

Highway Consultation

North Devon District: Outline application for residential development of up to 43 dwellings, public open space and associated infrastructure all matters reserved, save for access off Westaway Plain at land off Westaway Plain (west of Youings Drive) Pilton, Barnstaple

Applicant: Summix (Barnstaple) Developments LLP

Application No. ND/61067/2016

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that North Devon Council be advised that Devon County Council, as Highway Authority raise no objection to the application subject to the signing of a Section 106 agreement relating to a financial contribution towards highway infrastructure and enhancements to bus services as set out in Appendix I to this report and planning conditions as set out in Appendix II to this report.

1. Summary

- 1.1 This Report relates to the Highway Authority response on a full planning application for the erection of up to 43 dwellings on land west of Youings Drive, Barnstaple.
- 1.2 This application has been called in for determination by this Committee by Councillor Greenslade who says, *“on the basis that the accumulated traffic impact in this area from previous decisions is substantial and no further development can be accommodated by the existing road network especially Pilton Bridge junction and Northfield Lane, Littabourne, The Rock and Beech Grove/Northfield Park.”*

2. Background

- 2.1 The application site is located in the north east of Barnstaple in the Pilton area, south of Westaway Plain and west of Youings Drive on land of a rough triangle shape of about 2.5 hectares. Vehicular access to the estate is proposed to be from Westaway Plain via a simple priority junction.
- 2.2 The site is not allocated for development in the draft North Devon and Torridge Local Plan. The site is not in the current development boundary of the town, but is in the development boundary in the draft Local Plan.
- 2.3 There are three additional development sites in close proximity which have the benefit of planning permission, one site which has received a resolution to grant permission, and a further site with permission which was not implemented and has lapsed.

2.4 These applications are:

- Land at Trayne Farm for 80 dwellings (application reference 56074, approved in outline, awaiting reserved matters application). The highway consultation response for this application was subject of a report to this Committee on 27 November 2013, report PTE/13/101 refers. The Committee resolved that no objection be to the proposal subject to the signing of a legal agreement and subject to planning conditions. Minute *34 refers.
- Land at Westaway Reach (opposite this site) for 42 dwellings (application reference 56396, development currently under construction).
- Land off Northfield Lane for 110 dwellings (application reference 56685 approved in outline, awaiting reserved matters application).
- Application for 105 dwellings on land at Raleigh Park with resolution to grant planning permission subject to the signing of a section 106 agreement (application reference 57503). Members will recall that this highway consultation was subject of a report to this Committee on 22 October 2014, report PTE/14/71 refers. The Committee resolved to raise no objection subject to the signing of a legal agreement, imposition of planning conditions and further consideration of a requirement for signalised junction at the development site entrance. Minute *72 refers.
- Outline planning permission on North Devon District Hospital land to demolish old units of staff accommodation and build 112 units of staff accommodation and 135 open markets dwellings. The staff accommodation was demolished but the permission has not been implemented and has now lapsed (application reference 43953).

2.5 It has been identified that the junction of the A39/Westaway Plain/Hospital access (known as the hospital junction) is currently at capacity, and a scheme to improve this junction was approved by DCC Cabinet on 10 September 2014, minute *223 refers.

3. Non-car transport issues

3.1 The application is in outline, but an indicative plan shows a pedestrian and cyclist path running from near the entrance at the north of the site to the south west corner of the site. Such a path together with other offsite improvements would continue and improve the provision of non-car infrastructure by other developments in the area so that there is a safe off-road route for pedestrians and cyclists between Pilton and the Hospital. Such works are necessary for the site to provide safe and suitable and legal access for cyclists entering and leaving via this access point.

3.2 The site is served by the no. 9 bus which travels between Bradiford and Bishops Tawton via the town centre. Buses 19, 301 and 309 are also within easy walking distance of the site, stopping on the A39 near to the hospital. It is recommended that the applicant should be required to contribute towards improving the frequency of bus services in the vicinity of the site, and to help mitigate the impact of this development on traffic issues across the town. It is considered that the requirement to contribute towards the bus service would remove other trips on the highway network thereby mitigating against part of the impact of this proposed development.

4. Vehicular impact

- 4.1 The proposed vehicle trip generation from this site is comparable to the Devonshire Homes 'Westaway Reach' site currently being constructed opposite this site on Westaway Plain. Although this proposal shows calculations slightly below those submitted in the transport assessment for the Devonshire application, the differences are only that of 4 fewer vehicles exiting the site in the AM peak hour, 2 more vehicles entering the site in the PM peak hour and 2 fewer exiting the site in the PM peak hour. These differences are considered insignificant.
- 4.2 The applicant has proposed that there is a 12 hour (0700hrs to 1900hrs) impact of 82 vehicles entering and 81 exiting the site. There is no evidence to suggest that in this location with nearby bus services and proposed pedestrian and cyclist infrastructure, this level of vehicle impact is incorrect.
- 4.3 The impact of this additional traffic on the local highway network needs to be considered alongside other committed developments nearby.
- 4.4 For the Raleigh Park application (application reference 57503) which came to this Committee in October 2014 (report PTE/14/71) a series of graphs and traffic data sets were presented. This demonstrated that the proposed development of 105 dwellings at this site combined with the permitted and committed developments in the area (Trayne Farm, Northfield Lane, Westaway Reach and land south of North Devon District Hospital) was acceptable subject to mitigation measures.
- 4.5 Prior to the hospital permission lapsing there were a total of 475 dwellings with planning permission or a planning committee resolution to grant permission subject to section 106 agreements. With the hospital permission now lapsed the total drops to 337.
- 4.6 This application for 43 dwellings would bring the total consents for this area up to 380 dwellings, which is 95 dwellings less than that previously consented.
- 4.7 Therefore this proposal would not result in an increase of the number of vehicular trips on the local road network above that which previously had permission.
- 4.8 It is considered that there would not be a severe impact on the highway network as a result of this application if mitigation measures towards the £1,077,880 A39 Hospital roundabout scheme and bus services are secured.

5. Recommendation

- 5.1 It is recommended that North Devon Council be advised that Devon County Council, as Highway Authority, recommends no objection to the application subject to the imposition of planning conditions and obligations set out in set out in Appendices I and II of this report.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Barnstaple North

Local Government Act 1972: List of Background Papers

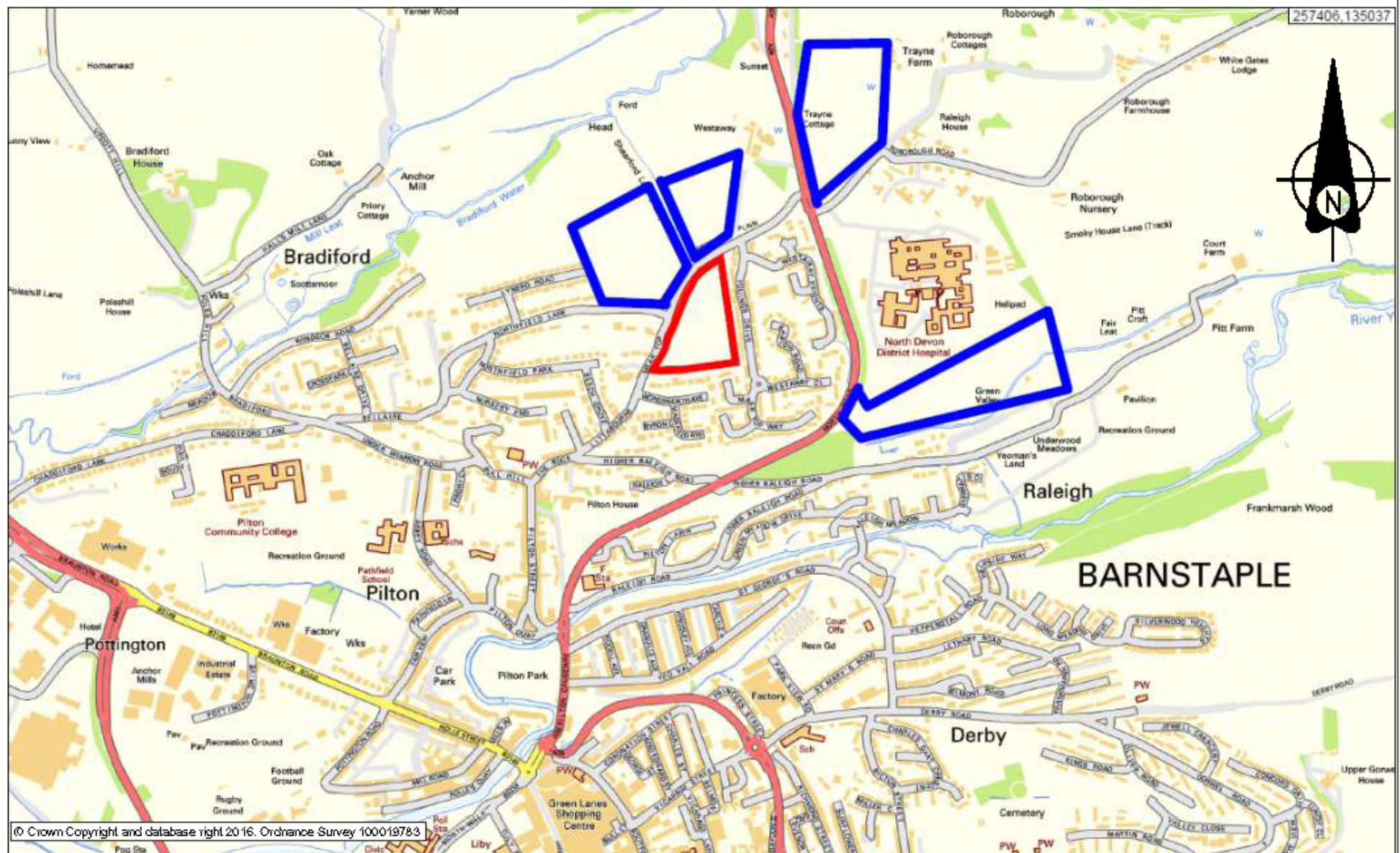
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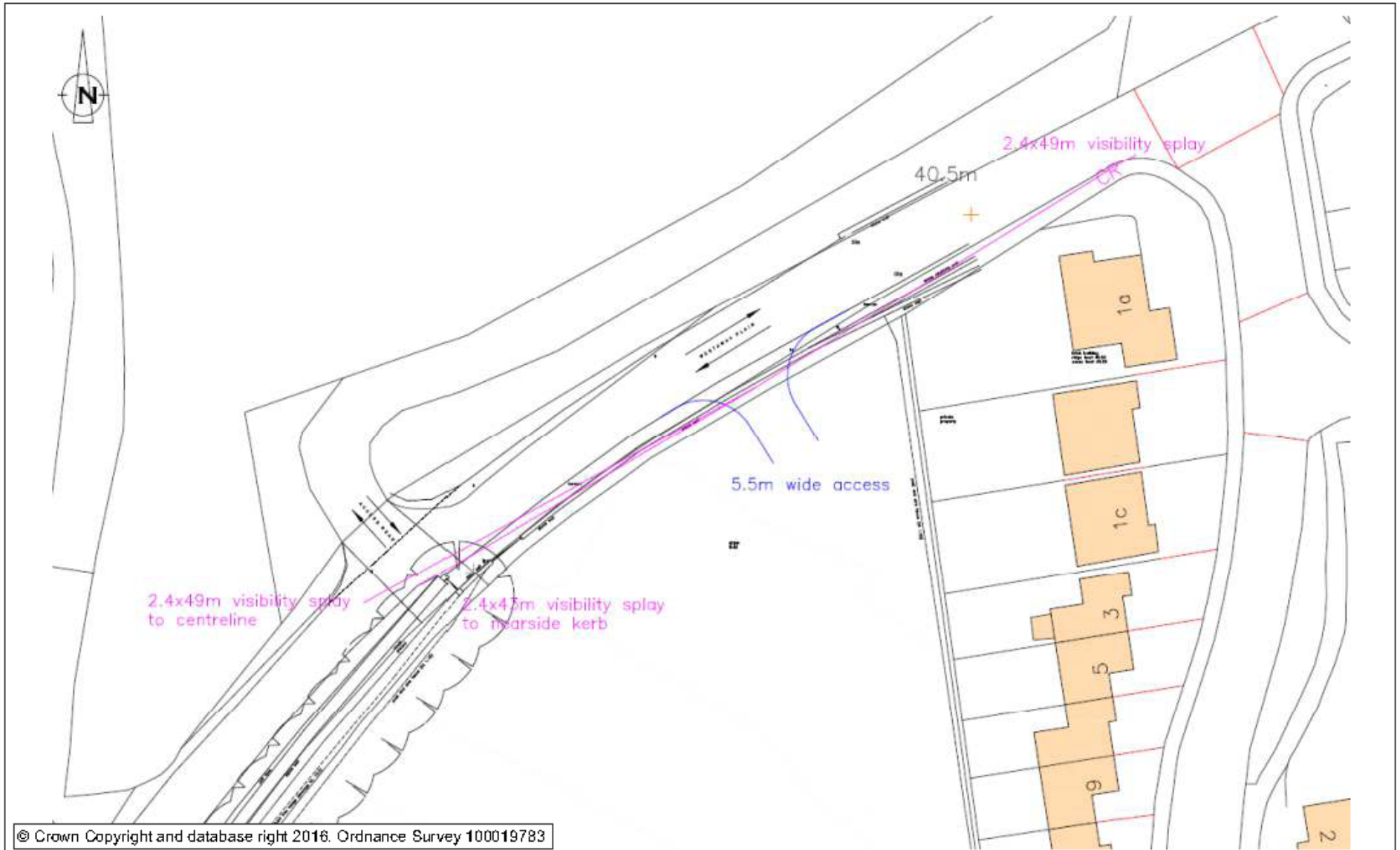
Background Papers	Date	File Reference
District Council planning application	Current	57503


mc160516dma
sc/cr/Westaway plain youings drive pilton Barnstaple
03 060616



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	Head of Planning, Transportation and Environment	Development Management Committee	date June 2016	scale NTS
		North Devon District: Outline application for residential development of up to 43 dwellings, public open space and associated infrastructure all matters reserved, save for access off Westaway Plain at land off Westaway Plain (west of Youngs Drive) Pilton, Barnstaple		drawing / application number ND/61067/2016



	Head of Planning, Transportation and Environment	Development Management Committee North Devon District: Outline application for residential development of up to 43 dwellings, public open space and associated infrastructure all matters reserved, save for access off Westaway Plain at land off Westaway Plain (west of Youings Drive) Pilton, Bamstaple	date June 2016	scale NTS
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**Appendix I
To PTE/16/33**

Section 106 contributions

£305,900 towards upgrading of the Hospital Junction and bus service enhancements.

All reasonable costs towards any traffic regulation orders required as a result of the development.

Conditions

HIGHWAYS CONDITIONS

1. Prior to commencement of any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:
 - (a) the timetable of the works;
 - (b) daily hours of construction;
 - (c) any road closure;
 - (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6.00pm Mondays to Fridays inc.; 9.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the Planning Authority in advance;
 - (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
 - (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
 - (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;
 - (h) hours during which no construction traffic will be present at the site;
 - (i) the means of enclosure of the site during construction works; and
 - (j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site;
 - (k) details of wheel washing facilities and obligations;
 - (l) the proposed route of all construction traffic exceeding 7.5 tonnes;
 - (m) details of the amount and location of construction worker parking;
 - (n) photographic evidence of the condition of adjacent public highway prior to commencement of any work.

The site shall be developed in accordance with the information provided.

REASON: In the interest of the safety and amenity of the travelling public and to avoid damage to the highway.

2. The site access and visibility splays shall be constructed, laid out and maintained for that purpose in accordance with the approved plans where the visibility splays provide intervisibility between any points on the X and Y axes at a height of 1.05 metres above the adjacent carriageway level and the distance back from the nearer edge of the carriageway of the public highway (identified as X) shall be 2.4 metres and the visibility distances along the nearer edge of the carriageway of the public highway (identified as Y) shall be 43 metres in a westerly direction and 49 metres in the other direction.

REASON: To provide a satisfactory access to the site and to provide adequate visibility from and of emerging vehicles.

3. Prior to any occupation of the site a minimum 3.0 metre width shared pedestrian and cycleway shall be constructed and made available for public use between the south west corner of the site and the northern boundary of the site.

REASON: To provide adequate pedestrian and cyclist facilities for occupiers of the site and to help make the site sustainable in transport terms.

4. Provision shall be made within the site for the disposal of surface water so that none drains on to any County Highway.

REASON: In the interest of public safety and to prevent damage to the highway.

5. Any proposed estate road, cycleways, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, road maintenance/vehicle overhang margins, embankments, visibility splays, accesses, car parking and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections indicating, as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

REASON: To ensure that adequate information is available for the proper consideration of the detailed proposals.

6. The following garaging and vehicle parking spaces shall be provided and maintained thereafter.

- A) one garage/hardstanding and one parking space per dwelling where provided within the curtilage of individual dwellings;
- B) one and a half parking spaces per dwelling where provided in communal parking areas.

Further details of the design shall be submitted to the Local Planning Authority and the development hereby approved shall not be occupied until this provision has been made to the written satisfaction of the Local Planning Authority.

REASON: To minimise the extent of on-street parking that may result as a consequence of the development.

7. No part of the development hereby approved shall be commenced until:

- A) The access road has been laid out, kerbed, drained and constructed up to base course level for the first 20 metres back from its junction with the public highway.
- B) The ironwork has been set to base course level and the visibility splays required by this permission laid out.
- C) The footway on the public highway frontage required by this permission has been constructed up to base course level.
- D) A site compound and car park have been constructed to the written satisfaction of the Local Planning Authority.

REASON: To ensure that adequate on site facilities are available for all traffic attracted to the site during the construction period, in the interest of the safety of all users of the adjoining public highway and to protect the amenities of the adjoining residents.

8. The occupation of any dwelling in an agreed phase of the development shall not take place until the following works have been carried out to the written satisfaction of the Local Planning Authority:
- A) The spine road and cul-de-sac carriageway including the vehicle turning head within that phase shall have been laid out, kerbed, drained and constructed up to and including base course level, the ironwork set to base course level and the sewers, manholes and service crossings completed;
 - B) The spine road and cul-de-sac footways and footpaths which provide that dwelling with direct pedestrian routes to an existing highway maintainable at public expense have been constructed up to and including base course level;
 - C) The cul-de-sac visibility splays have been laid out to their final level;
 - D) The street lighting for the spine road and cul-de-sac and footpaths has been erected and is operational;
 - E) The car parking and any other vehicular access facility required for the dwelling by this permission has/have been completed;
 - F) The verge and service margin and vehicle crossing on the road frontage of the dwelling have been completed with the highway boundary properly defined;
 - G) The street nameplates for the spine road and cul-de-sac have been provided and erected.

REASON: To ensure that adequate access and associated facilities are available for the traffic attracted to the site.

9. When once constructed and provided in accordance with condition 8 above, the carriageway, vehicle turning head, footways and footpaths shall be maintained free of obstruction to the free movement of vehicular traffic and pedestrians and the street lighting and nameplates maintained to the satisfaction of the Local Planning Authority.

REASON: To ensure that these highway provisions remain available.