

**South Somerset District Council Local Plan 2011-2028  
Main Modifications**

**Examination in Public**

**Somerset County Council: Highways and Transport  
Representation**

**May 2014**

**Issue 4: North East Yeovil Sustainable Urban Extension**

**Note:**

Somerset County Council as the Highway Authority is submitting this written representation with regard to highways and transport matters only.

With regard to Issue 4, Somerset County Council as the highway authority wishes to make representation to the following questions:

Question 4.2 Have the implications of development in the North East Yeovil Sustainable Urban Extension been appropriately addressed with regard to:

- Landscape and topography
- Biodiversity and geodiversity
- Historic assets
- Flood risk
- Highway safety
- Sustainable travel
- Agricultural land value
- The provision of infrastructure, services and facilities (including employment, waste, water, education and health)
- Pollution

Written representation

Somerset County Council as highway authority will address the points raised in relation to highway safety and sustainable travel.

Somerset County Council considers that the traffic impact of the South Yeovil Sustainable Urban Extension (SYSUE) and the North East Yeovil Sustainable Urban Extension (NEYSUE) have been tested in Core Document 164<sup>1</sup> this report compared the results of this modelling to be previous transport modelling results, the report concluded on page 48 that the ‘...differences between the scenarios are subtle and limited with no obvious preferred option’. Based on this evidence Somerset County Council considers that the traffic capacity impact should not be a material factor in determining the location of the urban extensions.

With regard to sustainable travel in our consultation response to the main modifications Somerset County Council considered that as the strategy had changed to two smaller urban extensions that Policy YV6 was no longer achievable or realistic. This is due to the reduction in facilities that are proposed for the development site and that by splitting the sites that the new residents are more likely to be required to travel externally to the site for employment opportunities. In order to inform Somerset County Council’s view it produced a technical briefing note Core Document 165<sup>2</sup>. This note set out the current level of mode share for similar locations in Yeovil to be between 15% and 30% and that investment in ‘soft’ measures and improvements to bus services is likely to achieve a non-car mode share between 25% and 40%. As a result Somerset County Council considers the revised Policy YV6

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<sup>1</sup> Yeovil Sustainable Urban Extension – Traffic Modelling – Non-Technical Forecasting Addendum Report 3, February 2014, Parsons Brinkerhoff

<sup>2</sup> Mode Share at Yeovil Urban Extensions – Briefing Paper, February 2014, Somerset County Council

to be appropriate for application to both of the sustainable urban extensions taking into account their location and the facilities to be provided on site.

In terms of the sustainable travel Somerset County Council considers that there are sufficient opportunities for sustainable travel from the NEYSUE. Somerset County Council as part of the planning application process would require the applicant to submit a Transport Assessment and Travel Plan these documents would need to justify and detail the exact nature of the sustainable transport solution at the SYSUE.

Somerset County Council has undertaken a Stage 1 Road Safety Audit on the preferred access option provided by the promoters of the site and no fundamental safety concerns have been raised. Somerset County Council considers that any transport assessment submitted as part of the planning application process would have to assess the NEYSUE impact in terms of highway safety and any designs impacting the highway would have to go through the Road Safety Audit process.