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Mr John Legg
The Planning Inspectorate
Temple Quay House
2 The Square
Bristol
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22/10/2024

Dear Sir,

**APP/H1840/W/24/3347643: TOWN AND COUNTRY PLANNING ACT 1990,
APPEAL UNDER SECTION 78 BY FORMULA LAND LTD**

I write in relation to the above referenced planning appeal by Formula Land Limited against the refusal by Wychavon District Council of Planning Application reference W/23/02112/OUT. The Planning Application was for the development of up to 300 residential dwellings and associated infrastructure, including access at Defford Road at the site known as Orchard Farm, Defford Road, Pershore. Worcestershire County Council (WCC Highways) are the Highway Authority and a statutory consultee for Planning Applications in Pershore.

Throughout the outline planning application consultation process WCC Highways worked with the Appellant to determine the transport implications of the development and to identify any necessary transport infrastructure improvements and/or interventions to ensure that the proposed development maximises opportunities to promote a genuine choice of sustainable and active travel modes and does not result in a severe capacity or unacceptable highway safety impact, in accordance with South Worcestershire Development Plan policies SWDP4, SWDP21 and NPPF 2023.

At the time that the S78 planning appeal was received by the Planning Inspectorate (8 July 2024), WCC Highways had submitted two formal recommendations to Wychavon District Council (dated 17 April 2024 and 1 July 2024, provided at Appendix A) recommending that determination of the application be deferred to provide the Applicant with sufficient time to provide the further information required to determine the highway and transport impacts of the development proposals. In particular, the Applicant had been requested to provide:

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- Further information and evidence supporting the development vehicular trip rate calculations, which WCC Highways considered to be low for a residential development site in this location and with limited public transport connectivity;
- Further information to demonstrate that the suite of traffic models used for assessing development impacts were a suitable basis for assessment;
- A methodology for assessing the impact of traffic reassignment/rerouting on the local road network, particularly Holloway, given the network limitations (no side roads included) within the A4104 Three Springs Road/B4084 Worcester Road and A4104 Station Road/B4084 Worcester Road/High Street Paramics microsimulation model;
- Further information to confirm the deliverability of the proposed Zebra Crossing on the A4104 Three Springs Road (just north of Defford Road), including a Stage 1 Road Safety Audit (RSA1) identifying any potential safety problems which may arise should a Zebra Crossing be provided in this location; and
- A streetlighting assessment to determine if any new highway features required lighting and whether this would be feasible given the surrounding ecological constraints.

Since early July 2024, WCC Highways has continued to work proactively with the Appellant to resolve the highway and transport matters that remained outstanding at the time the planning appeal was lodged. This ongoing work has culminated in the submission of two Statements of Common Ground to the Planning Inspectorate dated 29 August 2024 and 10 October 2024, confirming that all highway and transport matters are now agreed between WCC Highways and the Appellant. In particular, it is agreed that:

- For the purposes of assessment, the forecast vehicular trip rates used allow for a reasonable judgement to be made on the likely impact of the proposed development on the surrounding highway and transport network, and the application of higher trip rates in this instance is unlikely to materially change the conclusions drawn from the analysis provided;
- Without mitigation, the proposed development is forecast to result in a significant increase in average vehicle queue lengths and delay (journey times) at the A4104 Three Springs Road/B4084 Worcester Road junction during the morning peak hour;
- The significant impact of the proposed development at the A4104 Three Springs Road/B4084 Worcester Road can be cost-effectively and proportionately mitigated through modifications to the existing traffic signal control at the A4104 Station Road/B4084 Worcester Road/High Street junction, requiring a developer contribution of £15,000;
- The proposed scheme to mitigate the development impact at the A4104 Three Springs Road/B4084 Worcester Road junction, comprising signal operation

revalidation at the A4104 Station Road/B4084 Worcester Road/High Street junction and an additional queue detection loop on Worcester Road, would reduce vehicle queues on the A4104 Three Springs Road during the morning peak hour to baseline levels (2030 'without development' levels). Therefore, any traffic rerouting/reassignment along Holloway would not occur as a result of the impact of the development;

- Following RSA1 and further consideration of existing levels of streetlighting, the proposed A4104 Three Springs Road Zebra Crossing is acceptable and there are no outstanding deliverability concerns;
- The proposal (or otherwise) to light the internal street network is a matter which primarily influences highway adoption (or otherwise), and not the acceptability of the planning application in highway and transport terms. The lighting strategy can be further addressed at detailed design stage should consent be granted; and
- A package of sustainable transport and active travel enhancements are necessary to ensure that safe and suitable access is provided for pedestrians and cyclists and that the proposed development offers a genuine choice of sustainable transport modes and alternatives to the private car. The package of enhancements and associated developer contributions are set out within the Statement of Common Ground dated 29 August 2024 and WCC Highways final recommendation submitted to Wychavon District Council, dated 27 September 2024 (Appendix B).

On 27 September 2024, WCC Highways submitted an updated and final formal recommendation to Wychavon District Council confirming that subject to a number of planning conditions and obligations, as detailed in the recommendation, the Local Highway Authority had no objections to the development proposals. The recommendation is included at Appendix B.

Should the appeal be allowed and planning permission granted, WCC Highways is also seeking to safeguard land between the northern site boundary and the Emergency Access (connecting to Henderson Drive) for the potential future delivery of a shared-use pedestrian and cycle path. It is considered that the small area of land to the north of the Emergency Access could be appropriately safeguarded via a S106 agreement. This would ensure that should development proposals known as Holloway Phase 2 (application reference 24/00270/FUL) be granted consent, an active travel connection could be made between Holloway Phase 2 and Henderson Drive. It would also enable future residents of the appeal site to access National Cycle Route 442 via a quiet-route, avoiding the A4104 Three Springs Road.

We trust that this letter, read in conjunction with the Statements of Common Ground dated 29 August 2024 and 10 October 2024, and WCC Highways final formal

recommendation to Wychavon District Council dated 27 September 2024, clearly confirms WCC Highways final position regarding planning appeal APP/H1840/W/24/3347643. For the avoidance of doubt, subject to the planning conditions and obligations set out within our recommendation dated 27 September 2024, WCC Highways considers that there are no highway and transport grounds for objection to the development proposals.

Yours Sincerely

Karen Hanchett

Transport Planning and Development Management Team Leader