



Appendix A – Transport Scoping Note

rappor



Fernhill Heath, Worcestershire

Lioncourt Strategic Land
Transport Scoping Note

February 2023





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Contents

1	Introduction	1
2	The Site & Local Highway Network	2
3	Site Accessibility & Opportunities for Sustainable Travel	8
4	Proposed Development.....	12
5	Forecast Trip Generation and Distribution	18
6	Proposed Scope of Transport Planning Inputs to Support Planning Application	22
7	Summary and Conclusions.....	23

List of Figures and Tables

Photograph 2.1	Dilmore Lane.....	2
Photograph 2.2	Dilmore Lane / Suffolk Way Junction	3
Photograph 2.3	Existing Kennels Lane Access.....	4
Photograph 2.4	Looking west from Firlands Close.....	4
Table 4.1	Summary of Vehicle Speeds on Dilmore Lane.....	13
Table 4.2	Summary of Vehicle Speeds on Station Road	15
Table 5.1	Proposed Vehicle Trip Rates and Forecast Trip Generation	18
Table 5.2	Trip Assignment	20
Table 5.3	Summary of Proposed Trip Assignment	20

Appendices

- Appendix A - Site Location Plan
- Appendix B - Automatic Traffic Count Data
- Appendix C - CrashMap Extract and Associated Report
- Appendix D - Indicative Site Layout Plan
- Appendix E – Proposed Junction Arrangement onto Dilmore Lane
- Appendix F – Highway Boundary Data
- Appendix G - Alternative Visibility Assessment onto Dilmore Lane
- Appendix H – Existing Junction Arrangements – Station Road / Kennels Lane Visibility Splay Assessment
- Appendix I – Potential Off-site Highway Works – Station Road / Kennels Lane
- Appendix J – TRICS Output – *Privately Owned Dwellings*
- Appendix K – Traffic Flow Diagrams



1 Introduction

- 1.1 Rappor have been instructed to prepare a Transport Scoping Note (TSN) to consider the transport issues associated with a development of up to 120 residential dwellings on land to the east of Dilmore Lane, Fernhill Heath, Worcestershire.
- 1.2 The purpose of this TSN is not to provide a full technical appraisal of the highways and transportation issues required to support a planning application. Instead, it is to identify whether the proposed site access arrangements are safe and suitable and to determine the level of highway assessment required. It shall also provide an initial review of the sustainable travel opportunities.
- 1.3 This TSN has been prepared to facilitate discussions with Worcestershire County Council (WCC) and produced in accordance with 'Transport Assessments and Transport Statements', which forms part of the National Planning Practice Guidance.
- 1.4 This TSN has been informed by a site visit undertaken on 20th January 2023.

Scope of Report

- 1.5 Given the nature of the development proposal and the local / planning context, this TSN shall feature the following:
 - a) The site and local highway network context;
 - b) Review of the sustainable transport opportunities available to potential residents;
 - c) Review of development proposals, including proposed site access arrangements;
 - d) Review of forecast trip generation;
 - e) Trip assignment and distribution along the local highway network; and
 - f) Scope of future transport planning inputs in support of the development proposal.



2 The Site & Local Highway Network

Site location & Composition

Site Location

- 2.1 The site is located within the northern extent of the village of Fernhill Heath, Worcestershire, approximately 5km north of Worcester City Centre. It is bound to the north by undeveloped land, to the east by residential dwellings associated with Firlands Close, Chestnut Close, Oak Apple Close and Station Road, to the south by a residential development, and to the west by Dilmore Lane.
- 2.2 The wider area is characterised by green fields to the north and west, and the village of Fernhill Heath to the east and south.
- 2.3 A site location plan is provided in **Appendix A**.

Site Composition

- 2.4 The overall site comprises approximately 18.3 acres of undeveloped land within the control of the client.
- 2.5 There are two existing accesses to the site. An existing gated field access is located along Dilmore Lane, and an existing un-controlled field access is located to the east off Kennels Lane. The existing access onto Kennels Lane also serves the Public Rights of Way (PROW) 549 (B), which connects into Oak Apple Close, and further to Station Road.

Local Highway Network

Dilmore Lane

- 2.6 Dilmore Lane is a two-way carriageway that runs in a broadly north to south alignment, along the western boundary of the site. **Photograph 2.1** illustrates the layout of Dilmore Lane, in the vicinity of the proposed site access.



Photograph 2.1 Dilmore Lane



- 2.7 The primary vehicular access to the site is proposed to be served to the east of Dilmore Lane. In the vicinity of the proposed site access location, Dilmore Lane is subject to the national speed limit (60mph). This decreases to 30mph approximately 70m south of the proposed site access location.
- 2.8 As part of the development proposals, it is proposed that the national speed limit will be relocated north of the site access, with the speed limit to the south being reduced to a 30mph speed limit.
- 2.9 In the vicinity of the proposed site access, there is no existing formal footway provision or street lighting. An informal footpath is present along the western side of Dilmore Lane, within the grass verge.
- 2.10 Footway provision and street lighting commences along the eastern side of Dilmore Lane, at the Dilmore Lane / Suffolk Way junction, as shown in **Photograph 2.2**.



Photograph 2.2 Dilmore Lane / Suffolk Way Junction

- 2.11 As part of the development proposals, the pedestrian facilities are to be improved, as detailed in **Section 4**.

Kennels Lane

- 2.12 Kennels Lane is a two-way carriageway, that runs broadly in a northwest to southeast alignment. At its south-eastern extent, it is a two-way carriageway. Approximately 200m west of the Kennels Lane / Station Road junction, Kennels Lane becomes single-track lane.
- 2.13 Kennels Lane is subject to a 30mph speed limit. For the first 200m, footway provision and street lighting is present along each side of the carriageway. This provision terminates where Kennels Lane becomes single-track.
- 2.14 An existing access is located adjacent to Kennels Lane. This access also serves PROW 549 (B), which is restricted for cyclists, as shown in **Photograph 2.3**.
- 2.15 **Photograph 2.3** illustrates the standard of the existing Kennels Lane access at the time of the site visit.



Photograph 2.3 Existing Kennels Lane Access.

Suffolk Way

- 2.16 Suffolk Way is a two-way no-through residential access road, which serves approximately 120 dwellings. Suffolk Way is not currently adopted; however, it is understood that technical approval has been granted for the roads.
- 2.17 The dwellings associated with Suffolk Way form the southern border of the site, and it routes broadly east to west. It benefits from footway provision along either side of the carriageway, and street lighting along its extent.
- 2.18 To the west, it forms a priority junction with Dilmore Lane, and to the east, it routes north-east to connect into Firlands Close. At its eastern extent, the connection between Suffolk Way and Firlands Close is currently blocked off with bollards (adjacent to 46 Suffolk Way) and at the turning head at the western extent of Firlands Close, as illustrated in **Photograph 2.4**.



Photograph 2.4 Looking west from Firlands Close



Droitwich Road (A38)

2.19 Droitwich Road (A38) is an illuminated, approximately 7m wide, single carriageway with a 30mph speed limit. Droitwich Road (A38) provides a route northeast to Droitwich Spa and southwest to Worcester.

Public Rights of Way (PROWs)

2.20 There are three PROWs, which surround the site, as shown in **Figure 2.1**.

2.21 PROW 547 (C) is situated to the north of the site, routing from Kennels Lane to the east, to an unnamed road to the west.

2.22 PROW 549 (B) borders the site to the east, and routes south from Kennels Lane to Oak Apple Close.

2.23 PROW 548 (C) borders the site to the northwest and connects to an unnamed road to the north, and Dilmore Lane to the south.

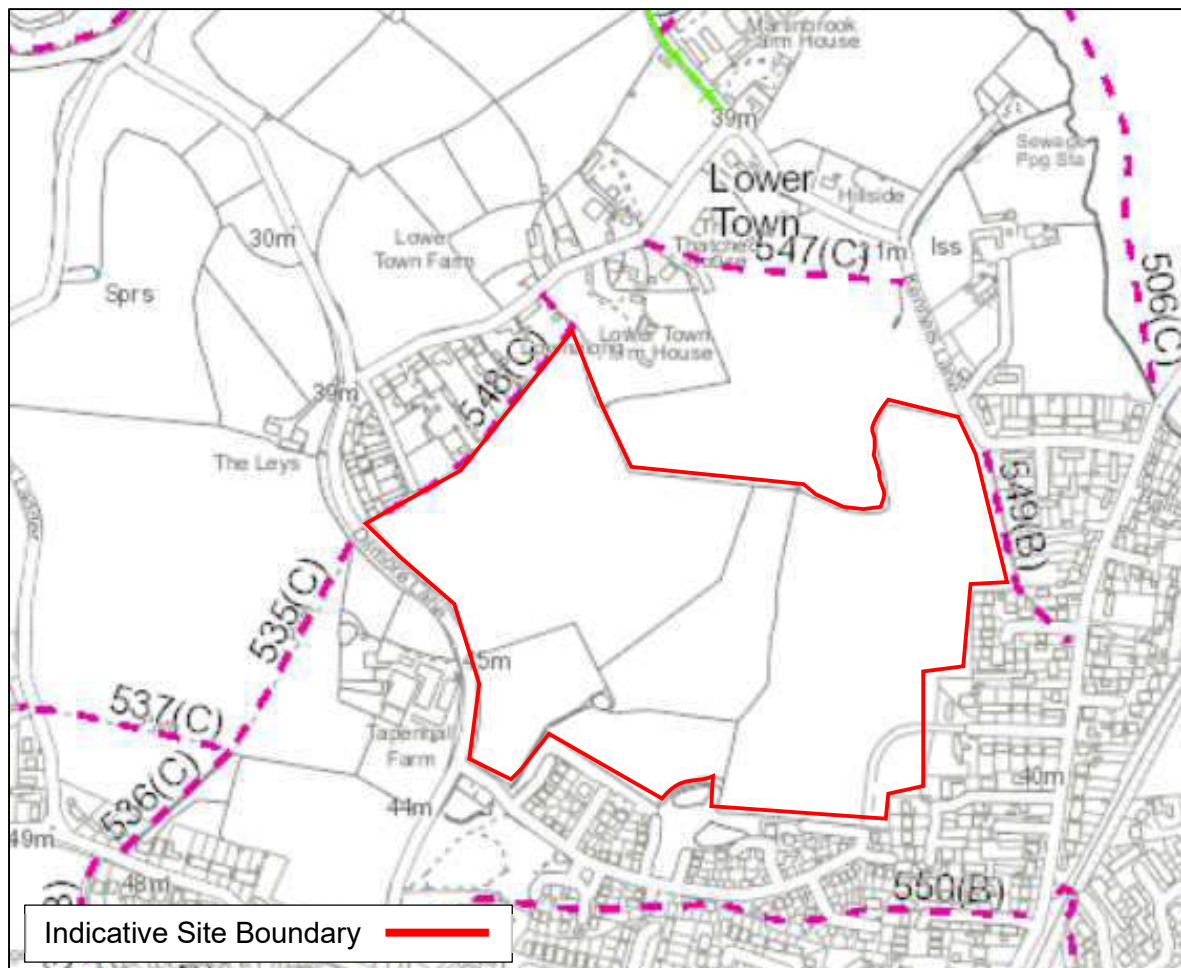


Figure 2.1 PROW Map Extract

Source: WCC Online Portal



Existing Traffic Data

- 2.24 In order to establish the existing traffic conditions along Dilmore Lane and Kennels Lane, three weekday Automatic Traffic Count (ATC) surveys were undertaken by Paul Castle Associates, an independent traffic surveyor. The ATCs were carried out at three locations:
- a) Along Dilmore Lane, approximately 200m north of the Dilmore Lane / Suffolk Way junction (Dilmore Lane North ATC), between Thursday 26th January 2023 and Wednesday 1st February 2023;
 - b) Along Dilmore Lane, in the vicinity of the speed limit change from 30mph to national speed limit, approximately 40m north of the Dilmore Lane / Suffolk Way junction (Dilmore Lane South ATC) between Thursday 26th January 2023 and Wednesday 1st February 2023; and
 - c) Along Station Road, adjacent to the Kennels Lane / Station Road junction (Station Road adjacent Kennels Lane ATC) between Friday 3rd February 2023 and Thursday 9th February 2023.
- 2.25 The location and full results of each ATC are attached at **Appendix B**.
- 2.26 Based on the Northern Dilmore Lane ATC survey, Dilmore Lane had an average weekday speed of 30.3mph northbound and 30.7mph southbound, and an 85th percentile speed of 36.5mph northbound and 37.1mph southbound.
- 2.27 Based on the Southern Dilmore Lane ATC survey, Dilmore Lane had an average weekday speed of 30.7mph northbound and 29.5mph southbound, and an 85th percentile speed of 37.4mph northbound and 35.0mph southbound.
- 2.28 Based on the Station Road ATC survey, Station Road had an average weekday speed of 24.9mph northbound and 23.5mph southbound, and an 85th percentile speed of 31.8mph northbound and 31.5mph southbound.
- 2.29 The speeds referenced above are utilised later in this TSN to derive visibility splay requirements, to demonstrate to WCC that the access arrangements are safe and suitable to serve the development proposal.

Local Highway Safety

- 2.30 For the purpose of this TSN, a review has been undertaken of the CrashMap database www.crashmap.co.uk for personal injury collisions (PIC) for the most recent five-year review period (available until December 2021). Given the scale of the proposed development, the likely flows of future development-related traffic, and the nature of the local highway network, the following areas / locations were reviewed to ascertain whether there are any existing or inherent safety issues within proximity to the site:
- a) Kennels Lane;
 - b) Dilmore Lane;
 - c) Suffolk Way;
 - d) Firlands Close; and
 - e) Droitwich Road (A38).
- 2.31 The study area for the analysis is contained in **Appendix C**, together with an indication of the number and severity of collisions.



- 2.32 The review identified that within the vicinity of the site one PIC has occurred within 200m of a potential site access over the most recent five-year review period.
- 2.33 The PIC was classified as 'slight' and occurred on Friday 20th March 2020 at 15:33 at the Kennels Lane / Station junction. A vehicle moving off collided with a vehicle proceeding along the carriageway. The driver and passenger of the vehicle proceeding along the carriageway both sustained slight injuries.

Summary

- 2.34 A record of only one PIC, over a five-year period, does not suggest that there are any discernible patterns of highway safety concern within the vicinity of the site. Given the low number of collisions and the absence of any patterns of clustering, it is concluded that there are currently no existing inherent highway safety issues that would be exacerbated by traffic associated with the development proposal.
- 2.35 To support a future planning application submission, PIC data will be obtained from WCC to ascertain the cause of the collision in more detail and to provide up to date records.



3 Site Accessibility & Opportunities for Sustainable Travel

- 3.1 To ensure that the proposed residential development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is necessary to identify what local services and amenities are located nearby. Furthermore, it is also important to review what sustainable travel opportunities are present to enable future residents and visitors to choose sustainable alternatives.

Proximity to Local Services, Facilities and Amenities

- 3.2 As previously detailed in **Section 2**, the site is located within the village of Fernhill Heath and is therefore within proximity to a range of services, amenities and facilities typically found in such settlements, such as bus stops, primary schools, public houses, convenience stores, a post office and more.
- 3.3 Worcester City Centre is located approximately 5km south of the site and can be accessed via a circa 24-minute cycle, or the 144-bus service from 'Dilmore Lane' bus stops, with a journey time of 26-minutes and frequency of every 20-minutes. Alternatively, Worcester City Centre can be accessed via the 355-bus service from the 'Creswell Close' bus stops, with a journey time of 19-minutes, four times a day. Therefore, any services or amenities not accessible within Fernhill Heath, may be accessed within Worcester City Centre.
- 3.4 To support a future planning application submission, a detailed review of the local services, facilities and amenities shall be undertaken which accounts for route, topography and journey length / duration for both pedestrians and cyclists.

Walking and Cycling

Walking

- 3.5 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhood are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.6 The IHT guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.
- 3.7 This guidance is supported by the National Travel Survey (NTS) which found that over the past three years 80% (2019), 82% (2020) and 82% (2021) of trips under a mile (1.6km) are undertaken on foot. It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic, had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 NTS, released in August 2022, and demonstrates a 2-percentage point increase in journeys by foot under a mile since 2019.
- 3.8 The existing pedestrian infrastructure has been reviewed at a high-level in **Section 2**.

- 3.9 A further examination of the local pedestrian infrastructure shall be undertaken in support of the future planning application submission.

Cycling

- 3.10 The Local Transport Note 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:

‘Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people’.

- 3.11 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five kilometres (20 minutes) and trips of 30-40 minutes are considered acceptable for commuting purposes.
- 3.12 Whilst there are no formal cycling facilities, the National Cycle Route (NCR) 46 borders the site to the west and routes along Dilmore Lane, as shown in **Figure 3.1**.

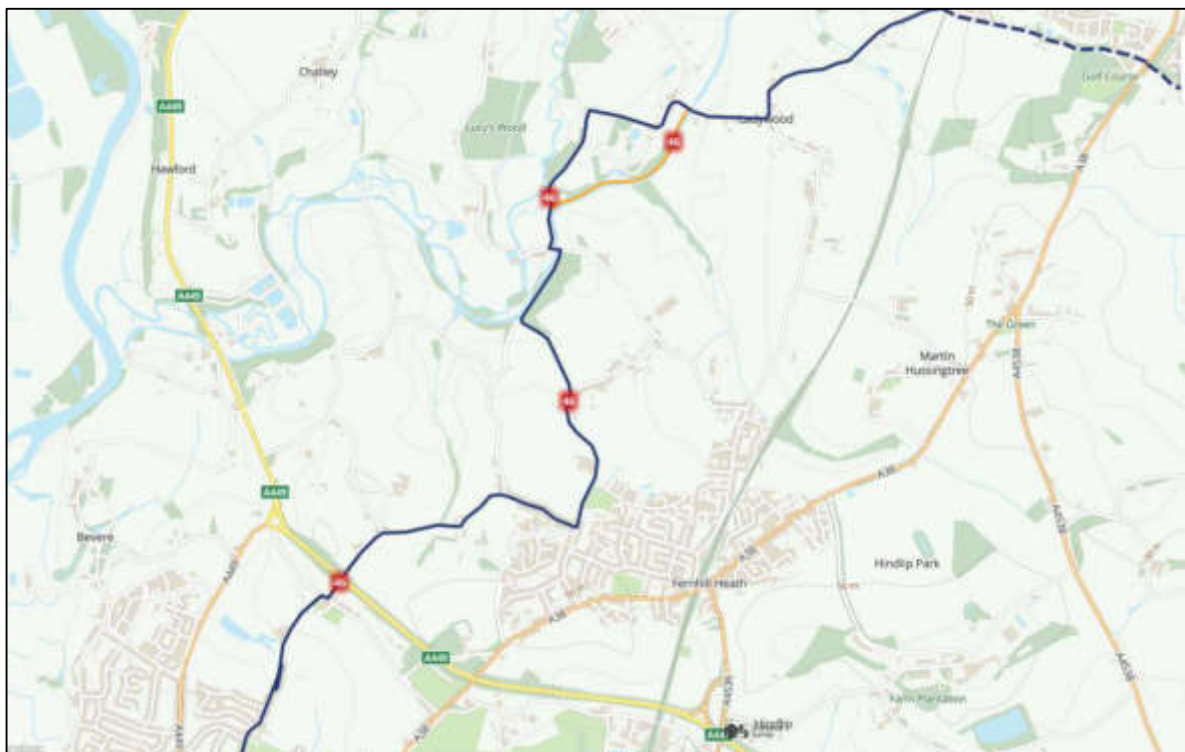


Figure 3.1 NCR Map Extract

Source: NCR Online Portal

- 3.13 NCR 46 routes from Bromsgrove (England) to Neath (Wales) via Droitwich, Worcester, Hereford and through Wales.
- 3.14 Given the nature and geometry of the local highway network, and the NCR 46, it is determined suitable for cyclists to travel along the carriageway. This is further supported by the minimal number of PICs that have occurred within the most recent five-year period, which indicates existing conditions are generally safe for cyclists.
- 3.15 A further examination of the local cyclist infrastructure – and thus permeability into the wider network – shall be undertaken in support of the future planning application submission.



Public Transport

Public Bus Services

- 3.16 The nearest bus stops are located along Dilmore Avenue, 'Creswell Close', approximately 880m from the centre of the site. From a desktop assessment, the northbound and southbound bus stops operate as a 'Hail and Ride' service, where no formal facilities are present. Both bus stops serve the 355-bus service, which operates between Worcester and Droitwich Spa, three - four times a day, six days a week.
- 3.17 Further bus stops are situated along Droitwich Road (A38), the 'Dilmore Lane' bus stops, which are located approximately 1.1km to the south of the site (measured from the centre of the site). Both the eastbound and westbound stops benefit from a shelter, seating, printed timetable information, a flag and pole, and a dedicated bus lay-by.
- 3.18 The 'Dilmore Lane' stops primarily serve the 144 Salt Road service between Worcester, Bromsgrove, and Upper Catshill, which operates every 20-minutes, six days a week, and every hour on Sundays.
- 3.19 Full timetable information can be accessed on the First Bus Worcestershire website (<https://www.firstbus.co.uk/worcestershire/plan-journey/timetables>).
- 3.20 A full examination of the existing public transport links as well as opportunities to provide new facilities in the vicinity of the site shall be undertaken in support of a future planning application.

Rail Services

- 3.21 The site benefits from access to Droitwich Spa Railway Station, Worcester Foregate Street Railway Station, and Worcester Shrub Hill Railway Station.
- 3.22 Droitwich Spa Railway Station can be accessed via the 144 Salt Road bus service from the Dilmore Lane bus stops, with a journey time of 30-minutes. The station provides direct services to Birmingham, Dorridge, Worcester, Hereford and Worcester, whilst stopping at other destinations on-route.
- 3.23 Worcester Foregate Street Railway Station can be accessed via the 144 Salt Road bus service from Dilmore Lane bus stops, with a journey time of 23-minutes. The station provides direct access to Great Malvern, London Paddington, Birmingham, Hereford and Leamington Spa, whilst stopping at other destinations on route.
- 3.24 The majority of the routes which pass Worcester Foregate Street Railway Station, also stop at Worcester Shrub Hill Railway Station. Worcester Shrub Hill Railway Station can be accessed via the 144 Salt Road bus service from Dilmore Lane bus stops, with a journey time of 40-minutes.

Summary

- 3.25 In summary, the site is located in a sustainable location within Fernhill Heath adjacent to a recently constructed residential development, with a range of services, facilities, and amenities, in addition to existing public transport links. A full review / assessment shall be provided in support of a future application.



3.26 Notwithstanding the above, confirmation is sought from WCC on the suitability of the site location and its permeability for non-car modes of travel in favour of more sustainable modes of transport.



4 Proposed Development

- 4.1 Pre-application advice is sought for the development of up to 120 residential dwellings on land to the east of Dilmore Lane, Fernhill Heath, Worcestershire.
- 4.2 An indicative site layout plan is provided at **Appendix D**.

Access Strategy

- 4.3 There are four potential site accesses to the residential development. The access strategy is summarised below:
 - a) To the southwest of the site, a vehicular, pedestrian and cyclist access onto Dilmore Lane;
 - b) To the southeast of the site, an emergency vehicle, pedestrian and cyclist access onto Firlands Close, which connects from Suffolk Way;
 - c) To the east of the site, a pedestrian access onto Oak Apple Close, utilising PROW 549 (B); and
 - d) To the northeast of the site, an emergency vehicle, pedestrian and cyclist access onto Kennels Lane.

Pedestrian and Cyclist Access

- 4.4 In terms of pedestrian access, there are four potential links proposed as part of the scheme, which are as follows:
 - a) A new 3.5m footway/cycleway 'active travel corridor' will be incorporated into the vehicular access onto Dilmore Lane. This will continue along the eastern side of Dilmore Lane and connect into existing infrastructure at the Dilmore Lane / Suffolk Way junction;
 - b) A new link will connect into the existing link in the south-eastern extent of the site, which is currently used as a pedestrian / cyclist / emergency vehicle access to Firlands Close;
 - c) A pedestrian connection will be provided to PROW 549 (B), which connects to Kennels Lane and Oak Apple Close; and
 - d) A pedestrian and cyclist connection onto Kennels Lane, connecting into the existing infrastructure along Kennels Lane.

Vehicular Access

- 4.5 The primary vehicular access is proposed to be from Dilmore Lane, in the form of a simple priority junction, at the western extent of the site. The dimensions of the junction will comply with the WCC Streetscape Design Guide. The access has been designed as follows:
 - a) A 5.5m carriageway width;
 - b) 10m radii;
 - c) 2m footway along the northern side; and
 - d) A 3.5m 'active travel corridor' along the southern side.
- 4.6 The access design and location of the proposed vehicular access is provided in **Appendix E**.



4.7 In addition, it is proposed to serve the site from Kennels Lane and the existing connection between Suffolk Way and Firlands Close for emergency vehicle use only.

Dilmore Lane Visibility Assessment

4.8 Any new vehicle access should be reviewed and justified as being able to provide visibility splays in accordance with the relevant national guidance (i.e. Manual for Streets (MfS) & Manual for Streets 2 (MfS2), the Design Manual for Roads and Bridges (DMRB), or local guidance as appropriate.

4.9 As the proposal would result in a new access being formed from Dilmore Lane, it is necessary to demonstrate that junction visibility is suitable. The ATC surveys undertaken along Dilmore Lane as set out in **Section 2**, have been utilised to derive suitable visibility splay requirements.

4.10 Two ATC surveys were commissioned along Dilmore Lane to provide an assessment of the current vehicle speeds at the northern and southern extents of the visibility splays from the proposed site access given the change in character along Dilmore Lane. This is a robust assessment as it is proposed to reduce the speed limit to 30mph along the western boundary of the site and provide a new gateway feature. The visibility splays have been calculated by utilising the southbound speed (travelling towards the site access) from the northern ATC survey and the northbound speed (travelling towards the site access) from the southern ATC, which provides an extremely assessment. The speeds are summarised in **Table 4.1**.

Direction of Traffic Flow	Average Speeds (mph)	85 th Percentile Speed (mph)
Northbound	30.7mph	37.4mph
Southbound	30.7mph	37.1mph

Table 4.1 Summary of Vehicle Speeds on Dilmore Lane

4.11 For design purposes, the 85th percentile vehicle speeds shall be used for new junctions.

4.12 As the recorded 85th percentile speeds are below 40mph, but above narrowly above 37mph, two visibility assessments have been undertaken based on MfS / MfS2 standards and based on DMRB standards.

MfS2 Assessment

4.13 A MfS2 deceleration rate visibility parameter of 3.68m/s and a 2 second reaction time have been applied, in accordance with Table 10.1 of MfS2 for recorded speeds above 37mph.

4.14 A summary of the MfS2 criteria used to calculate the emerging visibility splays from the proposed site access onto Dilmore Lane are provided below:

Northbound

- a) 85th Percentile (Design Speed): 37.4mph
- b) Reaction Time: 2 seconds; and
- c) Deceleration Time: 3.68m/s



Southbound

- a) 85th Percentile (Design Speed): 37.1mph
- b) Reaction Time: 2 seconds; and
- c) Deceleration Time: 3.68m/s

4.15 With regard to the 'X' distance, the standard 2.4m has been used.

4.16 On this basis, the following visibility splays are required:

- a) Junction visibility of 2.4m x 70.6m to the north (85th percentile speeds of 37.1mph southbound);
- b) Junction visibility of 2.4m x 71.5m to the south (85th percentile speeds of 37.4mph northbound);
- c) Forward visibility of 73m to the north for right turning vehicles (85th percentile speeds of 37.1mph southbound); and
- d) Forward visibility of 73.9m to the north to the rear of right turning vehicles (85th percentile speeds of 37.4mph northbound).

4.17 An access arrangement drawing, provided at **Appendix E**, demonstrates the required emerging visibility splays can be achieved from the proposed access within land controlled by the applicant and the highway boundary, the highway record data obtained from WCC is provided in **Appendix F**.

DMRB Assessment

4.18 To provide a robust assessment, a DMRB deceleration rate visibility parameter of 2.45m/s and a 2 second reaction time have been applied.

4.19 A summary of the criteria used to calculate the emerging visibility splays from the proposed site access onto Dilmore Lane are provided below:

Northbound

- a) 85th Percentile (Design Speed): 37.4mph
- b) Reaction Time: 2 seconds; and
- c) Deceleration Time: 2.45m/s

Southbound

- a) 85th Percentile (Design Speed): 37.1mph
- b) Reaction Time: 2 seconds; and
- c) Deceleration Time: 2.45m/s

4.20 With regard to the 'X' distance, the standard 2.4m has been used.

4.21 On this basis, the following visibility splays are required:

- a) Junction visibility of 2.4m x 89.4m to the north (85th percentile speeds of 37.1mph southbound);
- b) Junction visibility of 2.4m x 90.5m to the south (85th percentile speeds of 37.4mph northbound);



- c) Forward visibility of 91.8m to the north for right turning vehicles (85th percentile speeds of 37.1mph southbound); and
- d) Forward visibility of 92.2m to the north to the rear of right turning vehicles (85th percentile speeds of 37.4mph northbound).

4.22 An alternative visibility assessment drawing, provided at **Appendix G**, demonstrates the required emerging visibility splays can be achieved from the proposed access within land controlled by the applicant and the highway boundary.

4.23 On this basis, a safe and suitable access can be provided onto Dillmore Lane.

Potential Access onto Kennels Lane

4.24 As part of the development proposals, the access onto Kennels Lane is proposed to be used by emergency vehicles, pedestrians and cyclists only. Rappor welcomes WCC's comments on the potential for a secondary formal vehicular access from Kennels Lane, which is detailed below.

Kennels Lane Visibility Assessment

4.25 As there is potential for a site access onto Kennels Lane, it is necessary to assess the visibility at the Kennels Lane / Station Road junction.

4.26 As mentioned in **Section 2**, an ATC was undertaken across Station Road, in the vicinity of the Kennels Lane / Station Road junction.

4.27 **Table 4.2** summarises the ATC results.

Direction of Traffic Flow	Average Speeds (mph)	85 th Percentile Speed (mph)
Northbound	24.9mph	31.8mph
Southbound	23.5mph	31.5mph

Table 4.2 Summary of Vehicle Speeds on Station Road

4.28 As the recorded 85th percentile speeds are below 40mph, and below 37mph, a visibility assessment has been undertaken based on MfS2 standards.

4.29 A deceleration rate visibility parameter of 3.68m/s and a 1.5 second reaction time have been applied, for recorded speeds below 37mph.

4.30 A summary of the criteria used to calculate the emerging visibility splays at the Kennels Lane / Station Road junction are provided below:

Northbound

- a) 85th Percentile (Design Speed): 31.8mph
- b) Reaction Time: 1.5 seconds; and
- c) Deceleration Time: 3.68m/s



Southbound

- a) 85th Percentile (Design Speed): 31.5mph
- b) Reaction Time: 1.5 seconds; and
- c) Deceleration Time: 3.68m/s

4.31 With regard to the 'X' distance, the standard 2.4m has been used.

4.32 On this basis, the following visibility splays are required:

- a) Junction visibility of 2.4m x 48.1m to the north (85th percentile speeds of 31.5mph southbound);
- b) Junction visibility of 2.4m x 48.8m to the south (85th percentile speeds of 31.8mph northbound) ;
- c) Forward visibility of 51.2m to the north for right turning vehicles (85th percentile speeds of 31.8mph northbound); and
- d) Forward visibility of 50.2m to the south to the rear of right turning vehicles (85th percentile speeds of 31.5mph southbound).

4.33 An existing junction arrangement drawing, provided at **Appendix H**, demonstrates the required emerging visibility splays can be achieved to the north, but cannot be achieved to the south, within land controlled by the applicant and the highway boundary. As a result, off-site highway works would be proposed at the Station Road / Kennels Lane junction should WCC believe that a secondary, unrestricted vehicle access from Kennels Lane would be beneficial.

Potential Off-Site Highway Improvements

4.34 In order to achieve the required visibility splay to the south, aforementioned in **Paragraph 4.32 (b)**, approximately 60m of Station Road is required to be realigned, in the vicinity of the Kennels Lane / Station Road junction.

4.35 The drawing attached at **Appendix I**, demonstrates the required off-site highway improvements, which include Station Road to be narrowed by 1.1m, decreasing from a width of 6.6m to 5.5m, which is deemed acceptable to accommodate two-way vehicle movements in the WCC Streetscape Design Guide. This narrowing would be achieved by building out the existing give-way line across Kennels Lane by 1.1m, then tailoring the give-way line into the existing carriageway, as demonstrated at **Appendix I**.

4.36 At this stage, it is not proposed to provide a vehicular access for unrestricted use from Kennels Lane, however should WCC believe that this would benefit the development proposals, potentially in relation to dissipating the impact of the development trips, a review of the existing Station Road / Kennels Lane junction has been undertaken. Rappor would welcome WCC's views on this.

Internal Layout

4.37 Given the formative stage of the proposal, an indicative internal layout has not been produced. Any future scheme will seek to comply with WCC's Streetscape Design Guidance and be subject to swept path analysis to ensure all vehicles anticipated to be associated with the site will be able to suitably access and egress the site in a forward gear and perform all necessary internal manoeuvres.



Parking

Car Parking

- 4.38 Given the formative stage of the proposal, no supporting information shall be presented in relation to the nature / quantum of car parking spaces. However, any future scheme shall seek to comply with WCC's Streetscape Design Guide.

Cycle Parking

- 4.39 Given the formative stage of the proposal, no supporting information shall be presented in relation to the nature/ quantum of cycle parking spaces. However, any future scheme shall seek to comply with WCC's Streetscape Design Guidance.

Electric Vehicle Charging

- 4.40 Given the formative stage of the proposal, no supporting information shall be presented in relation to the nature / quantum of vehicle charging points. However, any future scheme shall comply with the relevant Building Regulations guidance.

Summary

- 4.41 Pre-application advice is sought for the proposed development of up to 120 residential dwellings.
- 4.42 At this stage, confirmation is sought from WCC in relation to the proposed nature of access arrangements for both vehicles, pedestrians and cyclists.



5 Forecast Trip Generation and Distribution

- 5.1 When considering a residential development, it is generally accepted that the critical periods in terms of traffic impact are the AM and PM peak hours, when traffic flows associated with the development combined with the traffic flows on the adjacent highway network are at their greatest.
- 5.2 It follows that should the impact of development traffic on the local road network be considered acceptable during these periods then it would also be acceptable during other, less busy, periods of the week.

Forecast Trip Generation: 120 Residential Dwellings

- 5.3 To determine the number of vehicle trips estimated to be associated with the proposed 120 residential dwellings, the TRICS database has been interrogated for *Privately Owned Dwellings*. This is a robust assessment given that a proportion of the development will comprise affordable dwellings, which typically have lower trip rates.
- 5.4 Available sites from the database were selected to forecast vehicle trip rates based on the following selection criteria:
- Sites located in England (excluding Greater London), Wales and Scotland;
 - Sites in suburban and edge of town areas;
 - Sites between 50 to 200 dwellings;
 - Sites that were surveyed during the week; and
 - Population within five miles less than 250,000.
- 5.5 A summary of the trip rates and forecast trip generation of the development proposal is provided below in **Table 5.1**, whilst the full TRICS output report is provided in **Appendix J**.

Land Use / No of Dwellings	Peak Period	Forecast Trip Generation - Proposed 120 Dwellings					
		Trip Rate (per dwelling)			Estimated Trips		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
C3 Residential (120 Dwellings)	AM Peak (08:00 - 09:00)	0.141	0.352	0.493	17	42	59
	PM Peak (17:00 -18:00)	0.322	0.152	0.474	39	18	57

Table 5.1 Proposed Vehicle Trip Rates and Forecast Trip Generation

*Subject to cumulative rounding

- 5.6 **Table 5.1** indicates that a development of 120 residential dwellings is expected to generate approximately 59 two-way vehicular trips during the typical AM peak period (08:00 – 09:00) and 57 two-way vehicular trips during the typical PM peak period (17:00 – 18:00).

Trip Distribution

- 5.7 For the purpose of assessing the off-site impact of the proposed development the forecast vehicular trips have been distributed and assigned to the local highway network based on the 2011 Census Journey to Work Travel data.



- 5.8 The DataShine Census which maps the 2011 Census data has been interrogated. The car driver method of travel to work from the DataShine Travel to Work Flows interactive map has been used to distribute traffic across the local highway network.
- 5.9 The proposed development site is situated within the MSOA of Wychavon 006. The interactive flow maps on DataShine Commute demonstrate the employment locations of people that live within Wychavon 006. Within this data, the exact number of those residing within Wychavon 006 and travelling to other locations for employment purposes are set out. For example, 40 people who live in Wychavon 006 (Fernhill Heath) work in Worcester 001 (Northwick) and travel by car.
- 5.10 MSOA's that attract 20 or more 'travel to work' vehicle trips from Wychavon 006 have been considered, which provides distribution data for 17 super output employment locations, and it is considered to be an extremely robust assessment.

Trip Assignment

- 5.11 In order to assign the development trips to the local highway network, the quickest, and most likely route, from Wychavon 006 to all 17 super output areas has been reviewed. For each destination MSOA, an employment centre has been identified as the 'most likely' destination for employees, and the quickest route, and most likely route, to this location has been assessed according to Google Maps (February, 2023). Where there is no clear large employment area the centre of the MSOA has been used. Applying this trip assignment methodology, a total of four route choices have been identified within the study area for destinations outside the Wychavon 006 MSOA.
- 5.12 A total of 130 residents live and work within Wychavon 006. The site is located to the north of the MSOA. On this basis all trips associated with working within Wychavon 006 have been assigned to turn south out of the site, and then east at the Dilmore Lane / Droitwich Road (A38) junction.

Route Choice

- 5.13 Assessment of the quickest routes, and the most likely route, to be taken from Wychavon 006 to the 17 MSOA's demonstrates there are four main routes, which vehicles will use to travel to the employment locations within the study area. In order to validate this assessment, Rappor would seek to undertake a turning count at the Dilmore Lane / Droitwich Road (A38) junction, subject to the agreement of WCC.
- 5.14 The industry standard method of 'reversing' the distribution and assignment of trips between the AM and PM peak hours has been applied. This is considered suitable as routes are not generally influenced by 'restricted' roads (i.e. one-way systems).
- 5.15 **Table 5.2** sets out the quickest route, and most likely route, from Wychavon 006 to each employment MSOA within the study area, these have been grouped into four main routes within the study area. The routes are demonstrated on the route map contained in **Appendix K**, and have also been summarised below for ease of reference:
- a) Route A – South on Dilmore Lane to the to the Dilmore Lane / Danes Green junction, then west on Danes Green;
 - b) Route B – South on Dilmore Lane to the Dilmore Lane / Droitwich Road (A38) junction, then west on Droitwich Road (A38);



- c) Route C – South on Dilmore Lane to the Dilmore Lane / Droitwich Road (A38), then east on Droitwich Road (A38) to the Droitwich Road (A38) / Hurst Lane junction, then south along Hurst Lane; and
- d) Route D – South on Dilmore Lane to the Dilmore Lane / Droitwich Road (A38), then east on Droitwich Road (A38) to the Droitwich Road (A38) / Hurst Lane junction, then continuing east along Droitwich Road (A38).

From Wychavon 006 To	No. of Trips	% of Trips	Route
Wychavon 006	130	13.0%	Route D
Worcester 003	112	11.2%	Route C
Worcester 011	102	10.2% (5.1% each route)	Route B / C
Worcester 007	100	10.0%	Route B
Wychavon 001	83	8.3%	Route D
Worcester 010	74	7.4%	Route C
Wychavon 003	60	6.0%	Route D
Worcester 013	57	5.7%	Route B
Wychavon 002	53	5.3%	Route B
Worcester 001	40	4.0%	Route B
Worcester 004	32	3.2%	Route B
Malvern Hills 002	31	3.1%	Route A
Wychavon 012	31	3.1%	Route C
Wyre Forest 013	28	2.8%	Route A
Malvern Hills 004	26	2.6%	Route B
Wyre Forest 004	24	2.4%	Route A
Worcester 005	20	2.0%	Route B
-	1,003	100%	-

Table 5.2 Trip Assignment

5.16 **Table 5.3** provides the associated percentage of trips on each route and number of vehicle trips associated with the development.

Route	Trip Assignment	Development Two-way Trips	
		AM Peak Period	PM Peak Period
Route A - South on Dilmore Lane to the Dilmore Lane / Danes Green junction, then west on Danes Green	8.3%	+4	+5
Route B - South on Dilmore Lane to the Dilmore Lane / Droitwich Road (A38) junction, then west on Droitwich Road (A38)	37.8%	+22	+21
Route C - South on Dilmore Lane to the Dilmore Lane / Droitwich Road (A38), then east on Droitwich Road (A38) to the Droitwich Road (A38) / Hurst Lane junction, then south along Hurst Lane	26.7%	+16	+15
Route D - South on Dilmore Lane to the Dilmore Lane / Droitwich Road (A38), then east on Droitwich Road (A38) to the Droitwich Road (A38) / Hurst Lane junction, then continuing east along Droitwich Road (A38)	27.2%	+17	+16
Total	100%	+59	+57

Table 5.3 Summary of Proposed Trip Assignment



- 5.17 Based on the information summarised in **Table 5.3**, traffic flow diagrams (TFD) demonstrating the AM and PM trip distribution and assignment are contained in **Appendix K**.
- 5.18 Given the low volume of vehicles generated by the development and distribution of trips onto the network, the development proposals will not result in a severe impact on the adjacent highway network. On this basis, it is not considered that any traffic modelling is required. Rappor would welcome the view of WCC regarding any potential traffic modelling requirements.

Summary

- 5.19 Given the volume of vehicles generated by the development it can be determined that the development proposals will not result in a severe impact on the adjacent highway network, as such Rappor believe that the level of additional trips associated with the development proposal will not result in the need for any traffic modelling or traffic impact analysis.



6 Proposed Scope of Transport Planning Inputs to Support Planning Application

Proposed Scope of Transport Planning Inputs

6.1 Based on the scale of the proposed development, it is anticipated that the following reports would be prepared to support the planning application and we would be grateful for confirmation by WCC that the documents below are required.

- a) Transport Assessment (TA);
- b) Travel Plan (TP)
- c) Walking, Cycling and Horse-riding Assessment (WCHAR); and
- d) Road Safety Audit

Transport Assessment

6.2 The proposed scope of the TA would be as follows:

Existing Conditions

- a) Assessment of site location and local highway network;
- b) Review of local highway safety;
- c) Compliance with national, regional and local planning policy;
- d) Relevant planning history; and
- e) Site accessibility and opportunities for sustainable travel.

Proposed Conditions

- f) The provision of safe and suitable access to the local highway network;
- g) A description of the development proposals, including access arrangements and pedestrian connections;
- h) Suitability of internal layout;
- i) Suitability of refuse, delivery and emergency access;
- j) Suitability of the car and cycle parking provision, including EV provision;
- k) Review of all modes trip generation using census J2W and TRICS; and
- l) Predicted impact on the local highway network.

Traffic Impact

6.3 In addition to the above proposed scope of works, given the scale of the proposal, guidance is also sought from WCC on whether any traffic modelling would be required to support the future application.



7 Summary and Conclusions

- 7.1 This TSN has been prepared to set out a strategy and provide initial highways information to WCC.
- 7.2 This TSN has addressed:
- a) Site location, composition and highway safety;
 - b) Site accessibility by sustainable transport modes;
 - c) Initial review of the development proposal, including the proposed access arrangements;
 - d) Review of forecast trip generation, trip assignment and distribution; and
 - e) Review of transport planning inputs to support a future application.
- 7.3 Rappor would be pleased to engage with WCC to obtain their views in writing on the suitability of the proposed development and the assessment requirements to support a planning application.

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Appendix B – WCC Pre-application Response

Mike Glaze
Rappor
CTP House
Knapp Road
CHELTENHAM
GL50 3QQ

Date: 17/05/23
Our ref: Pre-App ID 1422785
Ask for: Richard Bourne

Dear Mike,

Transportation Pre-Application Advice: Proposed development of up to 120 dwellings on land at Dilmore Lane, Fernhill Heath

Thank you for your enquiry regarding the above proposal. Worcestershire County Council (WCC), as the Highway Authority for this area, has reviewed your submitted Transport Scoping Note (dated February 2023) together with the red line base plan and the proposed access and visibility splays plan. These documents form the basis of the following pre-application response.

Context

The proposed site is located within the northern extent of the village of Fernhill Heath, Worcestershire, approximately 5km north of Worcester City Centre. It is bound to the north by undeveloped land, to the east by residential dwellings associated with Firlands Close, Chestnut Close, Oak Apple Close and Station Road, to the south by a residential development, and to the west by Dilmore Lane. The wider area is characterised by green fields to the north and west, and the village of Fernhill Heath to the east and south.

Proposals

The submitted Transport Scoping Note (TSN) provides a high-level review of existing transport conditions, including walk, cycle, bus and train accessibility mainly to Worcester city centre. The TA presents a potential access strategy for the site. A concept vehicular access design is provided.

The proposals are for up to 120 residential dwellings but there is no indication of size of units or number of affordable housing units. A site boundary plan has been provided, which advises the site is approximately 18.3 acres.

Existing Access Arrangements

The TSN advises there is an existing gated field access from Dilmore Lane and an uncontrolled field access from Kennels Lane. The Highway Authority notes the gated field access is directly opposite a private vehicular access serving a farm complex and that there is also a secondary, uncontrolled field access approximately 30m north of the gated access.

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Dilmore Lane

Dilmore Lane is a two-way carriageway that runs in a broadly north to south alignment, along the western boundary of the site. In the vicinity of the proposed site access location, Dilmore Lane is subject to the national speed limit (60mph). This decreases to 30mph approximately 70m south of the proposed site access location. In the vicinity of the proposed site access, there is no existing formal footway provision or street lighting. An informal footpath is present along the western side of Dilmore Lane, within the grass verge. Formal footway provision and street lighting commences along the eastern side of Dilmore Lane, at the Dilmore Lane / Suffolk Way junction.

Kennels Lane

Kennels Lane is a two-way carriageway, which runs broadly in a northwest to southeast alignment. At its south-eastern extent, it is a two-way carriageway. Approximately 200m west of the Kennels Lane / Station Road junction, Kennels Lane becomes single-track lane. Kennels Lane is subject to a 30mph speed limit. For the first 200m, footway provision and street lighting is present along each side of the carriageway. This provision terminates where Kennels Lane becomes single-track. There is an existing field access into the site from Kennels Lane. This access also serves PROW footpath 549(B).

The Highway Authority notes the existing access arrangements. The TSN states more details about pedestrian and cycle infrastructure in the vicinity of the site will be provided as part of any subsequent planning application. This is acceptable to the Highway Authority. For any planning application submission, a Transport Assessment will be required that should clarify walking distances to within the middle of the site.

Proposed Access Arrangements

Rappor Drawing 230133-RAP-XX-XX-DR-TP-3300 'Proposed Junction Arrangement (Dilmore Lane)' provides a concept vehicular access layout for the site. It is proposed to provide a 5.5m wide carriageway, with a 2.0m wide footway on the north side of the carriageway and a 3.5m wide active travel corridor on the south side. 10.0m radii are proposed. The proposed access arrangements are generally acceptable to the Highway Authority, although dropped kerbs with tactile paving will be required at the access to help any pedestrian cross from north to south or vice versa. The 3.5m active travel corridor is noted but the Highway Authority considers it is only appropriate if a segregated active travel facility then runs through the site to the east.

The TSN states that, as part of the development proposals, it is proposed the national speed limit be relocated north of the site access, with the speed limit to the south being reduced to a 30mph speed limit. The Highway Authority has no objection to such a proposed relocation and agrees such a measure is appropriate, in relation to a new residential development. However, the Highway Authority is not convinced that merely moving the speed limit would result in any significant reduction in vehicle speeds and, therefore, visibility splays based on existing 85% percentile speeds are deemed appropriate, even if the speed limit is moved. The Highway Authority would highlight the need to extend existing street lighting on Dilmore Lane northwards to link with the relocated 30mph start point.

The site access drawing also shows a visibility splay of 2.4m by 70.6m to the north, based on the recorded 85% percentile speed survey result of 37.1mph. A visibility splay of 2.4m by 71.5m to the south is proposed, based on recorded 85% percentile speed survey of

37.4mph. However, the TSN includes Rappor Drawing 230133-RAP-XX-XX-DR-TP-3301, which shows an alternative visibility assessment, based on DMRB. This has visibility splays of 2.4m by 89.4m to the north and 2.4m by 90.5m to the south, respectively. The Highway Authority would prefer to see the higher value splays provided.

The TSN states new 3.5m footway/cycleway 'active travel corridor' will be incorporated into the vehicular access onto Dilmore Lane. This will continue along the eastern side of Dilmore Lane and connect into existing infrastructure at the Dilmore Lane / Suffolk Way junction. The Highway Authority has no objection to this proposal but will require dropped kerbs and tactile paving to be installed at the Suffolk Way junction, together with an on/off ramp for cyclists, so they join the carriageway. Appropriate signage will also be required.

The TSN also states a new link will connect into the existing link in the south-eastern extent of the site, which is currently used as a pedestrian / cyclist / emergency vehicle access to Firlands Close. The Highway Authority has no objection with the principle of such a link but will require to see a detailed layout, as part of a planning submission. The Applicant would need to confirm if the link would also act as an emergency access into the site.

Layout

The TSN acknowledges no indicative internal site layout has been submitted at this time. The Highway Authority would provide the following comments, in relation to any future planning application:-

- It would be expected the internal road network would comply with the WCC Streetscape Design Guide (SDG) and roads be put forward for adoption, with the exception of private shared driveways and courtyards;
- The layout shall be consistent with a 20mph or 30mph design speed. 20mph shall be achieved by the use of horizontal alignment geometry only and vertical deflections are discouraged;
- If a 30mph design speed is used and there is to be no street lighting, then the Applicant would have to fund a TRO for the speed limit;
- Details of internal carriageway and footway dimensions are to be provided;
- Vehicle tracking to be provided for different types of vehicles;
- Consideration to be given to localised carriageway widening at any sharp bends and corners, as appropriate;
- An emergency access will require an associated TRO, with the Applicant funding the processing fees;
- Provide walk/cycle infrastructure, compliant to LTN 1/20, through the site. A segregated active travel corridor, running east-west, is strongly recommended;
- Secured and covered cycle parking to be provided for each dwelling. Cycle parking within garages is acceptable;
- Provide details of forward and internal junction visibilities. The design should include full dimensions to demonstrate compliance with the WCC SDG. If necessary, local widening of footways is acceptable for a visibility splay, rather than crossing over private garden areas;
- All internal visibility splays should be unobstructed and commensurate with the intended design speed;

- All surfaces are to be graded to standards appropriate for use by the mobility impaired;
- Dropped kerbs with 25mm minimum upstand and tactile paving should be provided on all desire lines, including cycle routes;
- Priority should be given to pedestrians and cyclists where road crossings are required;
- Ideally, all walking and cycling routes should be segregated, with shared use paths only provided where widths are restricted. Any shared use path should have a minimum width of 3.5m;
- Adoptable footways shall be adjacent to the carriageway and not set behind a grass verge;
- The Highway Authority will rarely adopt remote footpaths;
- Adequate drainage should be provided to ensure that any crossing point does not pond where pedestrians stand and wait to cross;
- Provide as many pedestrian links as possible to the surrounding neighbours where possible, together with cycle links, if feasible;
- Consideration should be given to providing wayfinding signage within the site;
- Drain gully tops should be grid type so that cycle wheels do not fall down the slots;
- No details have been provided as to the level and dimensions of car parking spaces. This information is therefore requested and should accord with the WCC SDG;
- As per the WCC SDG, electric vehicle charging facilities shall be provided on-site, with a facility for each dwelling; and
- Details of surface water runoff drainage shall be provided, together with a suitable drainage strategy and details of the management strategy.

Highway Adoption

It is not clear if it is the Applicant's intention to put forward any of the internal roads for adoption and, if so, the extent of the proposed adoptable limits. It is requested that any submission confirms the areas to be put forward for adoption, as this will inform and influence some of the above design issues.

Public Right of Way

The TSN notes there are three PROWs, which surround the site. PROW 548(C) borders the site to the northwest and connects to an unnamed road to the north and Dilmore Lane to the south. This PROW appears to be within the red line boundary and consideration could, therefore, be given to improving it, in terms of width and/or surfacing. Details of any proposed improvement to any PROW shall be submitted early and can be discussed with the WCC PROW Team. PROW 549(B) borders the site to the east and connects Kennels Lane with Oak Apple Close. It is not clear if this footpath is also within the red line boundary or not but would benefit from being surfaced.

The Applicant should be aware should ensure they respect the following requirements with the regards to the public right of way:-

- No disturbance of, or change to, the surface of the path or part thereof should be carried out without the written consent of the WCC PROW Team.
- No diminution in the width of the right of way available for use by the public.
- Building materials must not be stored on the right of way.

- Vehicle movements and parking to be arranged so as not to interfere with the public's use of the right of way.
- No additional barriers are placed across the right of way. No stile, gate, fence or other structure should be created on, or across, a public right of way without written consent of the Highway Authority.
- The safety of the public using the right of way is to be ensured at all times.

If any hedge planting is planned, this must be situated far enough back from the public right of way to ensure that once fully grown it will not cause reduction in the available width for footpath users.

Street Lighting

It is not clear if street lighting is to be provided within development. The Applicant shall employ a suitably qualified lighting engineer to carry out a lighting assessment in line with the requirements of the WCC Street Lighting Design Guide (SLDG).

Given the size of the development and lighting provision within the adjacent residential area, it is expected highway lighting will be provided. Some of the aspects to consider when assessing the lighting requirements include; compliance with the DMRB (visibility), the SDG (presence of shared surfaces / full height kerbs), ecological impact, crime rate, local precedence, schools / community facilities, anticipated volume of vehicles/pedestrians, or any other factor mentioned within the SLDG.

The assessment shall also assess the lighting provision on Dilmore Lane throughout the extents of the proposed works with particular reference to the proposed junction and relocation of the speed limit.

Any private lighting within the development shall be designed sympathetically to the surrounding environment and shall include liaison with WCC's ecologist and the Parish Council to ensure the proposals are acceptable.

As part of the requirements within the SLDG, WCC require an ecological impact assessment (EIA) to be carried out by a qualified professional for any public or private lighting within the scheme. The finding of the EIA should be referenced within the lighting assessment and the full report should be included in the deliverables as per the requirements of the SLDG. Approval of the assessment and lighting proposals shall also be sought from WCC's ecologist. It is recommended a lighting layout plan with lux contours and a short-form equipment specification is provided to help the ecologist with the assessment of any proposals, this plan shall include the impact of both public and private lighting.

Trip Generation and Distribution

The TSN discusses trip generation, distribution and its envisaged impact. The TRICS database has been used to establish appropriate trip rates. This suggests the AM peak hour will generate 59 two-way trips and 57 two-way trips during the PM peak hour. The trip rates seem reasonable to the Highway Authority but any subsequent TA may want to consider first principles trip rates by undertaking surveys of the Suffolk Way residential development.

The TSN also discusses trip distribution and uses 2011 Census data to establish likely routing options and associated trips. The Highway Authority is of the opinion the analysis is sufficiently robust and agrees the majority of development vehicular trip will use the Dilmore Lane/A38 Droitwich Road junction. The Highway Authority will require a classified traffic count survey to be undertaken for this junction. The results can be used to assess the likely impact of development trips on the junction and if further modelling work is required. For completeness, any TA shall model the operation of the new site access onto Dilmore Lane.

Given the scale of development and suggested trip distribution, the Highway Authority is content no other junctions will need to be assessed as development traffic will be sufficiently diluted such that any impact will not be significantly detrimental.

Personal Injury Collision Data

The TSN discusses personal injury collision data (PIC). Data from the CrashMap website was reviewed. This shows that, in the general vicinity of the site, only one 'slight' collision occurred during a recent five-year period. This PIC occurred at the Kennels Lane/Station Road junction. There have been no PICs recorded in the five-year period in the immediate vicinity of the proposed site access. The TSN concludes the low number of collisions over a period of five years do not warrant any highway safety concerns. However, it is recommended that, at the next stage, a detailed review of latest available recorded incidents is undertaken, using WCC accident data, to assess any potential highway safety issues.

The Highway Authority notes the CrashMap data suggests there is no particular highway safety concern in the vicinity of the site but agrees a detailed review shall be required for any planning application and that it more appropriate to assess accident data from WCC.

Transport Strategy

Walking and Cycling

The TSN advises the site is located within the village of Fernhill Heath and is therefore within proximity to a range of services, amenities and facilities typically found in such settlements, such as bus stops, primary schools, public houses, convenience stores, a post office and more.

The TSN also notes Worcester City Centre is located approximately 5km south of the site and can be accessed via a circa 24-minute cycle or the 144-bus service from 'Dilmore Lane' bus stops, with a journey time of 26-minutes and frequency of every 20-minutes. Alternatively, Worcester City Centre can be accessed via the 355-bus service from the 'Creswell Close' bus stops, with a journey time of 19-minutes, four times a day. Therefore, any services or amenities not accessible within Fernhill Heath, may be accessed within Worcester City Centre.

The intention is the development will be designed to ensure that it is integrated with the existing pedestrian/cycle network within the site vicinity. Some links are proposed but a further examination of the local pedestrian infrastructure shall be undertaken in support of the future planning application submission.

Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five kilometres (20 minutes) and trips of 30-40 minutes

are considered acceptable for commuting purposes. Whilst there are no formal cycling facilities near the site, the National Cycle Route (NCR) 46 borders the site to the west and routes along Dilmore Lane. NCR 46 routes from Bromsgrove (England) to Neath (Wales) via Droitwich, Worcester, Hereford and through Wales.

The TSN states that, given the nature and geometry of the local highway network and presence of NCR 46, it is considered suitable for cyclists to travel along some of surrounding carriageways. This is further supported by the minimal number of PICs that have occurred within the most recent five-year period, which indicates existing conditions are generally safe for cyclists. A further examination of the local cyclist infrastructure – and thus permeability into the wider network – shall be undertaken in support of the future planning application submission.

The Highway Authority welcomes the intention to integrate with the existing pedestrian/cycle network. This is an essential requirement, in terms of seeking to deliver an accessible and sustainable development. For this reason, the following improvements should be considered, along with those proposed by the Applicant:-

- Install dropped kerbs, with tactile paving at the Dilmore Lane/site access junction;
- Install dropped kerbs, with tactile paving, at the Dilmore Lane/Suffolk Way junction;
- A segregated cycle route be considered through the site from Firlands Close to Dilmore Lane (National Cycle Network (NCN) route number 46) compliant to LTN 1/20;
- Improvements to PRowS 548(C) and 549(B)504(C). This must be discussed with the WCC PRow Team and Highway officers to agree any improvement; and
- Dropped kerbs, with tactile paving, to the following junctions – (i) Firlands Close/Station Road, (ii) Rosendale Close/Station Road, (iii) Shrawley Close/Station Road and (iv) Station Road/Droitwich Road.

All proposed external works to the site that involve changes to the existing public highway would require the Applicant to enter into a S278 Agreement with WCC. As part of any planning application submission, a Stage 1 Road Safety Audit (RSA) for the external works would be required, together with a copy of the Designer's Response.

Public Transport

The TSN states the nearest bus stops are located along Dilmore Avenue, 'Creswell Close', approximately 880m from the centre of the site. From a desktop assessment, the northbound and southbound bus stops operate as a 'Hail and Ride' service, where no formal facilities are present. Both bus stops serve the 355-bus service, which operates between Worcester and Droitwich Spa, three - four times a day, six days a week.

The TSN also notes further bus stops are situated along Droitwich Road (A38), the 'Dilmore Lane' bus stops, which are located approximately 1.1km to the south of the site (measured from the centre of the site). Both the eastbound and westbound stops benefit from a shelter, seating, printed timetable information, a flag and pole, and a dedicated bus lay-by. The 'Dilmore Lane' stops primarily serve the 144 Salt Road service between Worcester, Bromsgrove, and Upper Catshill, which operates every 20-minutes, six days a week, and every hour on Sundays.

The TSN states a full examination of the existing public transport links as well as opportunities to provide new facilities in the vicinity of the site shall be undertaken in support of a future planning application. The Highway Authority notes the existing bus stop and service provision and is concerned walking distances are significantly more than the recommended 400m maximum for urban locations, which may discourage residents from using public transport. This will need to be addressed as part of the Travel Plan and Personalised Travel Planning.

Droitwich Spa Railway Station can be accessed via the 144 Salt Road bus service from the Dilmore Lane bus stops, with a journey time of 30-minutes. Worcester Foregate Street Railway Station can be accessed via the 144 Salt Road bus service from Dilmore Lane bus stops, with a journey time of 23-minutes. Worcester Shrub Hill Railway Station can be accessed via the 144 Salt Road bus service from Dilmore Lane bus stops, with a journey time of 40-minutes.

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 for those unable to access a bus due to disability. WCC analyses this using historic trip need, DfT mileage rates and census data (for population per dwelling, disabled population statistics and age 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. This cost will be calculated at application stage. On large sites where the build out time is longer than five years an extension of the period will be considered.

School Transport

The statutory duty to provide free home to school transport is detailed in guidelines issued annually by Department for Education (DfE) as required under the Education Act 1995.

Children living in Worcestershire are expected to attend the appropriate catchment school for the child's age and address. Where places are not available in the catchment school, the children may be assigned to another school. Notwithstanding parental preference transport assessments will always be undertaken to the catchment school for any development when determining if a home to school transport contribution is required.

In order to calculate the transport contribution which will be required, WCC transport utilise the pupil yield calculation in Worcestershire County Council's Education Planning Obligations Policy 2019² multiplied by the number of dwellings applied for, multiplied by the average contract cost per child for a period of 5 years. Five years is the standard length of a school bus contract.

Pupil Yield for Single Dwelling X Number of Dwellings X Average Contract Cost for 5 Years for education transport

There are exceptions within the policy and DfE Guidelines for children from low-income families and for children with disabled parents where free transport may be provided even though the conditions below have not been met. This is not taken into account when the request for a developer contribution is calculated as these decisions are made on a case-by-case basis and WCC meet the cost of exceptional circumstances.

Eligibility

The guidelines and policy state that where there is no available route i.e. safe walking route to the catchment school or alternative school irrespective of distance free transport will be provided. Normally routes where continuous pavements are not in place may be deemed as being unsafe. Where a safe walking route exists and the walking distance to a catchment school exceeds statutory walking distances a contribution will be requested.

The relevant detailed extracts from the policy are:-

Statutory walking distances

Free transport will be provided to those children of compulsory school age and attending the nearest, catchment school for the home address, provided the distance between home and school is in excess of the statutory requirement for the pupil's age.

Statutory walking distances to the nearest or designated school are:-

- Up to 2 miles for pupils up to the age of 8; and
- Up to 3 miles for older pupils.

The measurement of statutory walking distance is taken from the front entrance of the pupil's home to the nearest school gate or access point to the school site, along a road or footway.

WCC will calculate the cost of any necessary home to school cost at the point of the application having taken consideration of the above and any proposed changes in school place provision being proposed by Worcestershire Children First (WCF).

Education

Developments of this type are likely to attract families and therefore will have an impact on education provision within the area. A site of 120 dwellings is likely to yield the requirement for the following mainstream education places in the Education Planning area of Pershore:-

- 14 full time early years places (2–4-Year-Olds);
- 41 primary school mainstream places;
- 28 secondary school mainstream places and sixth form places;
- 2 SEND places.

The catchment schools for this development are Claines CE Primary School and Tudor Grange Academy School Worcester. One other related school to this development is Hindlip CE First School which feeds into the Droitwich education planning area, which employs a three-tier education system. Therefore, on further assessment the Droitwich schools would be taken into account when investigating the education impact of the proposed development.

At present (April 2023), all catchment schools are full or nearing capacity, as are all schools in the vicinity of this development including those within Droitwich.

A contribution for Early Years, Primary, Secondary and SEND school phases of education would be sought should a full planning application be submitted for this development. The contribution will be based solely on liable dwelling whereby one bedroom dwelling and

Social and affordable rented housing would be exempt as per the current [Worcestershire Education Planning Obligations Policy](#).

Sustainability and Travel Plan

The TSN notes the site is located with an approximate 24-minute cycle or 26-minute bus journey of Worcester City Centre. The Highway Authority notes the TSN has not discussed walking and cycling distances to local facilities and services. Any future TA will need to discuss walking distances to everyday facilities, including a local convenience store, other retail, healthcare, education and a range of employment and leisure facilities. This is essential information needed to establish how accessible and sustainable the site is. At this time, the Highway Authority does have some concerns the site location is likely to result in the development being predominantly car-based but probably not to the extent that any recommendation of refusal could be fully justified or upheld.

The TSN states a Travel Plan (TP) would be prepared, as part of the supporting information associated with a planning application submission. The Highway Authority would advise a Travel Plan is an essential requirement and it must comply with WCC Travel Plan guidelines. The Applicant will be required to offer a Personalised Travel Planning (PTP) service to residents. A Travel Welcome Pack must also be prepared, which needs to be sent to WCC for prior approval, before providing a copy to all residents on or before first occupation. Alternatively, WCC may be prepared to offer its Travel Planning service and would undertake the PTP at a cost of £350/dwelling. This would negate the need for the Applicant to prepare the TP.

Construction

No details have been provided in respect of the construction stage of the development. A Construction Environmental Management Plan, setting out the proposed hours of operation, routing, access proposals and site details would form a condition as part of any successful planning consent.

Next Steps

A full Transport Assessment is required to accompany any future planning submission. The TSN sets out a proposed scope for the TA and this is acceptable to the Highway Authority. If the intention is for the internal road layout to be adopted, then it must comply with guidance set out in the WCC SDG.

In addition, the WCC Public Health Team has requested a Health Impact Assessment be produced in accordance with guidance set out in the South Worcestershire Planning for Health Supplementary Planning Document, which is available from the Council. Particular emphasis should be placed on promoting active travel, including to and from local services, shops, schools and the train station.

Summary

The Highway Authority has undertaken a review of the pre-application documents and is accepting of the proposals in principle. However, there is a concern with the suitability of the site to provide a sustainable residential development and the potential for an over reliance on the private car. It is requested that any future Transport Assessment include further evidence to show significant improvements to sustainable provision and that the site layout and its accesses are designed in accordance with the WCC SDG.

I trust that these comments will assist you and your client in developing proposals for any forthcoming planning application. Should you require clarification of any of the above points, please do not hesitate to get in contact.

Yours sincerely

Karen Hanchett

Transport Planning and Development Management Team Leader

Disclaimer

The advice given by Council officers in response to pre-application enquiries does not bind the Council's decision making or constitute a formal representation by the Council as The Highway Authority. Any views or opinions expressed are given in good faith and to the best of our ability without prejudice to the formal consideration of any future planning application.

However, the written advice provided will be taken into consideration by the Council in the representation to a future related planning application, subject to the proviso that circumstances and information may change or come to light that may alter that position. In this regard, the weight given to pre-application advice will decline over time.

From: Mike Glaze
Sent: 06 June 2023 14:37
To: Bourne, Richard
Cc: Hodgson, Miles; Martin Whitelow
Subject: RE: Pre-app 1422785 Dilmore Lane Fernhill Heath_120 Dwellings_HA comments 2
Attachments: 230133-RAP-XX-XX-DR-TP-6002 (P01) - Off Site DK and Cycle.pdf; 230133-RAP-XX-XX-DR-TP-6001 (P01) - Gateway.pdf; 230133-RAP-XX-XX-DR-TP-4100 (P01) - Estate Car.pdf; 230133-RAP-XX-XX-DR-TP-3201 (P03) - Dilmore Access - DMRB Vis.pdf; 230133-RAPP-XX-XX-DR-TP-4102 (P01) - Fire Tender.pdf; 230133-RAPP-XX-XX-DR-TP-4101 (P01) - Refuse Vehicle.pdf; 230133-TP-3200-3201 - Proposed Access & VIS (P03).zip; 230133-TP-6001-6002 - Proposed Gateway-Crossing Cycle Storage.zip

Hi Richard,

Further to our discussions on this I attach our updated access drawings and the off-site works plans for agreement prior to submission.

Key comments below:

Plan 6002 – This demonstrates the off-site highway works requested by WCC plus the cycle parking at the bus stop, with the works to be secured by planning condition.

Plan 6001 – This demonstrates the speed limit reduction and traffic calming on approach to the site access.

Plan 3201 – Updated access plan showing the south-western active travel corridor as requested by WCC, this has also been highlighted on the Masterplan.

Please let me know if you have any queries.

Kind regards,

Mike Glaze

LLB (Hons) EngTech MIHE

Transport Planning Director

m 07469 230796

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From: Bourne, Richard <Richard.Bourne@jacobs.com>

Sent: Monday, May 22, 2023 5:01 PM

To: Mike Glaze <mike.glaze@rappor.co.uk>

Cc: Hodgson, Miles <Miles.Hodgson@jacobs.com>; Martin Whitelow <Martin.Whitelow@Rappor.co.uk>

Subject: Pre-app 1422785 Dilmore Lane Fernhill Heath_120 Dwellings_HA comments 2

Dear Mike

Thanks for your email, dated 18 May 2023, regarding Dilmore Lane and providing more information. Rather than issue a further letter, I will provide the following comments, which should be taken as an Addendum to the Pre-application Query response.

- Increase in unit numbers – the increase from 120 to 135 units is not considered significant and unlikely to result in major changes to trip flows. However, all subsequent supporting information and reports will need to reflect the correct number any planning application relates to.
- Speed limit relocation position – the suggested position looks a logical location and has adequate forward visibility. The views of the WCC Road Safety Team and the S278 Team will be sought when an application is submitted. Will need to take advice about the proposed ‘Dragon Teeth’ as these are not always installed.
- Gateway Feature – the suggestion is acknowledged. Will need to get the view of the S278 Team and seek agreement as to who will be responsible for the future maintenance of the features and the planting. If deemed appropriate, the exact positioning would be agreed as part of the S278 Agreement.
- Cycle Ramp – the position seems logical. The detailed design would be signed off as part of the S278 Agreement.
- Dilmore Lane/A38 junction traffic survey – welcome fact this has been instructed and will provide helpful information for the subsequent Transport Assessment.
- Suffolk Way survey – appreciate an ATC survey cannot be undertaken but accept a manual count will provide local trip generation data that will be useful for the Transport Assessment.
- Firlands Close link – this is probably the most important pedestrian/cycle link. Appreciate other links are subject to land ownership clarification at this time.
- £150 travel voucher - the intention is acknowledged and welcomed.
- Segregated cycle route – acknowledge the intention to assess such a provision as part of the internal layout. Would reiterate that a good quality pedestrian and cycle route through the site, from east to west, is desirable.
- 3.5m shared active travel path on Dilmore Lane – the proposal is desirable but subject to further discussion. If possible, it would probably be preferable if cycle access were taken into the site from the south west corner, negating the need for the 3.5m path up Dilmore Lane, but retaining a 2.0m footway instead. Dilmore Lane carries relatively low flows of traffic, so cycling on-carriageway is feasible but an off-carriageway option, especially for cyclists going slowly uphill would be helpful. All options should be considered and linked with a potential cycle route through the site.
- Cycle shelter at bus stop – agree provision of cycle parking at bus stops should start to become more prevalent, in order to encourage more cycle/bus trips. The suggestion would need to be discussed with the WCC PT Team and S278 Team, as there is a future maintenance liability issue, as well as a potential land ownership impact.
- Swept Path Analysis – the three submitted drawings look generally acceptable.
- S278 Agreement and Road Safety Audit – all external works would need to be subject to a S278 Agreement. And a Stage 1 RSA must be undertaken for the works and submitted as supporting information with any planning application, including Outline.

Please note:- *The above comments do not bind WCC's decision making or constitute a formal representation by WCC as The Highway Authority. Any views or opinions expressed are given in good faith and to the best of our ability without prejudice to the formal consideration of any future planning application.*

I trust the above comments are of assistance to you. Best wishes.

Richard

Richard Bourne
Jacobs
Associate - Transport Planning
Richard.Bourne@jacobs.com
Tel: 01174 572589

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Bristol, BS2 0EL
United Kingdom
www.jacobs.com

From: Mike Glaze <mike.glaze@rappor.co.uk>
Sent: 18 May 2023 11:49
To: Bourne, Richard <Richard.Bourne@jacobs.com>
Cc: Hodgson, Miles <Miles.Hodgson@jacobs.com>; Martin Whitelow <Martin.Whitelow@Rappor.co.uk>
Subject: [EXTERNAL] RE: Pre-app 1422785 Dilmore Lane Fernhill Heath_120 Dwellings_HA comments

Hi Richard,

Thanks for the positive comments on the pre-app. We will update our reports accordingly for submission. The quantum of development has increased to up to 135 units, but I assume this will not have a major impact on your comments?

I have attached our access plans, which provide more detail on the speed limit relocation, gateway proposals and cyclist on/off ramp to the south, are you able to provide comments on these please?

I have commissioned a traffic survey at the Dilmore Lane / A38 junction for modelling purposes. With Suffolk Way as it is not yet adopted we cannot undertake an ATC to validate trips, however we can do a manual count 0700-1000 and 1600-1900 which I will commission so that we can validate our trips. Suffolk Way is fully occupied and therefore will act as a good proxy.

In terms of accessibility and noting your comments re the bus stops, we are proposing the following which I would welcome your comments on and I would be interested if there is anything else you think would be useful:

- Agreement to all off-site improvements requested;
- Connections to Firlands Close and the adjacent PROWs, we are just confirming a land ownership matter re the PROW connections, but we can connect to Firlands Close;
- Commitment to PTP within the TP;
- Green travel voucher of £150 per dwelling to be spent on sustainable travel equipment / tickets;
- I have asked the project team to investigate the option to provide a segregated route through the site to connect to Firlands Close. As the application will be outline with layout reserved, this will be indicative for now; and
- Provision of a cycle shelter at the A38 southern bus stop to reduce the travel time to the bus stops. We have recently implemented this on a site in Cheltenham and I believe it is a good way to reduce travel time to bus stops where diverting services would not be viable. Photos attached show what we are thinking of.

In terms of the access and the 3.5m route to the south, would you prefer a 2m wide footway only and cyclists to be on carriageway? We are happy to provide either.

I look forward to hearing from you.

Kind regards,

Mike Glaze
LLB (Hons) EngTech MIHE
Transport Planning Director
m 07469 230796



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From: Bourne, Richard <Richard.Bourne@jacobs.com>

Sent: Wednesday, May 17, 2023 12:47 PM

To: Mike Glaze <mike.glaze@rappor.co.uk>

Cc: Hodgson, Miles <Miles.Hodgson@jacobs.com>

Subject: Pre-app 1422785 Dilmore Lane Fernhill Heath_120 Dwellings_HA comments

Hi Mike

Please find attached, comments from WCC Highways in response to your pre-app query for the proposed development at Dilmore Lane, Fernhill Heath. I trust this is of assistance and helps progress the scheme.

For your information, whilst the response is signed by Karen, any query should be addressed to myself or Miles in the first instance.

Best wishes

Richard

Richard Bourne

Jacobs

Associate - Transport Planning

Richard.Bourne@jacobs.com

Tel: 01174 572589

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United Kingdom

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From: Mike Glaze <mike.glaze@rappor.co.uk>

Sent: 16 May 2023 08:36

To: Bourne, Richard <Richard.Bourne@jacobs.com>

Cc: Hodgson, Miles <Miles.Hodgson@jacobs.com>

Subject: [EXTERNAL] RE: Dilmore Lane, Fernhill Heath, Pre-app 120 Dwellings (Pre-app ref #1422785)

Hi Richard,

Thanks for the email. Please give me a call if you want to discuss anything whilst you are reviewing.

Kind regards,

Mike Glaze

LLB (Hons) EngTech MIHE

Transport Planning Director

m 07469 230796



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From: Bourne, Richard <Richard.Bourne@jacobs.com>

Sent: Tuesday, May 16, 2023 8:11 AM

To: Mike Glaze <mike.glaze@rappor.co.uk>

Cc: Hodgson, Miles <Miles.Hodgson@jacobs.com>

Subject: Dilmore Lane, Fernhill Heath, Pre-app 120 Dwellings (Pre-app ref #1422785)

Hi Mike

Just to advise you that your Pre-app for Dilmore Lane is now being looked at. I apologise for the delay but we hope to get advice out to you fairly soon.

Best wishes

Richard

Richard Bourne

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Associate - Transport Planning

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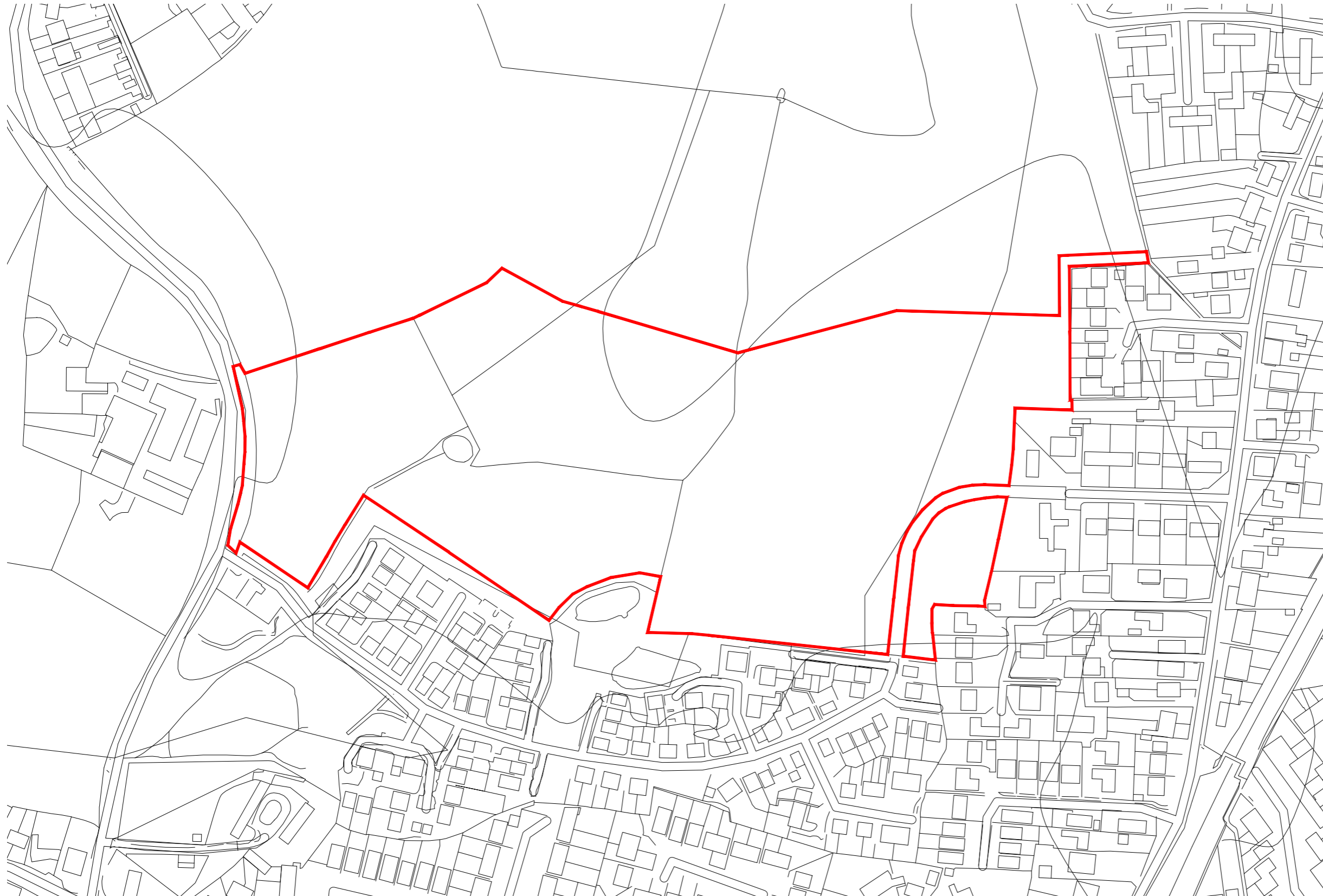
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Appendix C – Site Location Plan



- Site boundary
- Land in control of the applicant



ISSUED BY Oxford t: 01865 887050
DATE June 2023 DRAWN KS
SCALE@A3 1:2,500 CHECKED KS
STATUS Draft APPROVED PLi

DWG. NO. 8924_APP001

PROJECT TITLE
**FERNHILL HEATH
LAND OFF DILMORE LANE**

DRAWING TITLE
Site Location