



# Statement of Case

## Orchard Farm, Pershore

### Formula Land

Prepared by:

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## Revision Record

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## 1.0 Introduction

- 1.1 My name is Ian Southwell. I have a degree in Urban Studies and Planning from The University of Sheffield. I am a Member of the Chartered Institution of Highways and Transportation, a Member of the Transport Planning Society, and a Member of the Chartered Institute of Logistics and Transport. I have over 17 years' experience in the design, implementation and assessment of transport schemes and development proposals.
- 1.2 I am Senior Technical Discipline Manager for the Transport and Mobility Planning discipline at SLR, a leading multi-disciplinary consultancy in the built environment, with designers, planners, modellers, researchers and innovators making up an agile team of over circa 1,000 people across the UK, and 3,000+ across the globe.
- 1.3 I am retained by Formula Land Ltd to provide transport and highways advice in relation to the proposed development known as Orchard Farm, Pershore. This Statement of Case (SoC) is submitted in support of an appeal against the non-determination of outline planning application ref. W/23/02112/OUT: The proposed development comprises:
- “Planning application for the demolition of existing farmhouse, agricultural buildings and structures, the erection of a phased development of up to 300 residential dwellings (Use Class C3) and associated public open space, drainage, infrastructure and engineering works with all matters reserved except access.”*
- 1.4 In addition, the proposal will include the following measures:
- Multiple points for pedestrian and cycle (Active Travel) access;
  - Footway improvements along Defford Road;
  - Dropped kerbs and tactile paving along Farleigh Road;
  - A proposed emergency access to the northeast;
- 1.5 I have visited and I am familiar with the site and the area within which it is located.
- 1.6 SLR worked with Worcestershire County Council (WCC), the highway authority, and Wychavon District Council (WDC), the planning authority, during the course of the application in an attempt to reach an agreement on all transport matters.

### Declaration

- 1.7 The evidence which I have prepared and provide is true and has been prepared and is given in accordance with the guidance of my professional institution. I confirm that the opinions expressed are my true and professional opinions.
- 1.8 the application was submitted on 13 October 2023 and was validated on 1 November 2023, with the validation date backdated to 16 October 2023.



## 2.0 Key Documents

2.1 The key documents are as follows:

- National Planning Policy Framework (revised 19<sup>th</sup> December 2023)
- Worcestershire County Council Streetscapes Design Guide (July 2022)
- Local Transport Note 1/20 Cycle Infrastructure Design (27<sup>th</sup> July 2020)
- Design Manual for Roads and Bridges GG 119 – Road Safety Audit (January 2020)
- Design Manual for Roads and Bridges CD 123 – Geometric design of at-grade priority and signal-controlled junctions (November 2021)
- TRICS Consortium Limited - TRICS Good Practice Guide 2021
- Chartered Institution of Highways and Transportation - Planning for Walking (April 2015)
- Scoping Note V7 (dated 05/04/2023)
- Transport Assessment (submitted 16/10/2023)
- Technical Note – Response to WCC Highways Comments (submitted 14/05/2024)
  - This Technical Note includes in the appendices the Modelling Response Note, Modelling Sensitivity Note and Travel Plan.



## 3.0 Overview of Technical Work

- 3.1 The accessibility of the Site has been assessed by all travel modes and it has been concluded the Site is in a sustainable location. Schools, employment and key facilities and services in Pershore town centre are accessible of foot, by bicycle, or by bus.
- 3.2 A comprehensive approach to trip forecasting has been undertaken.
- 3.3 An industry-standard TRICS assessment has been completed. Also, following discussion with, and at the suggestion of, Worcestershire County Council (WCC) a bespoke assessment using data collected from the adjacent residential development on Desjardins Way has also been completed. Both methodologies provide comparable results, which are sensible and realistic, and provide trip rates which are more robust than those applied to other recent residential planning applications in Pershore.
- 3.4 The proposed Site Access Junction is informed by a topographical survey and is designed based on DMRB CD 123. The Site Access Junction has been subjected to a detailed review, including a Stage 1 RSA, from which further minor adjustments were made to the design. The Site Access Junction is cognisant of the change in levels, the flood zones in close proximity to Defford Road, and the current speed and volume of traffic on Defford Road.
- 3.5 The impact of the Proposed Development should be considered across the whole day. However, to limit the extent of assessment the traffic analysis has focussed on three hours in the AM peak period (07:00 – 10:00) and three hours in the PM peak period (16:00 – 19:00). The assessment demonstrates the network is already busy, which is not unusual for an urban area at peak times.
- 3.6 The assessment demonstrates that the only location where driver delay (journey time) increases in a noticeable way is at the Three Spring Roads / Worcester Road Junction. This increase is short-lived, only occurs from 08:15-08:30, assumes no driver on the network responds to the inconvenience around them by adjusting time of travel, route of travel or mode of travel, and is primarily as a consequence of an additional 24 vehicles turning right.

### WCC Comments

- 3.7 WCC provided comments in three phases. The first set of comments received, which specifically related to traffic modelling, were dated 8<sup>th</sup> February 2024. A second set of comments received were dated 17<sup>th</sup> April 2024. The second set of comments represented WCC's complete response to the planning application.
- 3.8 SLR responded to the 17<sup>th</sup> April 2024 comments with the submission of a Technical Note on 14<sup>th</sup> May 2024. Following submission of this Technical Note WCC provided a third set of comments dated 1<sup>st</sup> July 2024. SLR is currently reviewing these comments.



## 4.0 Technical Work to Respond to Objection and Proposed Mitigation

- 4.1 The submission of the Transport Assessment following a formal pre-application scoping process helped address many of the key points in the original planning submission.
- 4.2 Post-submission a Technical Note was submitted to address all of WCC's comments, and this included as an appendix a separate Technical Note specifically on the subject of traffic modelling. This separate Technical Note included the microsimulation model results. A Travel Plan has also been submitted as an appendix to the Technical Note.
- 4.3 The Technical Note also included details of the following further technical work:
- The Site Access Junction has been updated and the Spine Road has been widened to 6.1m, in line with WCC comments, and dropped kerbs and tactile paving provided to allow pedestrians to cross the Spine Road within the Site;
  - Further information of the gradient of the Site Access Junction / Spine Road and the active travel route (pedestrian and cycle) has been provided;
  - The potential to connect the Site to the Land off Holloway Phase 2 application has been investigated;
  - The potential for bus access to / through the Site has been investigated further;
  - A Stage 1 RSA and Designer's Response has been submitted;
  - Further TRICS analysis has been undertaken, and further analysis of Desjardins Way has been completed to ensure it is representative of the Proposed Development;
  - A comparison of traffic flows on Three Springs Road between the surveys supporting this application and the Land off Holloway Phase 2 application has been completed;
  - Further analysis of traffic impact has been completed.



## 5.0 Unresolved Matters or Key Areas of Disagreement

- 5.1 Following submission of the Technical Note WCC provided a further set of comments dated 1<sup>st</sup> July 2024. SLR is currently reviewing these comments.

### Current Status

- 5.2 SLR's initial high-level review of the 1<sup>st</sup> July comments does not indicate any major areas of disagreement, and the comments primarily relate to requests for further information.





## 6.0 Proposed Conditions or S106 Obligations

6.1 SLR expects planning conditions to secure:

- The proposed Site Access Junction and associated works on Defford Road, the active travel (pedestrian and cyclist) connection, and the emergency access connection;
- A full Travel Plan and Travel Welcome Pack;
- A Streetlighting Strategy;
- A Construction Traffic Management Plan;

6.2 SLR expects the S106 to include contributions towards:

- Improvements to the pedestrian environment – dropped kerbs and tactile paving at Farleigh Road, and wayfinding signage to Pershore town centre;
- Community transport (£4,573);

6.3 SLR is aware of the request from WCC education for the S106 to include contributions towards: School transport (£444,981 towards First Schools). This is a matter that the appellant wishes to challenge as it is not considered to be justified or in accordance with Reg 122 of the CIL Regulations 2010 (as amended).

6.4 SLR is awaiting further information from WCC with respect to public transport provision, and any conditions or obligations which WCC may request in relation to this.



