

HIGHWAY AUTHORITY RECOMMENDATION

P/OUT/2023/02644

Land west of Church Hill and Land off Butts Close and Schoolhouse Lane, Marnhull

Appeal Reference: APP/D1265/W/24/3353912

The Highway Authority has been notified of modifications to the appeal proposals by the Appellant (Chapman Lily Planning Ltd letter dated 12 November 2024). Two revised drawings and a supplemental report have been provided for consideration, as discussed below.

Tess Square Proposed site layout plan no. 101 rev 3

The revised drawing now shows that the 30-space school drop-off/overflow car park intended to serve St Gregory's Primary school will be accessed from the commercial car park to the north and that a dedicated pedestrian link will be provided to the rear of the school. The previously suggested vehicular access from this car park to Church Hill has been deleted, which overcomes one of the Highway Authority's safety concerns.

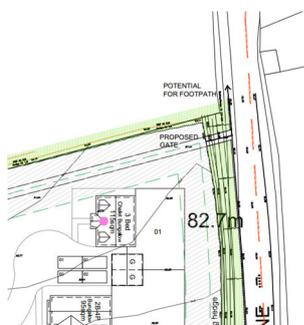
The Highway Authority accepts the methodology used and the consequent findings of the parking accumulation assessment provided within the highways response technical note.

The technical note has provided further information to address the previous concern raised regarding the suitability of Church Hill to cater for the additional traffic associated with the commercial development, in particular, large service vehicles. The Highway Authority is satisfied that this issue has now been fully considered and is not a matter of concern.

Butts Close proposed site layout plan no. P201 rev 3

The revised drawing shows that the footways have been removed from either side of the vehicular access onto Schoolhouse Lane to prevent pedestrian movements from the site to the east. This is considered to be acceptable subject to a wayfinding condition being imposed which will signpost the suitable linkages to the west of the site, through Butts Close.

It is noted that there is a pedestrian access retained at the northern corner of the frontage onto Schoolhouse Lane which would need to be removed from the development proposal:



A condition has been suggested to overcome this concern (see recommended conditions below).

The Highway Authority can confirm that the proposed access works on Butts Close are acceptable, as shown on Dwg No P201 Rev P3.

There are two key issues around sustainable transport. Mitigation needs to be conditioned and/or included in the s106 agreement before refusal reason 3 can be overcome and therefore make this application acceptable in transport policy terms.

1. Public Transport Improvements

Bus Service Contribution

In the initial consultation response, the Highway Authority requested a financial contribution towards improving the local bus services. This has not been considered within the highways response technical note.

Paragraph 109 of the NPPF refers to significant development should be focused on locations which are or can be made sustainable. This can be achieved through limiting the need to travel and offering a genuine choice of transport modes.

Marnhull is served by the CR3 and CR4 bus services which operate 5 services a day (each direction), Monday to Friday. These services are supported by Dorset Council.

Dorset's Bus Service Improvement Plan (BSIP) seeks to introduce weekend services on the council supported core route network. A Saturday bus service through Marnhull will contribute to offering residents a genuine choice of transport modes as currently there is no weekend bus service.

The s106 should include reference to an appropriate financial contribution being made towards increasing the frequency of the existing bus service and to aid the establishment of a Saturday service.

Given the scale of the proposed residential development and the attractiveness of the proposed commercial offering at Tess Square, a bus service contribution of £52,952.88 (indexed linked) is sought to support and increase the frequency of the bus service that passes through Marnhull. This should be paid prior to the occupation of development. This figure is proportionately related to recent s106 agreements in the locale for bus service improvements.

Bus Stop Infrastructure

There is currently a lack of bus stop infrastructure within Marnhull which can act as a barrier for public transport participation. Providing bus stop pole and flags with timetable information will make the bus a more attractive and easier to use for residents, contributing to key goals within Dorset's BSIP.

A pole and flag will be required at the following stops:

1. Mounters, Fingers Corner SW-bound
2. Mounters Finger Corner NE-bound
3. St Gregory's School W-bound
4. St Gregory's School E-bound
5. Pillwell W-bound

6. Pillwell E-bound

A financial contribution of £800 per pole and flag stop is requested (a total of £4,800 (indexed linked)).

2. Pedestrian connectivity

North-south pedestrian connectivity

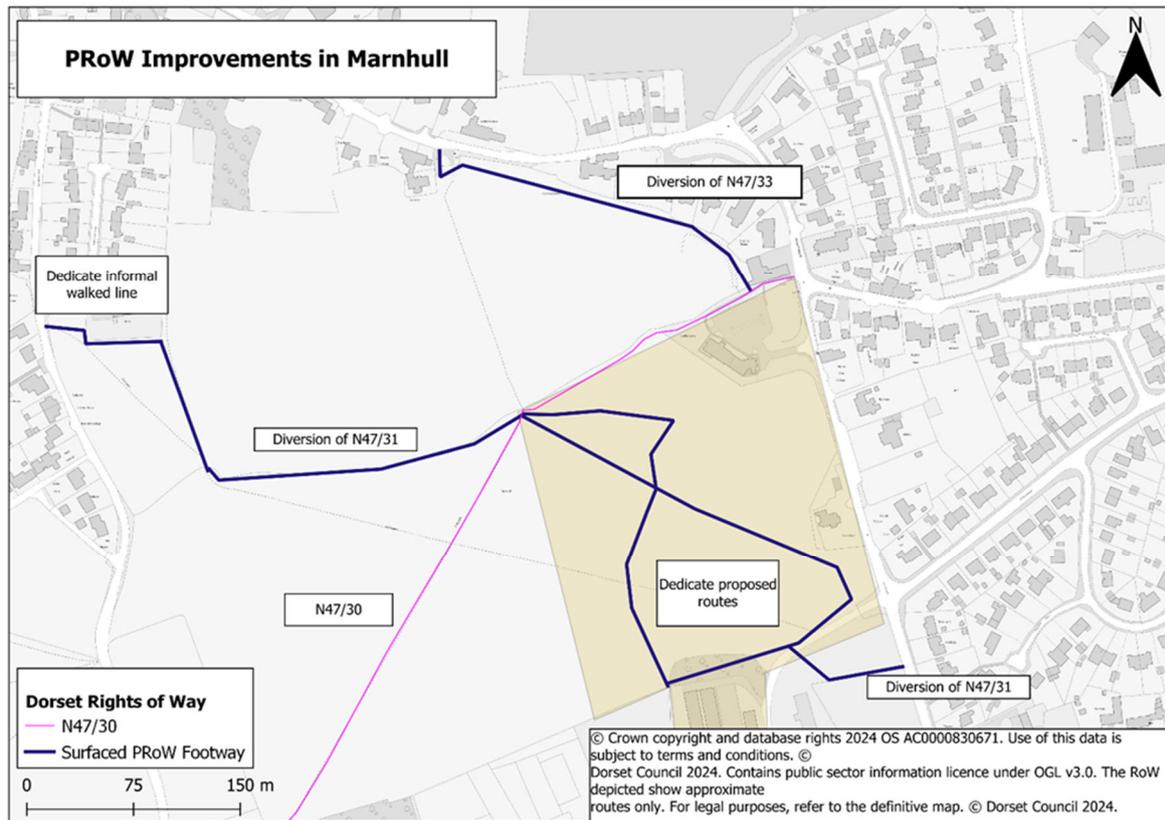
Referring to NPPF paragraph 109, to make Marnhull sustainable pedestrian connectivity within the village needs to be improved. The Tess Square development will attract trips from village residents. To ensure that residents have a genuine choice to walk to Tess Square, further PRow improvements are needed. Currently, residents must walk on roads without footways, which creates conflict between road users and conflicts with NPPF policy 116.a and 116.c.

Paragraph 3.12 of the highways response technical note states that: *“Some Marnhull residents are likely to use active travel modes (walking/cycling) to the commercial development. It is also assumed a number of staff at the commercial site will be residents of Marnhull and are therefore likely to live within reasonable walking/cycling distance of the site which will reduce the parking demand at the site”*. However, currently many PRow into the commercial site are unsurfaced and the roads have disrupted footways. This acts as barriers to active travel within the village.

The below improvements are considered necessary to improve pedestrian connectivity to Tess Square:

- Divert and surface N47/31 to the middle boundary to link up with the site’s paths and remainder of N47/31 to the health centre. Cost - £18k for surfacing approximately 450m.
- Divert and surface N47/31 to the south of the site to exit Church Hill north of St Gregory’s Church. Cost - £4k for surfacing approximately 90m.
- Divert and surface N47/33 to the north boundary to link up with health centre. Cost - £10k for surfacing approximately 250m.
- Dedicate and surface informal FP to west off Sackmore Lane. Cost - £0 for the dedication and £4k for surfacing approximately 90m.
- Dedicate the north/south site paths to connect through the application area. Cost - £0 for the dedication (already surfaced due to the development).
- Diversion costs: £4k for first diversion and £2k for each additional diversion. Three diversions required. Cost - £8k (if placed under one order).

The total PRow upgrade costs are estimated to be £44,000 (indexed linked).



The PRoW upgrades should be surfaced to the below specifications:

- 2m wide footpaths
- Compacted and rolled stone surface, finish suitable for pushchairs/mobility vehicles
- 150mm deep of 40mm scalplings base layer, 50mm deep of 20mm to dust surfacing
- No stiles, pedestrian gates to BS 5709 2018, if required.

School drop-off/pick-up area and path to St Gregory's Primary School

The Highway Authority requests that the s106 contains a paragraph ensuring that the path to the school from the school drop/off-pick up point is maintained and accessible throughout the lifespan of the development.

If the Inspector is minded to grant this appeal, the following conditions are suggested for inclusion within the decision:

Tess Square development

1. *Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on Drawing Number 101 Rev P3 must be constructed, unless otherwise agreed in writing by the Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.*
2. *Before the development is occupied or utilised the cycle parking facilities shown on Drawing Number 101 Rev P3 must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.*

3. *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.*
4. *The development hereby permitted shall not be brought into use until a Delivery Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Delivery Management Plan shall be adhered to thereafter. The Plan shall:*
 - *specify the type, number and frequency of vehicles that will serve the site*
 - *specify delivery route to and from the store*
 - *specify delivery times outside of store opening hours or specify a method of delivery and customer control that reduces the risk of collision between delivery vehicles and pedestrians if delivery during store opening hours is unavoidable*

Butts Close development

5. *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.*
6. *No direct pedestrian access shall be formed from the site onto Schoolhouse Lane (the B3092).*
7. *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), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.*
8. *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.*
9. *Before the development hereby approved is occupied or utilised the following works must have been constructed to the specification of the Planning Authority:
The proposed access arrangements and alterations to the existing highway as shown on P201 Rev P3 (or similar scheme to be agreed in writing with the Planning Authority).*
10. *Before the development hereby approved is occupied or utilised the visibility splay areas as shown on Drawing Number 106.0026-0008 Rev P01(Appendix C of the Transport Statement, April 2023) must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.*
11. *Prior to first occupation of each phase, a 'way-finding strategy' to include directional signs for all classification routes, street naming and numbering, street name plates and a phasing strategy for implementation, shall be submitted to and agreed by the local planning authority. The 'way-finding strategy' shall be implemented in its entirety against the phasing strategy and thereafter maintained.*

The whole development

12. *Before the development hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Planning Authority. The CTMP must include:*

- *construction vehicle details (number, size, type and frequency of movement)*
- *a programme of construction works and anticipated deliveries*
- *timings of deliveries to avoid, where possible, peak traffic periods*
- *a framework for managing abnormal loads*
- *contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)*
- *wheel cleaning facilities*
- *vehicle cleaning facilities*
- *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.

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