

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

Date: 04/10/2022
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 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 that there is **no highway objection to this application subject to conditions and obligations**. The justification for this decision is set out in detail in the remainder of this response.

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 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 is illustrative only, and the precise detail will be determined at the Reserved Matters stage.

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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 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.

Subsequently, in April 2022, the Applicant issued additional information in the form of a Technical Note (HAM-BWB-GEN-XX-RP-TR-0004) to address the Highway Authority comments.

On the 12 June the Highway Authority issued a second recommendation of deferral with a requesting that the applicant provide further information on the proposed Site Access, Highway Safety, Road Safety Audit, Bus Provision, Pedestrian / Cycle Infrastructure, Lighting and Residential Travel Plan.

On 28th September 2022 the Applicant submitted further information and documents, including a Transport Technical Note (Ref: HAM-BWB-GEN-XX-RP-TR-0007) to address the highway response of 12 June. In addition, an independent Road Safety Audit Stage 1 was also prepared for the Applicant by TMS (Document Ref: 16950).

This letter responds to the submission of 28 September.

Access Proposals

As highlighted in the previous response, the Highway Authority had concerns whether a 10.6m refuse vehicle (or similar size delivery vehicle), could make a left turn out of the development, without encroaching into the inbound right turn lane. It was therefore

recommended that by increasing the inbound junction radii to 10m from the proposed 8m larger vehicles could exit the site without difficulty.

This modification would comply with the Worcestershire Streetscape Design Guide (SDG) for a 'Primary Street'. In response the applicant has provided a 10m corner radii to be 10m and amended vehicle tracking which illustrate the suitability of the amended junction geometry.

The Highway Authority are now satisfied that the concerns with the access geometry have been addressed.

Highway Safety

The Highway Authority requested that the Applicant purchase Personal Injury Accident (PIA) data from Worcestershire County Council (WCC) as WCC do not consider crash-map (www.crash-map.co.uk) to be a suitable data source.

Appendix 7 of the Technical Note (Ref: HAM-BWB-GEN-XX-RP-TR-0007) now includes PIA data covering a period of 10 years. These confirm the conclusion of the accident data analysis that was presented in the previous Transport Assessment (HAM-BWB-GEN-XX-RP-TR-0001-S2-P03) that was submitted to the Highway Authority in January 2022.

The Highway Authority acknowledges and accepts the information presented.

Road Safety Audit (RSA)

The Highway Authority requested that a Road Safety Audit (RSA) be undertaken at the proposed site access junction.

An independent RSA Stage 1 audit has now been submitted along with the Designers Response on the 16 May 2022, Technical Note (Ref: HAM-BWB-GEN-XX-RP-TR-0005 / Appendix 3).

The amendments made to the design in response to RSA Stage 1 audit were:

- The design of the southern central refuge was amended to incorporate pedestrian crossing facilities; and
- The proposed central refuge, adjacent to the northbound bus stop, was moved northwards and the design was amended to better accommodate pedestrian crossing facilities and include a short section of footway proposed to complete the connection to the northbound bus stop.

The Highway Authority have conducted a review of the submitted Road Safety Audit (Stage 1) that was undertaken by the consultancy TMS and the Applicants Designers

Response and concur with the recommendations suggested and deem the approach appropriate with all actions being incorporated during the detailed design stage.

However, located within Page 3 of the Designers Response the response to Problem 4, hasn't been fully addressed. As recommended *"Improvements to the footways and cycle access to the development should be provided, linking to local facilities"*.

Submission and approval of detailed drawings must be secured by pre-commencement condition.

Bus Provision, Pedestrian and Cycle Infrastructure

Page 4 of Technical Note (Ref: HAM-BWB-GEN-XX-RP-TR-0007 states that *"the Applicant is willing to make a fair and reasonable contribution towards necessary / required bus infrastructure improvements"*.

Public Bus Service

The main bus service in the area is the number 20 which operates, two am peak services and two pm peak 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 –Chaddesley 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 will 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.**

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 basis the contribution requested is £4,536.**

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.

Bus Stop Accessibility Audit

The Highway response of the 14 June 2022 recommended that the provision of a 2.0m footway from the development to the bus shelter on Kidderminster Road be provided, as the footway currently narrows to approximately 1m for a short section before widening to 1.8m in advance of the Kidderminster Road/Pointon Way roundabout. Given the likely pedestrian movements that will be generated from the proposed development, the current footway is not considered sufficient.

In response the Applicant has stated on Page 5 of Technical Note (Ref: HAM-BWB-GEN-XX-RP-TR-0007 that *“it is acknowledged that there remains a section of the footway along the eastern side of Kidderminster Road, approximately 12m long (adjacent to the electric substation by Doverdale Caravan Park) that is bound by a fence. This section of footway is less than 2m wide. The width of the remainder of the footway varies as the hedge line is overgrown. The corridor of land within highway ownership is not of sufficient width along this section to widen the footway past the substation to 2.0m”*.

Department for Transport (DfT) document, Manual for Streets (2007) confirms that there is no minimum width for footways. It suggests that in lightly used streets, the minimum unobstructed width for pedestrians should generally be 2m, and that in areas of higher pedestrian flow the quality of the walking experience can deteriorate unless sufficient width is provided. DfT document Inclusive Mobility (2002) advises that *“ideally the width of the footway should be 2m to facilitate two people in wheelchairs to pass each other comfortably. Where this width is not possible, a clear width of 1.5m should be provided, with an absolute clear minimum width of 1m in exceptional cases”*.

Consequently, given the restrictions currently in place along Kidderminster Road, i.e., the fence and associated hedge that is bound by the Doverdale Caravan Park, **the Highway Authority acknowledges and accepts the information presented.**

Construction Environmental Management Plan

The Highway Authority will require a Construction Environmental Management Plan (CEMP) to be prepared and submitted for approval. The CEMP should set out the proposed hours of operation, routing, access proposals and site details and will form a condition as part of any successful planning consent.

Travel Plan

The Highway Authority previously acknowledged the Applicants' Residential Travel Plan. However, WCC has published guidance on how it expects Travel Plans to be prepared.

As part of this process, the applicant must register for Modeshift STARS (www.modeshiftstars.org) and ensure that their targets have been uploaded, so that progress on the implementation of the Travel Plan can be monitored. WCC can assist applicants with this process should they need. Modeshift STARS is a nationally accredited scheme which assists in the effective delivery of Travel Plans.

In addition, the applicant should produce a Travel Welcome Pack (TWP). The TWP must be prepared in accordance with the guidelines for travel welcome packs (document. https://www.worcestershire.gov.uk/downloads/file/11365/guideline_for_travel_welcome_packs).

Conclusion

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted, the Highway Authority concludes that there are no justifiable grounds on which an objection could be maintained.

There is no highway objection to the application subject to the conditions and obligations set out in this advice and in the schedules appended.

Yours Sincerely

Howard Davies

Development Control Engineer

On behalf of Karen Hanchett, Transport Planning and Development Management Team Leader

Conditions

Conformity with Submitted Details

No building hereby approved shall be occupied until the vehicular access has been provided as shown on drawing ref: HAM-BWB-GEN-XX-DR-TR-101/S2/P8 titled, Ghost Island Site Access Junction Layout.

REASON: To ensure conformity with submitted details.

Road Safety Audit

The Development hereby approved shall not commence until detailed drawings of the vehicular access be provided and designed in accordance with the recommendations provided by TMS as per the Road Safety Audit Stage 1 report. All detailed drawings must be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development and the buildings shall not be occupied until those improvements have been constructed in accordance with the approved details.

REASON: To ensure conformity with submitted details.

Residential Travel Welcome Pack

The Development hereby approved shall not be occupied until the Applicant has submitted to and had approval in writing from the Local Planning Authority a residential Travel Welcome Pack promoting sustainable forms of access to the development. The pack shall be provided to each resident at the point of occupation.

REASON: To reduce vehicle movements and promote sustainable access.

Construction Environmental Management Plan

The Development hereby approved shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:

- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway.
- Details of site operative parking areas, material storage areas and the location of site operatives' facilities (offices, toilets etc).
- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- Details of any temporary construction accesses and their reinstatement.
- A highway condition survey, timescale for re-inspections, and details of any reinstatement.

The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the Local Planning Authority.

REASON: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

Electric vehicle charging point

The Development hereby permitted shall not be first occupied until the proposed dwellings have been fitted with an electric vehicle charging points. The charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851 and the Worcestershire County Council Streetscape Design Guide. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging point(s) shall be of the same specification or a higher specification in terms of charging performance.

REASON: To encourage sustainable travel and healthy communities.

Cycle parking

The Development hereby permitted shall not be first occupied until sheltered and secure cycle parking to comply with the Council's adopted highway design guide has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

REASON: To comply with the Council's parking standards.

Sustainable Travel Contributions

The Development must provide sustainable travel contributions will be made in the form of:

- £360,000 to fund extension of the 20 service and
- £4,536 to establish Community Transport service for residents with mobility impairments; and

REASON: To encourage sustainable travel and healthy communities.

Informatives

Alteration of Highway

This permission does not authorise the applicant to carry out works within the publicly maintained highway since such works can only be carried out by the County Council's Approved Contractor, Ringway Infrastructure Service who can be contacted by email worcestershirevehicle.crossing@ringway.co.uk. The applicant is solely responsible for all costs associated with construction of the access.

Section 278 Agreement

The granting of this planning permission does not remove any obligations on the applicant to undertake a technical design check of the proposed highway works with the Highway Authority, nor does it confirm acceptance of the proposal by the Highway Authority until that design check process has been concluded. Upon the satisfactory completion of the technical check the design would be suitable to allow conditions imposed under this permission to be discharged but works to the public highway cannot take place until a legal agreement under Section 278 of the Highways Act 1980 has been entered into and the applicant has complied with the requirements of the Traffic Management Act 2004.

The applicant is urged to engage with the Highway Authority as early as possible to ensure that the approval process is started in a timely manner to achieve delivery of the highway works in accordance with the above-mentioned conditions.

The applicant should be aware of the term "highway works" being inclusive of, but not limited to, the proposed junction arrangement, street lighting, structures, and any necessary traffic regulation orders.

Section 38 Agreement Details

If it is the applicant's intention to request the County Council, as Highway Authority, to adopt the proposed roadworks as maintainable at the public expense, then details of the layout and alignment, widths and levels of the proposed roadworks, which shall comply with any plans approved under this planning consent unless otherwise agreed in writing, together with all necessary drainage arrangements and run off calculations shall be submitted to the County Council's Network Control Manager, Worcestershire County Council, County Hall, Spetchley Road, Worcester, WR5 2NP. No works on the site of the development shall be commenced until these details have been approved by the County Council as Highway Authority and an Agreement under Section 38 of the Highways Act, 1980, entered.

Protection of Visibility Splays

The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.

Works Adjoining Highway

Any work involving the removal or disturbance of ground or structures supporting or abutting the publicly maintained highway should be carried out in accordance with details to be submitted to and approved in writing by the Highway Authority.

Temporary Direction Signs to Housing Developments

This consent does not authorise the erection of temporary direction signs on the public highway. Should the applicant wish to direct traffic to the development site they should seek the consent of the Highway Authority. All temporary directional sign proposals should be submitted to the Network Control Manager, Worcestershire County Council, County Hall, Spetchley Road, Worcester, WR5 2NP. No signs should be erected without the consent of the Highway Authority.

Construction Environmental Management Plan (CEMP)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but reference is made to "respecting the community" which says:

Constructors should give utmost consideration to their impact on neighbours and the public:

- Informing, respecting, and showing courtesy to those affected by the work.
- Minimising the impact of deliveries, parking, and work on the public highway.
- Contributing to and supporting the local community and economy.
- Working to create a positive and enduring impression and promoting the Code.

The CEMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community, relating to the timing of operations and contact details for a site coordinator in the event of any difficulties.

This does not offer any relief to obligations under existing Legislation.

Extraordinary Maintenance

The attention of the applicant is drawn to Section 59 of the Highways Act 1980 which allows the Highway Authority to recover additional costs of road maintenance due to damage by extraordinary traffic.

Before any work is commenced upon the development hereby approved representatives of Worcestershire County Council, as the Highway Authority and the applicant, shall carry out a joint road survey/inspection on the roads leading to this site.

Any highlighted defects shall be rectified to the specification and satisfaction of the Highway Authority before work is commenced on the development hereby approved. A further joint survey/inspection shall be undertaken following completion of development hereby approved and any necessary remedial works shall be completed to the specification and satisfaction of the Highway Authority within 1 month or other agreed timescale.

S106 obligations

Sustainable Travel Contributions

Bus Service Expansion

A contribution of £360,000 to fund an increase in the frequency of the number 20 bus service adding 8 additional trips per day Monday to Saturday. This contribution is required prior to first occupation.

REASON: To encourage sustainable travel and healthy communities.

Community Transport

A contribution of £4,536 is necessary to ensure the transport needs of elderly and disabled residents are accommodated providing access to health facilities. This contribution is required prior to first occupation.

REASON: To encourage sustainable travel and healthy communities.