

Appendices

Appendix A – Highways England’s consultation response of 1 May 2018.

Changes to ES Appendices and Figures

Revised Figure 9.3

Revised Appendix 1.2 – Revised planning application drawings of Caton Cross Improvements

Revised Appendix 2.1 – Arboricultural report with revised drawings

Revised Appendix 10.2 – Cross section through bund and improvement works with revised drawing

Changes to NTS Appendix 1

Revised NTS Appendix 1 – Revised Caton Cross Improvements Drawings

Appendix A

Highways England's consultation response of 1 May 2018



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Divisional Director, South West Operations Division, Highways England
planningsw@highwaysengland.co.uk

To: Teignbridge District Council
FAO Angharad Williams

CC: transportplanning@dft.gsi.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: 18/00542/FUL

Referring to the notification of a planning application referenced above, in connection with the A38 and improvements to Caton Cross involving lengthening off-slip land and associated alterations to traffic island, road markings and adjacent footpath/cycleway, replacement and compensatory planting and temporary construction area within the highway on land at Caton Cross, A38 Devon Expressway, Ashburton, Devon, notice is hereby given that Highways England's formal recommendation is that we:

- a) ~~offer no objection;~~
- b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- c) recommend that planning permission not be granted for a specified period (see Annex A – non determination);
- d) ~~recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is relevant to this application.¹

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

¹ Where relevant, further information will be provided within Annex A.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gsi.gov.uk.

Signature:	Date: (May 2018
Name: Sally Parish	Position: Planning Manager
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Annex A Highways England recommended further information requested

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regard to planning applications 18/00542/FUL and has been prepared by the planning manager for the SRN in Devon.

We have undertaken a review of the relevant documents supporting the planning application to ensure compliance with the current policies of the Secretary of State as set out in DfT Circular 02/2013 “The Strategic Road Network and the Delivery of Sustainable Development” and the DCLG National Planning Policy Framework (NPPF).

Statement of Reasons

The application relates to highways works at the A38 junction with Caton Lane which have been identified as necessary mitigation in order to safely accommodate the proposed extension to working at Linhay Quarry. This extension is the subject of a separate application reference 0322/16 under consideration by Dartmoor National Park Authority.

The proposals have been the subject of pre-application discussion with the applicant’s agents which were ongoing at the time of submission of the application. We have reviewed the submitted documents and provide detailed comments below. We have divided these comments into two areas: the scheme design and road safety element; and environmental considerations.

Highways Scheme Design & Road Safety Issues

1. The Non-Technical Summary of the Environmental Assessment notes in para.5.5 that it is still proposed to place an ‘access only’ order on Caton Lane. No indication has been provided as to where the signs advising of this restriction are to be placed and there will also be a need for advance warning signing on the A38. The positions of these signs may have safety impacts both in terms of late reactions to poorly visible signs and the additional hazards posed by the signs themselves. In a worst case scenario, a driver turning off at the junction and then discovering the ‘access only’ restriction may attempt to reverse back into the off-slip and proceed by driving over the hatching across the traffic island at the junction, a similar problem to that originally raised as noted in paras.5.6. Further information needs to be provided in this regard.
2. The Planning Statement indicates in para.s 2.18-2.19 that the nearside eastbound lane of the A38 could be closed for 4 months during the works, with a

works compound established within this closed-off area. This proposal is unacceptable to Highways England and an alternative arrangements needs to be proposed. Consideration will also need to be given to the impact of the works on the shared use cycleway/footway, which will also need to be closed during the works. Consideration needs to be given to the identification of a suitable diversionary route and signing.

3. The visibility distance envelope (drawing LINHAY-ATK-S0-C-DR-0013_P6) is for someone at the crossing point looking at approaching traffic, with the envelope running from 0.9m to 2.0m heights at the crossing point to a 0.26m object height at the start of the off-slip. Whilst pedestrians and cyclists at the crossing point need to see oncoming traffic, the 0.26m object height is not appropriate as it that height would not represent an approaching vehicle. For a vehicle leaving the A38, it is also essential that they have good forward visibility of a pedestrian collapsed on the carriageway at the crossing point. There are two visibility issues here, and at this stage neither appears to be fully considered.
4. There also remain issues to be resolved regarding the acceptability of the 120m visibility distance used by the designers and the appropriate design speed to be assumed, and further technical consideration of the proposals is ongoing.
5. The cross-sections for the footway/cycleway present us with some concerns. The crossfall of the footway varies considerably along its length, with 10 of the 27 values quoted being steeper than the desirable maximum of 1:40 and two of them steeper than 1:33 which is the maximum Highways England would want to see on a cycle facility because of the risk of slipping on an icy surface. Furthermore, across one section the crossfall varies between 1:31 and 1:50 (its steepest and flattest gradients) over a 15m length. This undulation needs explanation as it would be preferable for a more even crossfall throughout its length.
6. There are a number of locations along the footway where there are relatively steep falls in the verge on one side or the other. Although these are generally not that high, they may cause an issue for a pedestrian or cyclist stepping or riding off the footway to pass another user.
7. There appears to be a sudden change in direction in the edge line of the off-slip at approximately chainage 128, where the chevron lining between the off-slip and the eastbound carriageway starts to widen out for the island at the junction. It may be that this reflects the turning circle required for a larger vehicle using the junction, but the wide open entry it creates may encourage car drivers to take an inappropriate line or speed into the turn and consideration should therefore be given to a smoother transition closing down the width here.

Environmental issues

In general terms, we make the following comments which will require further consideration:

1. Highways England will not accept planting on highways land for the purpose of a third party development, particularly where a planning condition or other statutory obligation is placed upon Highways England to maintain such planting for any mitigation purpose.
2. We are not convinced that the re-aligned footpath will have such limited impact on adjacent mature trees as conveyed in the Planning Assessment, and further investigation is therefore requested. The Arboricultural Report reviewed dated May 2016 in para 3.3 states "Adjoining the development site are trees owned by third parties such as Highways England. These trees will however not be affected by the development." This is clearly incorrect, and we would therefore request any later version of the Arboricultural Report which may have reassessed the impact on Highways England trees from the re-aligned footpath be made available.

Drawing DR-L-0006-P01

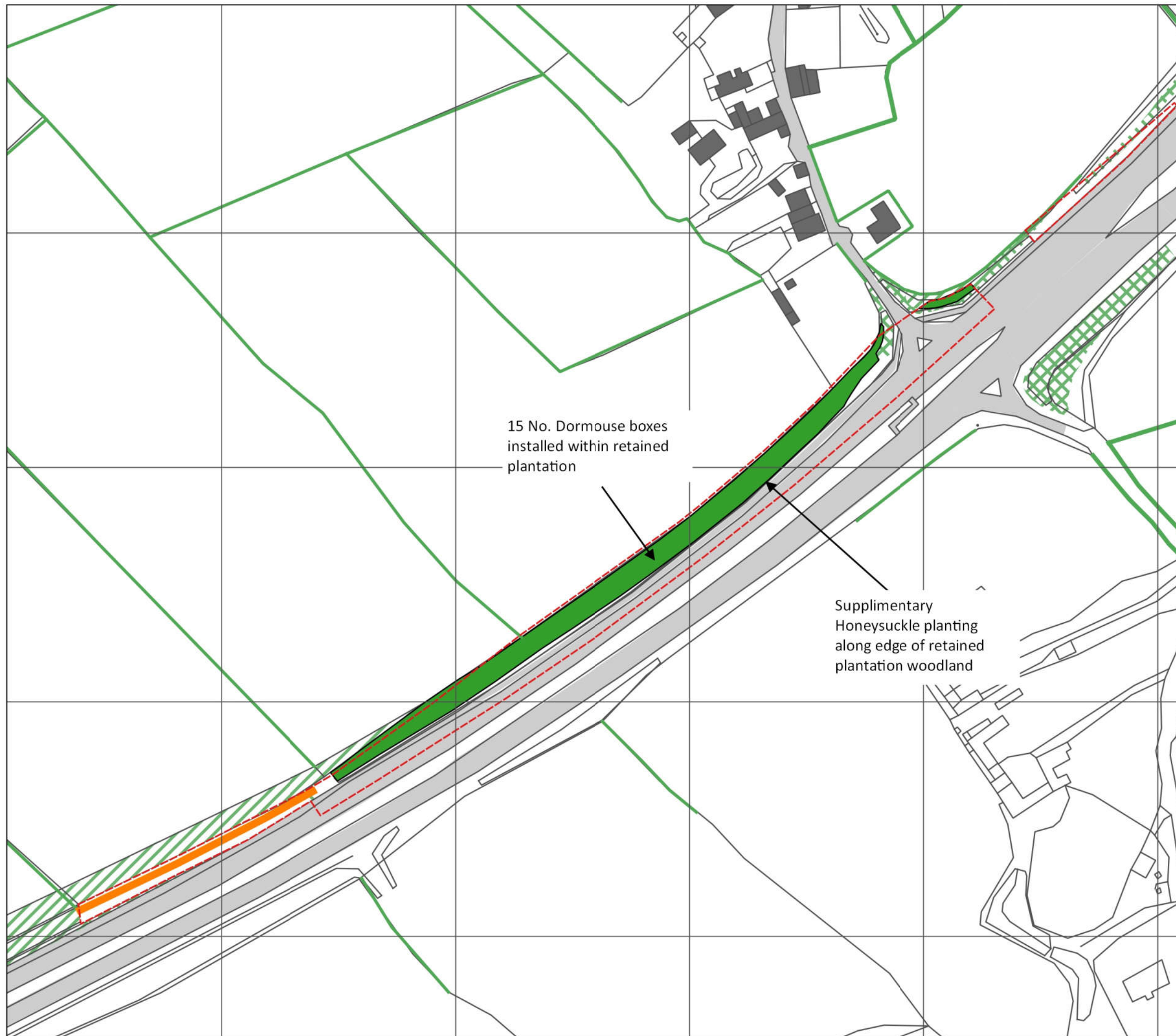
1. Plot A and Plot B are oppositely labelled to drawings DR-C-1005-P01 and ATK-GEN-T-PL-0004-P3, this needs to be amended.
2. No planting is acceptable within Plot A, east of the last ADS before the off-slip. This area provides forward visibility to the off-slip and the ADS is raised to enhance such visibility. The Highways England plot between the ADS and underpass should be open grassland and scrubby vegetation growth has been purposely removed here in recent years to improve forward visibility. Limited vegetation in the lower elevation of the plot has been left to provide some biodiversity connectivity.
3. No planting should be done in the shaded area identified as the "proposed shrub planting block". This area provides forward visibility to an ADS and has been assessed as satisfactory to its landscape type and function. Planting would compromise sign visibility and/or maintenance of the drainage ditch.
4. Honeysuckle planting at the back of the mature tree plot would be acceptable subject to our general comment at 1 above.
5. A minimum of 3 years aftercare should be specified for planting within Highways England soft estate.
6. Any contractor wishing to access Highways England soft estate should be formally inducted by an authorised Highways England employee.
7. No new planting is permitted within 3m of a road side barrier, this distance provides the required width for design function of the barrier and for operative/customer refuge area.
8. Common dogwood should not be planted within Highways England soft estate as it is high maintenance. Alternatives could be yew, spindle, field maple.

There remain therefore a number of issues that the developer will need to address before the proposed works are acceptable to Highways England, and further information is requested to address these points to enable us to provide the planning authority with informed advice.

Recommendation

Highways England therefore recommends that application 18/00542/FUL not be approved for a period of 6 months from the date of this recommendation in order to give the applicant time to provide further information as detailed above. This will enable Highways England to fully understand the impact of the proposals on the safe and efficient operation of the trunk road.

Revised Figure 9.3



Key

- Red Line Boundary

Existing habitats

- Broad-leaved Plantation Woodland (onsite)
- Broad-leaved Plantation (offsite)
- Dense Scrub
- Hedgerows (offsite)

Habitat creation

- Staggered line of native shrub planting

Refer to the Proposed Planting Plan (LINHAY_ATK_GEN_DR_L_0006_P02) for further details of the proposed habitat creation.

15 No. Dormouse boxes installed within retained plantation

Supplimentary Honeysuckle planting along edge of retained plantation woodland

CATON CROSS IMPROVEMENTS
 Ecological Mitigation and Enhancement
 Figure 9.3

