

Jay Singh
Wychavon District Council
Civic Centre
Queen Elizabeth Drive
Persnore
Worcestershire
WR10 1PT

Date: 14/06/2022
Your ref: W/22/00201/OUT
Ask for: Howard Davies

Dear Jay,

**TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

PROPOSAL: Outline planning application for the erection of up to 102 dwellings, new vehicular and pedestrian access, and associated works. All matters reserved except for access

LOCATION: Land At (Os 8894 6544), Kidderminster Road, Hampton Lovett

APPLICANT: Beechcroft Land Ltd & Henry Bouskell

Worcestershire County Council, as Highway Authority, has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals and the additional information submitted, the Transport Planning and Development Management Team Leader on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 recommends a **deferral**.

The justification for this decision is provided below and matters requiring attention before a positive recommendation can be provided are highlighted in bold text.

The site is located to the north of Droitwich Spa, immediately to the south of the village of Hampton Lovett and the Applicant seeks Outline planning permission for the erection of 102 residential dwellings with all matters, except access, reserved for future consideration.

Illustrative masterplan (K729-30E) shows a proposed residential development of 102 dwellings, providing a range of homes of 1-5 bedrooms in detached, semi-detached and terraced configurations to meet the demands of the local housing market. The mix

Tel: 01905 846209 • Email: @worcestershire.gov.uk
www.worcestershire.gov.uk

is illustrative only, and the precise detail will be determined at the Reserved Matters stage. Affordable housing will be provided according to the requirements of SWDP 15, also in a mix to suit local housing need.

Context

In August 2017 the applicant submitted an outline application (17/01631/OUT) for a development of up to 144 new residential dwellings on the same site. That application was supported by Transport Assessment (TA) (Ref: HAM-BWB-GEN-XX-RP-TR-0001) which assessed the impact of up to 200 dwellings.

The application was refused by the Local Planning Authority in June 2018. There were various grounds for refusal, though none related directly to highway or transport matters. The decision was appealed by the applicant and the Planning Inspector dismissed the appeal on 28th January 2020 (appeal ref: APP/H1840/W/18/3218814).

The applicant has now submitted a new application for a revised proposal for a development of up to 102 residential dwellings. The application is supported by an amended TA and Travel Plan.

The Highway Authority has reviewed the amended TA and, whilst it has addressed some of the original concerns with the previous proposal, a number remain outstanding. For this reason, on 7th March 2022, the Highway Authority requested a deferral, to allow the applicant to submit additional information, including details of proposed mitigation.

In response the Applicant has submitted further information and documents, including a Transport Technical Note (Ref: HAM-BWB-GEN-XX-RP-TR-0004/P02), which seeks to address the comments raised within this deferral. In addition, an independent Road Safety Audit Stage 1 was prepared for the applicant by TMS (Document Ref: 16950). This latest information is the subject of formal consultation and provides the basis of this response.

Access Proposals

The Applicant states that the proposed access has not altered since the previous 2017 application (planning ref: 17/01631/OUT) and that on 14th May 2018 WCC Highways stated that the principal of the access was acceptable. The Applicant also states that Planning Inspector did not raise the proposed access arrangement as an issue in the Appeal Decision (TTN page 2).

However, each new application is reviewed against the Highway guidance documents and standards applicable at the time of submission and should not be based on those

that may have applied when previous applications were submitted. Consequently, the following advice applies the standards current in 2022.

As stated previously, the Highway Authority has no objection to the principle of the proposed access arrangement, but **the Applicant must demonstrate that it complies fully with the WCC Streetscape Design Guide (SDG) and DfT Manual for Streets (MfS).**

The standards of Manual for Streets require the junction visibility splay dimensions to be based on recorded 85th percentile speeds of traffic on the A442 Kidderminster Road. The Applicant has now provided data collected over a 7-day period, between Tuesday 4th October 2016 and Monday 10th October 2016 which show that 85th percentile speeds were above 50 mph (80kph), but the average speeds were below 44 mph. While the data is 'historic' rather than recent, it is unlikely to have a discernible impact on traffic speeds, or the visibility dimensions of 2.4m x 160m in each direction which are shown on drawing ref: HAM-BWB-GEN-XX-DR-TR-101-S2-P6. These comply with standards of MfS and MfS2 and are acceptable.

The Applicant states on Page 3 of the TNN that a 1.2m wide central refuge is proposed opposite the northbound bus stop (as illustrated on drawing ref HAM-BWB-GEN-XX-DR-TR-101-S2-P6), thus providing a pedestrian crossing facility over Kidderminster Road. Whilst the 1.2m width is the 'absolute minimum' standard it does provide a positive benefit. **However, the pedestrian movements likely to be generated by the development also justify improvement of the footways along Kidderminster Road, to provide a 2.0m footway from the development to the bus shelter. This should be included in the applicants' proposals.**

The access drawing provided by the Applicant (drawing ref: BWB-GEN-XX-DR-TR-101-S2-P6) proposes an 8.0m corner radius on the northern side of the site access junction and a 10.0m radius on its' southern side. **The Streetscape Design Guide requires the access to a development of 102 dwellings to comply with its' standard 'Primary Street'. This requires both corner radii to be 10m. The 8.0m radius as proposed on the northern side does not comply with standard and should be increased to 10m.**

Vehicle Tracking

The following comments are based solely on the information/drawings that have been submitted as part of this application.

As highlighted within the previous response, we remain concerned that a 10.6m refuse vehicle (or similar size delivery vehicle), making the left turn out of the development, will encroach into the inbound ghost island right turn lane. Not only so, but the applicant has also assumed that vehicles waiting to turn right into the site will position

themselves to the extreme left-hand side of the right turn lane, rather than centrally within it. That driver behaviour should neither be assumed or expected and is not acceptable mitigation.

While the Highway Authority acknowledges that refuse collection typically only occurs weekly, a residential development of this size will also attract regular visits by numerous larger vehicles such as parcel and other delivery vehicles, in addition to refuse vehicles. **The Highway Authority recommended that this specific issue could be resolved by increasing the inbound junction radii to 10m as mentioned above, potentially combined with a taper into the proposed development. This should be considered by the Applicants transport consultant.**

Layout

The applicant should note the following highways information that will be needed to support a future Reserved Matters application:

- Clarification of design speed for the access road and all internal roads.
- Full details of all internal road dimensions which should be clearly shown on drawings and comply with the WCC Streetscape Design Guide (SDG).
- All turning heads must comply with the SDG.
- Crossing facilities, with tactile paving, should be provided to ensure a safe route for pedestrians within the site. Special consideration should be made to the inclusion of dropped kerbs with tactile paving on the desire line in the bell mouth of the proposed junction with Kidderminster Road for pedestrian connectivity.
- Swept path analysis for vehicles should be provided within the site, including all turning head areas. As a minimum, a Phoenix 2 Duo Recycler (11.2m) template should be used for all tracking. This will ensure that refuse vehicles can safely navigate throughout the site.
- It is unclear whether cyclists have been considered within the layout. Further information is requested to ensure cycle movements have been considered and appropriate infrastructure is to be provided.
- A refuse and recycling collection management plan should be provided, complying with maximum walking distances for refuse collection operatives.
- Forward visibility splays and junction visibility of 25m should be confirmed throughout the internal road network and shown on plans.
- Pedestrian footpaths should be provided on both sides of the estate of the road.
- Electric vehicle charging facilities must be provided in accordance with the Streetscape Design Guide. In addition, car parking bay dimensions must also

be shown so that the Highway Authority can check that they comply with current standards.

- The Applicant must confirm the number and location of car and cycle parking spaces that will be located within the development site. Residential garages are excluded from any parking calculations.
- Street lighting details should be provided, conforming with the WCC Street Light Design Guide.
- A 3.0m wide surfaced path from the proposed development should be provided to connect with Bridleway 537 (B) (The Forest).
- Fencing should be provided to prevent pedestrian ingress into the proposed attenuation pond.

Highway Safety

As stated in the previous Highways response, the applicant should obtain and analyse Personal Injury Accident Data from the County Council for the latest five-year period available. Any safety concerns in the study area must be addressed within the TA. WCC do not consider crash-map (www.crash-map.co.uk) to be a suitable data source for accident data.

Bus Provision, Pedestrian and Cycle Infrastructure, Lighting and Travel Plan

The Applicant states on Page 5 of the TNN that the requested financial contributions don't align with those requested 17/01631/OUT. The Applicant then states that:

“the revised scheme proposes fewer dwellings than the previous application and therefore it is considered that required contributions should reflect this.”

Application 17/01631/OUT was originally refused and dismissed at appeal on 28th January 2020. The response to the previous application was provided 2017 whilst the requested sums now reflect the conditions applying in 2022.

As stated in the deferral response dated 7th March 2022, **the Applicant must confirm that sustainable travel and infrastructure contributions will be made.**

Public Bus Service

The main bus service in the area is the number 20 which operates, two am peak time services and two pm peak time services as a circular extension to the core route that forms a loop around the adjacent Industrial Estate, returning to Droitwich passing the proposed location, railway station and retail outlets. This is to serve the existing Caravan Park and commuters to the Industrial Units. There is insufficient running time

in the existing schedule to extend more trips to the location so, amending the contract will result in additional cost and / or loss of service elsewhere.

In addition, the 133 (Kidderminster –Chaddersley Corbett – Droitwich) service runs in both directions on Mondays, Wednesdays, Fridays, and Saturdays providing 3 trips in each direction per day, this is subsidised and at risk due to high operating cost combined with low patronage. The 20 service is provided under contract LWY023 receiving a subsidy of £149,600 in 2016/17 and the 133 is provided under Contract LWY024 and received a subsidy of £98,000 in 2016-17.

There is no scope within the Public Transport budgets to increase subsidies to augment either service

Contribution Request for Service Expansion

The best solution for this location would be to increase the number of trips serving the site, possibly by extension of the 20 service, to provide an hourly service. This will require a review of all Droitwich Services to re-work the bus schedules and a retendering exercise.

To provide the additional trips without loss of service elsewhere would require the Council to contract an additional bus and, it has been estimated that, **the additional cost of providing the service based on costing an extension to the 20 providing 8 additional trips per day Monday to Saturday to be £120,000 per annum less farebox revenue.**

Based on a breakeven period of 6 years, a contribution of £360,000 would be required to provide this service.

Bus Stop Infrastructure

The Highway Authority's main concerns involve the lack of facilities for pedestrians to cross Kidderminster Road to access these bus stops. Currently, there are a pair of bus stops that serve the adjacent Caravan Park (circa 200 metres from the proposed development).

The outbound bus stop consisting of a pole and flag with hardstanding, is only used by Bus Service 133, and is deemed unsuitable due to the absence of a safe pedestrian crossing point along a fast stretch of road. The inbound stop does however provide a shelter and is located on a pedestrian footpath that extends past the frontage of the proposed development. Therefore, the Applicant is required to comply with accessibility best practice as WCC now advertise the accessibility of all bus stops on their routes. **Hence, the Highway Authority has requested that some form of**

Accessible Audit be undertaken, equivalent to the TfL programme PERS (Pedestrian Environment Review System). The purpose of this should be to identify if all surrounding bus stops are accessible and provide facilities such as dropped kerbs and visual tactile paving. **Therefore, further information is requested to ascertain the suitability of the existing route from the proposed development, and to assess whether any mitigation and/or additional facilities should be considered to ensure safe access for pedestrians.**

School Transport

All the local schools servicing this development are within the statutory walking distance so no contribution will be requested for school transport.

Community Transport

Under the 1985 Transport Act WCC has a duty to consider the transport needs of elderly and disabled residents. A service must be provided for all elderly and disabled residents where no suitable bus service exists otherwise for those unable to access a bus due to disability. WCC analyses this using historic trip need, DfT mileage rates and census data based on five years calculated cost.

The service provides access to vital services, particularly acute health where it is no longer policy to offer appointments at the nearest facility to the resident's home address. **On this bases the contribution requested is £4,536.**

Road Safety Audit (Stage 1)

The Highway Authority have conducted a review of the submitted Road Safety Audit (Stage 1) that was undertaken by the consultancy TMS. And concur with the recommendations suggested and deem the approach appropriate.

Conclusion

The Highway Authority has undertaken a robust assessment of the planning application and the submitted documents made available. Currently, there are a number of outstanding issues that have been identified in relation to the proposed access as well confirmation on the requested financial contributions from the applicant.

The Applicant should also note each new application is reviewed against the Highway Authorities guidance documents and policy standards and therefore should not be based upon previous submitted applications and the advice given at that time.

The Highway Authority therefore submits a response of **deferral** until further information is provide or acknowledged.

Yours Sincerely

Howard Davies
Development Control Engineer
On behalf of Karen Hanchett, Transport Planning and Development Management
Team Leader