in this instance. The Code secures payment towards the future making-up of a private street prior to the commencement of any building works associated with residential, commercial and industrial development. The intention of the Code is to reduce the liability of potential road charges on any future purchasers which may arise if the private street is not made-up to a suitable standard and adopted as publicly maintained highway. Further information is available from Dorset Council's Development team. They can be reached by telephone at 01305 225401, by email at [dli@dorsetcc.gov.uk](mailto:dli@dorsetcc.gov.uk), or in writing at Development team, Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ.



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