

210609-02 Written Highways and Transportation Representations, February 2023

Planning Application: W/22/1877 Proposed Residential Development, Woodcote Lane, Leek Wootton

1. Introduction

The Transportation Consultancy (ttc) have been appointed by Leek Wootton & Guy's Cliffe Parish Council (LWGCPC) to provide an independent Transport and Highways review for an Outline Planning (application reference: W/22/1877) for the following description of development.

"Outline Planning Permission for up to 83 dwellings (including affordable housing), access, internal roads and footpaths, car parking, public openspace, landscaping, drainage and other associated works and infrastructure(all matters of details reserved except for the vehicular access to the site"

2. Background

The application site has also been subject to a full planning application (ref: W/22/0465) for 83 dwellings which was registered on 14th March 2022 on the same site. It is understood that the application is still live.

It should be noted that 'TTC' produce an independent review of the transport and highways element of application W/22/0465), which should be read in conjunction with this review of the outline planning application W/22/1877).

3. Purpose of the Report

This Written Highways and Transportation Representations has been produced by 'ttc' on behalf of the Parish Council to provide an independent review of the most recent application.

4. Consultation Responses

As part of the application the Local Highway Authority (LHA) are Warwickshire County Council (WCC) who will be responsible for determining the transport and highways aspect of the development. In regards to application W/22/0465 the LHA provided a position of 'objection' to the application dated 25th August 2022 citing the following reasons;

- Provide more detailed explanation of why the Milestone trip rates are considered to be too high.
- If relying on TRICS , the assessment should be undertaken with neutral days, following the advice on our website.
- Although the distribution they have assumed might be reasonable, it is based on data obtained without a permit. They will need to use Mobile Network Data for trip distribution.

- Apply Warwick District-wide Tempro factors to get 2022 and 2027 forecast flows.
- Re-run PICADY assessment based on revised trip rates and forecast flows.

5. Planning History

The proposed development site is part of an allocated site known as ‘Policy DS22’ under the ‘Warwick District Local Plan (WDLP) Former Policy HQ (DS22) *‘The former Police headquarters site will be developed for housing purposes’* A number of 115 dwellings have been identified at the former police headquarters under the local plan.

6. Appraisal

A Transport Assessment (TA) and Residential Travel Plan (RTP) has been prepared by consultants ‘Rappor’ previously known as ‘Cotswold Transport Planning (CTP)’, which was submitted as part of the planning application documents dated November 2022.

A review of the submitted TA and RTP has been undertaken. The majority of the reports remain the same as for the original application apart from the trip rates which have been revised presumably to address the previous comments from WCC Highways.

Whilst The trip rates have been amended to provide a more robust assessment of the likely traffic generation form the site. There are still the remaining queries into the following concerns;

- Sustainability and connectivity to local services and facilities, including for a contribution to a potential mitigation.
- No mitigation scheme provided to address sub-standard Visibility issues which create a highway safety issue at the Anchor Pub junction with the Woodcote Lane / Warwick Road junction where a significant number of vehicles from the proposed development will route.

As a result, we would find the application in breach of the following National Planning Policy Framework (NPPF) July 2021 key policy paragraphs;

Paragraph 110, which identifies that plans and decisions should take account of whether:

- *‘Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the Site can be achieved for all people; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’*

Paragraph 111, which refers to the impacts on highways and states:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

Paragraph 112, which identifies that developments should be located and designed where practical to:

- *‘Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public*

transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

In addition to the test against key NPPF policies, it is important to also note Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 which states that a planning obligation may only constitute a reason for granting planning permission where the obligation is;

- a) Necessary to make the development acceptable in planning terms
- b) Directly related to the development; and
- c) Fairly and reasonable related in scale and kind to the development.

Given that no scheme or contribution *is proposed* for the two significant issues highlighted above, *it* would leave the proposed development in breach of CIL Reg 122.

In the absence of any proposed schemes to improve sustainability, public transport access and highway safety, it can be concluded that the application fails to make the development necessary in planning terms.

7. Summary and Conclusions

7.1 Summary

A thorough and independent technical review of the transport and highways documents submitted as part of application of the outline application W/22/1877 has been undertaken by ‘ttc’ on behalf of the Leek Wootton and Guy’s Cliffe Parish Council.

Whilst the trip rates have been altered in the application documents, a large majority of the document has rather disappointingly remained the same.

As a result and based on the previous review undertake on application W/22/0465 a number of concerns remain, namely;

- The sustainability of the site location as a sustainable ‘walking neighbourhood’ is highly questionable and although the TA identifies links to a number of existing limited facilities and a bus stops, of which the only service is due to cease, there are very few services and facilities within Leek Wootton that future residents would require regular access to and as a result, it is highly likely residents will be expected to drive to these facilities, which are situated outside of Leek Wootton village.
- In order to provide access to a wider range of services a contribution to a shared use footpath along the Warwick Road between Leek Wootton and Kenilworth should be provided.
- The only available bus services which serves Leek Wootton (Number 16) is due to cease with immediate effect and confirmation has been received from the local operator Stagecoach.
- Visibility of the existing junction between Woodcote Lane and Warwick Road is sub-standard, the proposed development increases the level of traffic through the substandard junction significantly which is of a concern to highway safety and the efficient operation of the junction.
- As a result a safety scheme should be provided at the junction.

- The modal shift targets set out in the travel plan are unrealistic in relation to the sustainability of the site.

7.2 Conclusion

Following a review of the resubmitted application transport documentation, the principle of development has not altered and is not in question. However, the major issues with the application still remain and therefore, the Parish Council find it difficult to support the application in its current form.

The proposed development falls short of the requirement set out in Paragraph 112 and Paragraph 111 of NPPF whereby encouragement should be given to pedestrian and cycle movements and access to high quality public transport.

Without any meaningful commitment to address these concerns and a lack of identification of a highway safety scheme at the Woodcote Lane and Warwick Road junction, the application is found in breach of NPPF and CIL Reg 122.

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