

rappor



Land off Dilmore Lane, Fernhill Heath, Worcestershire

Lioncourt Strategic Land

Statement of Common Ground

August 2024



Lioncourt Strategic Land Limited
Land at Dilmore Lane, Fernhill Heath,
Worcestershire

rappor



LPA Planning Ref: W/23/01323/OUT

Statement of Common Ground on Transport Matters

Job No.	23-0133
Date	August 2024
Revision	Issue 03

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1 Introduction

- 1.1 This document is a Statement of Common Ground (SoCG) in relation to transport matters between Worcestershire County Council (WCC), acting in their role as the Local Highway Authority (LHA), and Rappor, acting on behalf of the Appellant, Lioncourt Strategic Land, in relation to the outline planning application (Local Planning Authority (LPA) Planning Ref: W/23/01323/OUT) for residential development for up to 130 dwellings (Use Class C3), including vehicular access from Dilmore Lane, pedestrian and cycle links, public open space, car parking, drainage, landscaping and other associated infrastructure. All matters reserved except for access (heron referred to as the Appeal Site).
- 1.2 The outline planning application (LPA Planning Ref: W/23/01323/OUT) was submitted to Wychavon District Council (WDC) in August 2023 and planning permission was subsequently refused by WDC by the Decision Notice dated 19th June 2024. The Decision Notice, provided at **Appendix A** had no reasons for refusal which related to highway matters, other than a 'punitive' reason in relation to the lack of a signed Section 106 agreement to secure highway obligations.
- 1.3 This SoCG deals with transport matters only.
- 1.4 WCC, acting in their role as the LHA, recommended no objection to the application subject to conditions and financial obligations in their consultation response dated 5th September 2023. The consultation response is contained in **Appendix B**. WCC, provided an additional informal response to a cumulative traffic impact technical note, dated 15th May 2024. The additional informal response is contained in **Appendix C**.
- 1.5 This SoCG addresses the following matters:
 - a) Matters that are agreed between WCC and the Appellant (Section 2);
 - b) Matters that are agreed between WCC and the Appellant relating to the planning conditions and planning obligations (Section 3); and
 - c) Matters not agreed (Section 4).

2 Matters Agreed

2.1 The following matters are agreed between WCC and the Appellant.

Relevant Planning Policy and Guidance

2.2 It is agreed that the following were the relevant transport planning policy and guidance at the time when WCC issued their final consultation response 5th September 2023:

Policy

- a) National Planning Policy Framework (December 2023);
- b) South Worcestershire Development Plan (2016); and
- c) South Worcestershire Development Plan Review (Emerging).

Guidance

- a) Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014);
- b) Manual for Streets (2007) and Manual for Streets 2 (2010); and
- c) WCC Streetscape Design Guide (July 2022).

Existing Highway Network

Traffic Surveys

2.3 Traffic surveys were undertaken on Dilmore Lane in the vicinity of the Appeal Site to the north and south of the 30mph / 60mph change in speed limit in between Thursday 26th January 2023 and Wednesday 1st February 2023. These surveys have been utilised to assess stopping sight distance, visibility requirements, and baseline traffic flows on the local highway network. Additional traffic survey was undertaken on Wednesday 24th May 2023 between 7am – 10 am and 4pm – 7pm at the A38 Droitwich Road / Dilmore Lane and Dilmore Lane / Suffolk Way junctions. These traffic surveys were used was utilised to establish baseline traffic flows and movements at each junction.

2.4 It has been agreed between the Appellant and WCC that the traffic surveys are representative of the highway network conditions.

Personal Injury Collision Data

- 2.5 The Transport Assessment undertook a review of the most recently available Personal Injury Collision Data obtained from WCC to the end of December 2022. The study area consisted of Dilmore Lane along the site frontage to its junction with Droitwich Road (A38), and Droitwich Road (A38) between its junctions with Hurst Lane (A4536) and Hindlip Lane.
- 2.6 It demonstrated that no collisions had been recorded along Dilmore Lane over a five-year period, which demonstrates that there are no discernible patterns of highway safety concern within the vicinity of the site. There have been five recorded PICs within the vicinity of the Dilmore Lane / Droitwich Road (A38) junction. 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. The PIC data obtained from WCC determined that the collisions that have occurred were due to user / driver error, and not the geometry of the highway network.
- 2.7 It has been agreed between the Appellant and WCC that there is no collision history in the vicinity of the Appeal Site which gives rise to any significant concerns, nor demonstrates any discernible pattern or trends which could require further study or mitigation measures as a result of the proposed development.

Site Accessibility and Opportunities for Sustainable Development

Walking and Cycling

- 2.8 The Appeal Site benefits from being in proximity to a number of services, facilities and amenities, supplied by pedestrian linkages. The Transport Assessment demonstrated that there were a range of facilities within 2km and 5km, including convenience stores within 600m and 860m from the centre of the site. It is noted that the route via Firlands Close makes use of a railway bridge which would not be accessible to some users and would extend the route. Worcester City Centre is accessible via an approximately 24 minute cycle or 26 minute bus journey. There are reasonable levels of bus service available for the size of the village in which the application site is located, which provide access to further services, facilities, amenities and employment opportunities within nearby settlements as well as Worcester.
- 2.9 Future residents will therefore be afforded the opportunity to use non-car modes of travel as genuine alternatives. This has been confirmed through the approval of a residential development to the south, which has a similar level of accessibility as the Appeal Site.

2.10 It has been agreed between the Appellant and WCC that the principal of the development in this location is acceptable with suitable opportunities to access services and amenities by non-car modes.

Public Transport

2.11 It was set out in the Transport Assessment that the nearest bus stops to the Appeal Site are the Dilmore Avenue, 'Creswell Close' bus stops, approximately 880m from the centre of the site. 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.

2.12 Further bus stops are situated along the A38 Droitwich Road, 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. To promote the use of the bus stops, it was proposed that cycle parking facilities would be provided at the bus stops.

2.13 WCC set out in their consultation response that:

"The Highway Authority has some concern about the walking distances to the bus stops, which may discourage some residents, but it is accepted the availability of bus services may be attractive to others. For this reason, it is considered the walking distances are not a sufficient reason to justify a recommendation of refusal. However, it is considered desirable to seek to improve bus services in the local area. The nearest service is the Kevs 355 service running south of the site. After discussion with Kevs, it has been decided that contributions to route the service into the site and increase the frequency to hourly will be sought."

2.14 It has been agreed between the Appellant and WCC that the principal of the development in this location is acceptable with suitable opportunities to access bus services. It has been agreed between the Appellant and WCC that this will be supported by the provision of cycle parking facilities at the bus stops on the A38 Droitwich Road. The financial contributions to the Kevs 355 bus service and a condition relating to the provision of cycle parking facilities are set out in **Section 3**.

Development Proposals

Vehicular Access

2.15 The proposed Appeal Site access arrangements comprise a priority junction which will serve a development of up to 130 dwellings off Dilmore Lane with a pedestrian, cycle and emergency access also provided connecting to an existing active travel link between Suffolk Way and Firlands Close. The active travel link forms part of the Taylor Wimpey development to the south of the Appeal Site. When the planning application was submitted the link was constructed but not open to the public. However, the active travel link is now open to the public as shown in **Photograph 2.1** and **Photograph 2.2**.



Photograph 2.1 Looking north from Suffolk Way to link to Firlands Close



Photograph 2.2 Looking west from Firlands Close to link to Suffolk Way

2.16 The form and geometry of the access is in line with Manual for Streets, the Design Manual for Roads and Bridges and the WCC Streetscapes Design Guide, therefore the access is suitable to serve the proposed development. A detailed design check will be undertaken by WCC as part of the Technical Approval process under the Sc278 Highways Agreement Process in due course.

2.17 The Appeal Site can be suitably and safely accessed and egressed via the priority junction.

2.18 WCC stated in their consultation response in regard to the vehicle access off Dilmore Lane that:

“Access to the development is proposed via Dilmore Lane with a new 5.5m wide access with 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 and a dropped kerb pedestrian crossing point is also to be provided. The proposed access layout is shown on Rappor Drawing No. 230133-RAP-XX-XX-DR-TP-3202/P01 ‘Proposed Junction Arrangements – Site Access’, contained within Appendix H of the Transport Assessment (TA). The Highway Authority is of the opinion the proposed vehicle access is acceptable.”

2.19 WCC stated the following in their consultation response in regard to the active travel link between Suffolk Way and Firlands Close:

“The Applicant also intends to provide a combined pedestrian, cycle and emergency access on the east side of the site that will connect into the existing similar facility that connects Suffolk Way to Firlands Close. This is acceptable to the Highway Authority although it should be noted the existing link is not yet. Assuming the internal roads will be put forward for adoption, including the emergency access, there will be a need for a Traffic Regulation Order (TRO) to be promoted by WCC to control use of the facility. This will require the Applicant to fund the legal processing costs.”

2.20 The active travel link connecting Suffolk Way to Firlands Close is now in place and open to the public. It has been agreed between the Appellant and WCC that the Appeal Site will bring forward a TRO to control use of the emergency access from the connection, which will be secured as part of the S278 agreement for the site access(s) works.

2.21 There is an existing 30mph to 60mph change in speed limit to the north of the Suffolk Way junction near the southeastern corner of the Appeal Site, with the existing speed limit along the majority of the site frontage being 60mph. As part of the development proposals it was recommended by the Appellant that the existing change in speed limit is relocated to the north of the proposed application site access, along with a new village gateway feature. The speed limit was previously relocated in association with the Suffolk Way development, and therefore this principle is established.

2.22 WCC stated in their consultation response in regard to the relocation of the change in speed limit that:

“The TA 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 can be 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 recorded 85th percentile speeds are 37.1mph southbound and 37.4mph northbound. To comply with DMRB design standards, visibility splays of 2.4m x 89.4m northwards and 2.4m x 90.5m southwards are appropriate for the site access and submitted Drawing No. 230133-RAP-XX-XX-DR-TP-3201/P03 shows this can be achieved”

2.23 It has been agreed between the Appellant and WCC that the Appeal Site access arrangements are safe and suitable to serve the proposed development, which will be supported by the relocation of the change in speed limit with a gateway feature.

Pedestrian and Cycle Access

2.24 The Transport Assessment set out that four links would be provided 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 where an on / off ramp will be provided for cyclists;
- b) A new 4m wide ‘active travel corridor’ from the proposed 3.5m ‘active travel corridor’ along Dilmore Lane in the southwest corner of the site to provide a separate route away from vehicular traffic as requested by WCC during pre-application discussions;
- c) A connection 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; and
- d) A pedestrian connection to the existing PROW 549 (B) which borders the site in the northeast corner, and routes south from Kennels Lane to Oak Apple Close.

2.25 It has been agreed between the Appellant and WCC that the Appeal Site’s pedestrian and cycle access arrangements are safe and suitable to serve the proposed development.

2.26 It was set out in the Transport Assessment that there are no formal cycling facilities in the vicinity of the site but National Cycle Route (NCR) 46 borders the site to the west and routes along Dilmore Lane. Given the nature and geometry of the LHN, 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 safe for cyclists.

2.27 WCC set out in their consultation response that:

“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 Network Route (NCN) 46 borders the site to the west and routes along Dilmore Lane. NCN 46 routes from Bromsgrove (England) to Neath (Wales) via Droitwich, Worcester, Hereford and through Wales.

The TA states that, given the nature and geometry of the local highway network and presence of NCN 46, it is considered suitable for cyclists to travel along some of surrounding carriageways. This is further supported by the minimal number of personal injury collisions (PIC)s that have occurred within the most recent five-year period, which suggests existing conditions are generally suitable for cyclists. Whilst there is no formal segregated cycle infrastructure routes to connect the site with the wider surrounding area, the Highway Authority is of the opinion some residents may undertake cycle trips and the provision of the active travel route on Dilmore Lane and through the site will help encourage such trips.”

2.28 It has been agreed between the Appellant and WCC that existing conditions are suitable for cyclists, and the development proposals will assist in encouraging cycle trips, with the proposed cycle infrastructure proposed.

Off-Site Mitigation Measures

2.29 It was proposed as part of the Transport Assessment that to assist residents in accessing the ‘Dilmore Avenue’ bus stops on the A38 Droitwich Road, off-site mitigation, in the form of sheltered cycle storage, is provided adjacent to the westbound bus stop. This will assist future residents and existing residents in accessing bus services through multimodal travel and reducing the travel time to the bus stops.

2.30 Following pre-application consultation with WCC, it was proposed that improved crossing facilities including new dropped kerbs with tactile paving shall be provided at the existing junctions as follows:

- a) Firlands Close / Station Road;
- b) Rossendale Close / Station Road;
- c) Shrawley Road / Station Road; and
- d) Station Road / Droitwich Road.

2.31 It has been agreed between the Appellant and WCC that sheltered cycle storage shall be provided at the 'Dilmore Avenue' bus stops on the A38 Droitwich Road along with dropped kerbs and tactile paving at the existing junctions referenced above.

Internal Layout

2.32 The internal highway layout is a matter reserved for future consideration, WCC have set out that the internal layout including cycle and car parking will need to comply with their adopted standards and include details of refuse and servicing strategy at the reserved matters stage.

2.33 It is agreed between the Appellant and WCC that the internal layout is a matter for future consideration.

Trip Generation and Distribution

2.34 Trip generation was undertaken utilising the TRICS database for privately owned homes. This demonstrated a forecast trip generation of 64 two-way trips in the AM peak hour and 62 two-way trips in the PM peak hour. During pre-application discussions with WCC it was suggested that a first principles assessment was undertaken using the Suffolk Way residential site to the south of the Appeal Site. A traffic survey was undertaken at the junction and applied to the quantum of development at Appeal Site. This forecast a total of 92 two-way trips in the AM peak hour and 100 two-way trips in the PM peak hour. In order to provide a robust assessment of the Appeal Site the trip generation based on the first principles assessment was utilised.

2.35 It has been agreed between the Appellant and WCC that the forecast vehicle trips based on the first principles assessment is suitable to provide a robust assessment of the Appeal Site.

2.36 Trip distribution was undertaken utilising the 2011 Census Journey to Work Travel Data and assigned to the local highway network using google maps for the quickest and most likely routes. A summary of the development two-way vehicle trip assignment is set out in **Table 2.1**.

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%	8	8
Route B - South on Dilmore Lane to the Dilmore Lane / Droitwich Road (A38) junction, then west on Droitwich Road (A38)	37.8%	35	38
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%	25	27
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%	25	27
Total	100%	93*	100

Table 2.1 Summary of Proposed Trip Assignment

2.37 It has been agreed between the Appellant and WCC that the forecast vehicle trip distribution and assignment is representative of the likely vehicle routing from the Appeal Site.

Traffic Impacts

2.38 Traffic impact assessments were undertaken at the proposed site access and the A38 Droitwich Road / Dilmore Lane junction utilising the PICADY module of Junctions 10.

2.39 The traffic impact assessments demonstrated that both junctions would operate within capacity in the future year assessments with the Appeal Site's development traffic.

2.40 WCC set out in their consultation response that:

“The TA states computer modelling of the proposed Dilmore Lane/site access junction has been undertaken. The results show the junction would operate well within its theoretical capacity for the tested scenarios. This is to be expected, given the relatively low flows forecast to use the junction”

“The Highway Authority notes the results of the modelling assessment and agrees the site access junction will operate satisfactorily. However, the Highway Authority does have some concern with the results of the Dilmore Lane/A38 junction. The modelling suggests the 2023 base has a maximum queue of one vehicle on Dilmore Lane only during the AM peak with all other legs clear during both AM and PM periods. However, these values do not match the results of the May 2023 traffic survey, which recorded a maximum AM peak period queue of 5 vehicles on Dilmore Lane and a maximum PM peak period queue of 6 vehicles. This would suggest the computer model has not been fully calibrated to reflect existing conditions, although it is appreciated it can be difficult to adequately model driver behaviours.

Notwithstanding the above, the Highway Authority notes the impact of the development is relatively minor, such that existing queue lengths and delay would see just minor increases. As the PIC data has not highlighted any significant highway safety concern with the junction, it is accepted there are no sufficient grounds to suggest a recommendation of refusal could be justified.”

- 2.41 It has been agreed between the Appellant and WCC that the proposed access is suitable to serve the Appeal Site in terms of capacity. The traffic impact of the proposed development at the A38 Droitwich Road / Dilmore Lane junction is minor and would not have a significant impact on queuing, delay or highway safety.

Cumulative Impact

- 2.42 An updated traffic impact assessment was undertaken as part of a Technical Note submitted to WCC on the 15th May 2024 at the A38 Droitwich Road / Dilmore Lane junction with the addition of traffic from the William Davis (WD) development (Planning Reference: 21/02974/FUL) for 40 dwellings.
- 2.43 The WD Scheme was deferred at planning committee in March 2024. The planning committee members raised questions regarding the WD traffic assessment and whether it had accounted for all planned growth in respect of the traffic impact on the A38 Droitwich Road / Dilmore Lane junction.
- 2.44 Based on the planning committee members queries a cumulative traffic impact was undertaken to account for the WD development traffic. This was undertaken for up to 44 dwellings at WD site as a robust assessment. This was not requested by WCC or WDC and was provided for further information as a sensitivity test.

- 2.45 The traffic impact assessment demonstrated that the existing A38 Droitwich Road / Dilmore Lane junction, operates well within capacity across both the AM and PM peak hours. The junction is forecast to continue to operate well within capacity with the addition of the WD development and Appeal Site across the 2023 and 2028 scenario's.
- 2.46 The addition of the Appeal Site, over and above the WD development, is forecast to result in a maximum increase in RFC of 0.21, delay of 24.08 seconds and queuing of three vehicles. This is an increase of 6.16 seconds of delay and one queueing vehicle with the addition of the WD development. On this basis the residual cumulative impact is not severe or significant.
- 2.47 WCC were consulted on the cumulative traffic impact assessment and set out in their consultation response dated 15th May 2024 that:
- “As your modelling shows, the William Davis development has minor impact on the effective operation of the local highway network.*
- I can confirm the TN does not affect the Highway Authority's position and there is no need or intention to amend the formal response.”*
- 2.48 It has been agreed between the Appellant and WCC that the cumulative vehicle trip impact of the WD development has a minor impact on the effective operation of the off-site junction and will not result in significant detrimental impact to the capacity or operation of the local highway network.

Travel Plan

- 2.49 The Residential Travel Plan set out the proposed objectives and targets along with the proposed management and measures in order to encourage and enable travel by sustainable modes.
- 2.50 WCC set out a number of minor amendments to the Residential Travel Plan and confirmed that they would *“be covered by suitable conditions if planning consent were granted”*.
- 2.51 It has been agreed between the Appellant and WCC that the alterations to the Residential Travel Plan would be covered by planning conditions, which is set out in **Section 3**.

3 Matters Agreed Relating to Planning Conditions

- 3.1 It is agreed between the Appellant and WCC that the following should be secured as part of any planning permission via planning condition, as set out in WCC's consultation response dated 5th September 2023.
- 3.2 The agreed planning conditions are as follows:
- a) **Conformity with submitted details** - The Development hereby approved shall not be brought into use until the vehicular access has been provided as generally shown on the Rappor Drawing No. 230133-RAP-XX-XX-DR-TP-3202/P01.
 - b) **Vehicular visibility splays** - Development shall not begin until visibility splays are provided from a vertical point 1.05m above carriageway level at the centre of the application main site access and 2.4m back from the near side edge of the adjoining carriageway, (measured perpendicularly), for 89.4m northwards and 90.5m southwards, respectively, measured along the nearside edge of the adjoining carriageway (vertical off set of 0.6m). Nothing shall be planted, erected and/or allowed to grow on the triangular areas of land so formed which would obstruct the visibility described above.
 - c) **Cycle Parking** - The Development hereby approved shall not be brought into use until sheltered and secure cycle parking to comply with the Council's adopted cycle parking standards 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.
 - d) **Car Parking** - The Development hereby approved shall not be brought into use until details of car parking to comply with the Council's adopted car parking standards has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority.
 - e) **Residential Travel Plan (Absent or Not Approved)** - The Development hereby approved shall not be occupied until the applicant has submitted a Travel Plan in accordance with the County Council guidelines in writing to the Local Planning Authority that promotes sustainable forms of access to the development site and has been approved in writing by the Local Planning Authority. This plan will thereafter be implemented, monitored for a minimum of 5 years and shall be updated in agreement with Worcestershire County Council's Travel Plan Officer and thereafter implemented as updated.



- f) **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.
- g) **Off Site Highway Improvements** - The Development hereby approved shall not be brought into use until the highway improvements works comprising:
- A new 3.5m footway/cycleway 'active travel corridor' on east side of Dilmore Lane from the new site access southwards to Suffolk Way.
 - Relocation of existing 30mph speed limit with agreed associated road markings on Dilmore Lane.
 - Extension of existing street lighting On Dilmore Lane.
 - New village gateway feature (details to be agreed) on Dilmore Lane verge.
 - New cycling parking with associated hard-standing at westbound bus stop on A38 Droitwich Road, located west of Dilmore Lane
- h) **Street Lighting Assessment** – The Development hereby approved shall not commence until a Street Lighting Assessment report has been submitted to and approved in writing by the Local Planning Authority, in discussion with the Local Highway Authority. The Assessment shall consider the following:
- The need or not for additional public highway street lighting in the vicinity of the new vehicular access.
 - The linking of any new public highway street lighting with adjacent lighting.
 - Condition of existing adjacent public highway street lighting and any need for upgrading or replacement.
 - Any proposed development lighting within the site and its justification.
 - The environmental impact of any proposed street lighting, be it on the public highway or within private land.
- i) **Construction Traffic Management Plan** – The Development hereby approved shall not commence until a Construction Traffic 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.

3.3 In addition, the following financial obligations are agreed to be delivered through a suitable legal mechanism (S106):

- a) **Footway Improvements** Specific Purpose - The proposals will generate additional pedestrian movements in this locality, and the inclusion of a Travel Plan providing residential welcome packs to new residents will encourage further mode shift. The Highway Authority seeks a contribution towards improving pedestrian provision at a number of locations, to enhance the pedestrian route/s from the site to the town centre and surrounding local amenities.

Contribution – We would seek the following contributions in order to provide dropped kerbs and tactile paving at the following locations:-

- Dropped kerbs and tactile paving at Firlands Close /Station Road junction - £3,000;
- Dropped kerbs and tactile paving at Rosendale Close/Station Road junction - £3,000;
- Dropped kerbs and tactile paving at Shrawley Road/Station Road junction - £3,000; and
- Dropped kerbs and tactile paving at Station Road/Droitwich Road junction - £3,000.

Trigger – Granting of consent.

- b) **Community Transport - Specific Purpose**: There is a need for a Community Transport service to meet the transport needs of the elderly and disabled. The County Council has specific duties, under the 1985 Transport Act, to take account of the transport needs of elderly and disabled residents and further duties to residents' protected characteristics that include the elderly and disabled, under the Equalities Act 2010. There will be residents with mobility impairments who are unable to access conventional public transport, it is this group that will require access to a door-to-door transport service such as that provided by Community Transport.
Contribution: £8,694; Trigger: Prior to first occupation.
- c) **Public Bus Service Enhancement - Specific Purpose**: Existing bus services within the immediate vicinity of the site are poor, with the nearest bus stops being 880m from the centre of the site but having a limited service. To be more attractive to prospective residents and help encourage sustainable travel by bus, it is desirable to improve the existing Keys 355 service to have an hourly service. Funding over two years could help generate additional farepaying patronage to become established over three years.
Contribution: £44,212.08; Trigger: Prior to first occupation.
- d) **Traffic Regulation Order - Specific Purpose** – A fee to process a TRO application is requested in this location, believing that a relocation of the existing 30mph speed limit commencement point on Dilmore Lane, in the vicinity of the new site access, would be appropriate, in the interest of road safety.
Contribution - A contribution of £4,500 for processing the associated TRO.
Trigger – Prior to occupation. If the TRO is not required, the contribution would be returned to the Applicant after a set timescale

4 Matters Not Agreed

4.1 There are no highway matters not agreed.

Signatures

Signed: 

Name: Mike Glaze

Transport Planning Director of Rappor

on behalf of Lioncourt Strategic Land

Date: 12th August 2024

Signed: 

Name: Karen Hanchett

Transport Planning and Development Management Team Leader

on behalf of Worcestershire County Council

Date: 12th August 2024



Appendix A – Wychavon District Council Decision Notice
19th June 2024

Planning Ref: W/23/01323/OUT
Telephone: 01684 862327

Please ask for : Adam White
e-mail: Adam.White@malvern hills.gov.uk

19 June 2024

Mr Jason Tait
Planning Prospects Ltd
4 Mill Pool
Nash Lane
Belbroughton
Worcestershire
DY9 9AF

Dear Mr Tait

Applicant Name: Lioncourt Strategic Land Limited
Proposal: Residential development for up to 130 dwellings (Use Class C3), including vehicular access from Dilmore Lane, pedestrian and cycle links, public open space, car parking, drainage, landscaping and other associated infrastructure. All matters reserved except for access
Location: Land At (Os 8666 5944), Dilmore Lane, Fernhill Heath

I am writing to let you know the outcome of your Planning application, under the Town and Country Planning Act 1990 for the proposal detailed above at Land At (Os 8666 5944), Dilmore Lane, Fernhill Heath

Unfortunately we have **Refused** your application, for the reason set out in the attached **Refusal Notice**.

If you have any questions about our decision, or reasons for refusal please contact Adam White Principal Planning Officer on 01684 862327 or by email to Adam.White@malvern hills.gov.uk

If you are unhappy with the refusal in this case, you can appeal to the relevant Secretary of State. Information on how to do this can be found on the Refusal Notice.

If you decide not to appeal you may find it useful before submitting a new application to contact **Adam White** for **pre-application advice**, please note there may be a charge for this service.

Yours sincerely



Adam White
Principal Planning Officer
Adam.White@malvern hills.gov.uk

PLANNING REFUSAL NOTICE

TOWN AND COUNTRY PLANNING ACT 1990

Refusal - Outline Application

Application No: W/23/01323/OUT

Parish: North Claines

Agents Address:

Mr Jason Tait
Planning Prospects Ltd
4 Mill Pool
Nash Lane
Belbroughton
Worcestershire
DY9 9AF

Applicants Address:

Lioncourt Strategic Land Limited
C/O Planning Prospects Ltd

Part I – PARTICULARS OF APPLICATION

Statutory Start Date: 1 August 2023

Location: Land At (Os 8666 5944), Dilmore Lane, Fernhill Heath

Proposal: Residential development for up to 130 dwellings (Use Class C3), including vehicular access from Dilmore Lane, pedestrian and cycle links, public open space, car parking, drainage, landscaping and other associated infrastructure. All matters reserved except for access

Part II - PARTICULARS OF DECISION

Wychavon District Council hereby gives notice that in pursuance of the provisions of the Town and Country Planning Act 1990 that **PERMISSION HAS BEEN REFUSED** for the carrying out of the development referred to in Part 1 hereof for the following reasons:-

REASONS

1. The application site lies outside of a defined development boundary and is therefore classed as being open countryside where development is strictly controlled. The proposal does not meet the criteria for the development to be considered as an exception to Policy SWDP2 of the South Worcestershire Development Plan and it does not preserve and enhance the open countryside and character of the area, contrary to Policies SWDP2 and SWDP25 of the South Worcestershire Development Plan.

The proposed development would lead to a significant loss of Best and Most Versatile agricultural land contrary to Policy SWDP13 of the South Worcestershire Development Plan.

The proposed development would have an adverse impact on the designated heritage asset of Tappenhill Farmhouse, with part of the application site forming a key part of the setting of this Grade II Listed Building, contrary to Policies SWDP6 and SWDP24 of the South Worcestershire Development Plan and Chapter 16 of the National Planning Policy Framework.

The benefits of the proposal are not considered to outweigh the adverse impacts that would arise to the open countryside, the loss of Best and Most Versatile agricultural land, and the setting of Tappenhill Farmhouse and therefore in the application of Paragraph 11(d) of the National Planning Policy Framework the proposal does not represent sustainable development.

2. In the absence of a signed Section 106 legal agreement no arrangements are in place to secure the required provision of affordable housing; education contributions; public open space; primary healthcare contributions; highway contributions towards footway improvements, community transport and public bus service enhancements; and contributions towards formal sports and leisure. As such, the proposed development does not meet the objectives of sustainable development and cannot be delivered with acceptable impacts on the community. Therefore, the proposed development is contrary to Policies SWDP1, SWDP4, SWDP5, SWDP7, SWDP15 and SWDP39 of the South Worcestershire Development Plan.

NOTES TO APPLICANT

Signed:

A handwritten signature in black ink, appearing to be 'C. Power', written over a light grey rectangular background.

**Ciaran Power
Head of Development Management**

Date: 19 June 2024

REFUSAL NOTICE

- Note 1.** Refusal of Approval Reserved Matters
Refusal of Outline Planning Permission
Refusal of Planning Permission
Refusal of Listed Building Consent
Refusal of Non-material Amendment following grant of planning permission
- Note 2.** Refusal of Consent to Display Advertisements
- Note 3.** Refusal of Householder
Refusal of Householder - Non-material Amendment following a grant of planning permission
- Note 4.** Refusal of Prior Approval for single storey rear extension

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. The relevant template and [further details are on GOV.UK](#).

Note 1. If you are aggrieved by the decision of the local planning authority to refuse permission for the proposed development or to grant permission or approval subject to conditions, then he can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990. If you want to appeal against your local authority's decision then you must do so within 6 months of the date of this notice.

Note 2. If this a decision to refuse express consent for the display of an advertisement, if you want to appeal against your local planning authority's decision then you must do so within 8 weeks of the date of receipt of this notice.

Note 3. If this is a decision to refuse planning permission for a householder application if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

Note 4. If this is a decision to refuse planning permission for a minor commercial application, if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

If this is a decision on a planning application relation to the same or substantially the same land development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of service of the enforcement notice, or within 6 months (12 weeks in the case of a householder appeal) of the date of this notice, whichever period expires earlier.

The Secretary of State can allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State cannot consider an appeal if it seems to the Secretary of State by the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory instruments requirements, to the provisions of any development order and to any directions given under a development order.

Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol. BS1 6PN. Tel: 0303 444 5000 or submitted online at www.gov.uk/appeal-planning-decision or for Householder Appeals www.gov.uk/appeal-householder-planning-decision



Appendix B – Worcestershire County Council Consultation Response 5th September 2023

Emma Burrow
Wychavon District Council
Civic Centre
Queen Elizabeth Drive
PERSHORE
Worcestershire
WR10 1PT

**Economy and
Infrastructure**
Development Control
Engineer
County Hall
Spetchley Road
Worcester
WR5 2NP

Date: 5th September 2023
Your ref: 23/01323/OUT
Our ref: RJB

Dear Emma

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

- PROPOSAL:** Residential development for up to 130 dwellings (Use Class C3), including vehicular access from Dilmore Lane, pedestrian and cycle links, public open space, car parking, drainage, landscaping and other associated infrastructure. All matters reserved except for access.
- LOCATION:** Land At (OS 8666 5944) Dilmore Lane Fernhill Heath
- APPLICANT:** Lioncourt Strategic Land Limited

Worcestershire County Council (WCC), acting in its role as Highway Authority, has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals and the additional information submitted, the Transport Planning and Development Management Team Leader, on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 has **no objection subject to conditions and financial obligations**.

The justification for this decision is as follows.

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.

www.worcestershire.gov.uk

The Planning Authority received the application in June 2023, with supporting documents and technical drawings. The Applicant seeks outline consent for residential development of up to 130 dwellings, together with associated infrastructure, landscaping, and access. Access is the only matter for consideration at this stage, with all others reserved for a future reserved matters application.

Pre-application Query

The Highway Authority received a pre-application query for the site in April 2023. At that time, the proposal was for 120 dwellings. A Transport Scoping Note was submitted, together with a red line base plan and a proposed access drawing. The Highway Authority reviewed the submitted information and provided comments in a response, dated 15 May 2023.

The Highway Authority was accepting of the proposals in principle. However, there was 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. The response requested any future Transport Assessment include further evidence to show improvements to sustainable provision and that the site layout and its accesses are designed in accordance with the WCC Streetscape Design Guide.

Vehicular Access

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.

Access to the development is proposed via Dilmore Lane with a new 5.5m wide access with 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 and a dropped kerb pedestrian crossing point is also to be provided. The proposed access layout is shown on Rappor Drawing No. 230133-RAP-XX-XX-DR-TP-3202/P01 'Proposed Junction Arrangements – Site Access', contained within Appendix H of the Transport Assessment (TA). The Highway Authority is of the opinion the proposed vehicle access is acceptable.

The Applicant also intends to provide a combined pedestrian, cycle and emergency access on the east side of the site that will connect into the existing similar facility that connects Suffolk Way to Firlands Close. This is acceptable to the Highway Authority although it should be noted the existing link is not yet. Assuming the internal roads will be put forward for adoption, including the emergency access, there will be a need for a Traffic Regulation Order (TRO) to be promoted by WCC to control use of the facility. This will require the Applicant to fund the legal processing costs.

The TA 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 can be 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 recorded 85th percentile speeds are 37.1mph southbound and 37.4mph northbound. To comply with DMRB design standards, visibility splays of 2.4m x 89.4m northwards and 2.4m x 90.5m southwards are appropriate for the site access and submitted Drawing No. 230133-RAP-XX-XX-DR-TP-3201/P03 shows this can be achieved.

The Highway Authority would highlight the need to extend existing street lighting on Dilmore Lane northwards to link with the relocated 30mph start point. Otherwise, a TRO would need to be promoted for the short section of carriageway subject to a 30mph speed limit that was unlit.

Pedestrian Access

Pedestrian access is to be provided from Dilmore Lane. The TA states a new 3.5m footway/cycleway 'active travel corridor' will be incorporated into the vehicular access on to Dilmore Lane. This will continue along the eastern side of Dilmore Lane and connect into existing infrastructure at the Dilmore Lane / Suffolk Way junction. Dropped kerbs and tactile paving is to be installed at the Suffolk Way junction, together with an on/off ramp for cyclists, so they join the carriageway. A pedestrian and cycle access is also to be provided in south west corner of the site, for ease of access.

As mentioned previously, it is also intended to provide a pedestrian, cycle and emergency access link into Suffolk Way/Firlands Close. It is also intended to provide a pedestrian link in the north east corner of site to the existing public right of way footpath 549(B), which would give access to Station Road and Kennels Lane.

The indicative site layout plan shows a network of pedestrian routes through the site that could encourage walking. To further encourage walking from the site to the surrounding area, the Highway Authority is of the opinion some minor improvements to the surrounding pedestrian infrastructure network would be beneficial. It is considered appropriate to provide 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.

Cycle Access

The TA advises the proposed layout will include an active travel corridor through the site, so that pedestrians and cyclists can easily travel east west and connect to the surrounding areas.

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 Network Route (NCN) 46 borders the site to the west and routes along Dilmore Lane. NCN 46 routes from Bromsgrove (England) to Neath (Wales) via Droitwich, Worcester, Hereford and through Wales.

The TA states that, given the nature and geometry of the local highway network and presence of NCN 46, it is considered suitable for cyclists to travel along some of surrounding carriageways. This is further supported by the minimal number of personal injury collisions (PIC)s that have occurred within the most recent five-year period, which suggests existing conditions are generally suitable for cyclists. Whilst there is no formal segregated cycle infrastructure routes to connect the site with the wider surrounding area, the Highway Authority is of the opinion some residents may undertake cycle trips and the provision of the active travel route on Dilmore Lane and through the site will help encourage such trips.

Public Transport

The TA states the nearest bus stops are located along Dilmore Avenue, 'Creswell Close', approximately 880m from the centre of the site. These 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 to four times a day, six days a week. The Highway Authority notes the limited-service frequency, with the last bus running early afternoon. It is considered such a service is unlikely to encourage much modal shift from the private motorised vehicle.

The TA 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 Highway Authority notes the more attractive frequency but walking distance is significant.

The Highway Authority has some concern about the walking distances to the bus stops, which may discourage some residents, but it is accepted the availability of bus services may be attractive to others. For this reason, it is considered the walking distances are not a sufficient reason to justify a recommendation of refusal. However, it is considered desirable to seek to improve bus services in the local area. The nearest service is the Keys 355 service running south of the site. After discussion with Keys, it has been decided that contributions to route the service into the site and increase the frequency to hourly will be sought. The calculations for the request are summarised below.

Keys have advised that to operate an hourly service Monday to Saturday including a

peak time service to and from Worcester would cost £303 per day. The current cost of the service is £5,450.83 per month so £65,409.96 per year. The extra services would cost an additional £2,427.17 per month so £29,126.04 per year taking the full contract cost up to £94,536 per year. Based on an initial 10 passengers per day extra, would give a cost estimate of £29,126.04 in Year 1 and £15,086.04 in Year 2, giving a total contribution sum required of £44,212.08.

Under the 1985 Transport Act, WCC has a duty to consider the transport needs of elderly and disabled residents. A Community Transport 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. On this basis, WCC would request a contribution towards community transport for this site of £8,694.00.

For School Transport, the site is located in the Primary and Secondary school catchments for Claines CofE Primary and Tudor Grange Academy, located 0.9 and 2.1 miles away, respectively. There are considered to be no particular issues with the walking facilities to these sites and, therefore no contributions would be requested.

Sustainability

The TA states the application site benefits from being in proximity to a number of services, amenities, and facilities that are predominantly located to the south of the site, together with a recently constructed residential development with similar accessibility credentials. Table 3.1 of the TA details walking and cycling distances to typical services, amenities, and facilities along actual walking and cycling routes. This has been undertaken to demonstrate the 'average' distance required for future residents / visitors to travel via walking or cycling.

Table 3.1 indicates there is a range of facilities located within 2km (approximately a 25-minute walk or a 7-minute cycle). There is a convenience store with 600m and another within 860m. There are also further facilities accessible by bike, within 5km of the site. Table 3.1 considers the quickest route from the centre of the site to the service / amenity, via either Dilmore Lane or via Firlands Close. It should be noted that some of the routes via Firlands Close make use of a railway bridge which provides the shortest route to local facilities. Users unable to use the railway bridge would be required to use Station Road or Dilmore Lane which extends the route by approximately 400m – 600m.

The TA also notes the site is located with an approximate 24-minute cycle or 26-minute bus journey of Worcester City Centre.

The availability of local services and amenities can help reduce the need for future residents to travel by car, in favour of sustainable travel choices, for short trips from the site. For this site, residents do have the option to walk or cycle to surrounding

services and facilities. On this basis, the Highway Authority accepts the development can be considered to be relatively sustainable and there would be no justification in recommending refusal for such a reason.

Road Collision Data

The TA discusses Personal Injury Collision (PIC) data, which was obtained from WCC for the five-year period up to December 2022. The review indicates no PICs have been recorded along Dilmore Lane, but five PICs have been recorded to the south of the site, along Droitwich Road (A38) between its junctions with Hurst Lane (A4536) and Hindlip Lane junction, in the most recent five-year period. The five collisions resulted in one serious injury and seven slight injuries. None of the PICs occurred at the Dilmore Lane/A38 junction.

The TA suggests the low number of collisions and the absence of any patterns of Clustering show there are currently no existing inherent highway safety issues that would be exacerbated by traffic associated with the development proposal. In addition, the PIC data shows the collisions that have occurred were due to user driver error and not the geometry of the carriageways. For this site, it is evident there is no accident history in its vicinity which gives rise to any significant concerns, nor demonstrate any discernible pattern or trends which could require further study or mitigation measures because of the proposed development.

Traffic Generation and Distribution

The TA considers vehicle trip generation and uses information derived using the TRICS database. The assessment suggests 64 two-way trips in the AM peak and 62 in the PM peak.

As part of the pre-application query response, the Highway Authority had suggested the Applicant undertake a survey of Suffolk Way to establish an indication of trip rates generated by the new development. The Applicant subsequently undertook such a survey and the results suggest corresponding trip rates of 92 two-way trips in the AM peak and 100 in the PM peak. These rates are noticeably higher than the TRICS-based ones and, in order to provide a robust assessment, the TA uses the higher values to assess the impact of the development.

The TA notes 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 LHN based on the 2011 Census Journey to Work Travel data. 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. Approximately 8% of traffic is forecast to use Danes green whilst the rest will use the Dilmore Lane/A38 junction, turning west or east.

Highway Impact

Traffic counts on Dilmore Lane were undertaken between Thursday 26 January 2023 and Wednesday 1 February 2023. A further traffic count at the Dilmore Lane/A38 junction was undertaken on Wednesday 24 May 2023. To establish AM and PM peak hour periods.

The TA states computer modelling of the proposed Dilmore Lane/site access junction has been undertaken. The results show the junction would operate well within its theoretical capacity for the tested scenarios. This is to be expected, given the relatively low flows forecast to use the junction.

The TA states computer modelling of the Dilmore Lane/A38 junction has been undertaken to assess the impact of the development. The results suggest the junction would operate within its theoretical capacity, with a maximum RFC of 0.76 occurring on the Dilmore Lane arm in the 2028 Base + Development scenario. The results also show the addition of the proposed development is forecast to result in a maximum increase in RFC of 0.21, delay of 17.92 seconds and queuing of two vehicles. On this basis, the residual cumulative impact is considered not to be severe or significant.

The Highway Authority notes the results of the modelling assessment and agrees the site access junction will operate satisfactorily. However, the Highway Authority does have some concern with the results of the Dilmore Lane/A38 junction. The modelling suggests the 2023 base has a maximum queue of one vehicle on Dilmore Lane only during the AM peak with all other legs clear during both AM and PM periods. However, these values do not match the results of the May 2023 traffic survey, which recorded a maximum AM peak period queue of 5 vehicles on Dilmore Lane and a maximum PM peak period queue of 6 vehicles. This would suggest the computer model has not been fully calibrated to reflect existing conditions, although it is appreciated it can be difficult to adequately model driver behaviours.

Notwithstanding the above, the Highway Authority notes the impact of the development is relatively minor, such that existing queue lengths and delay would see just minor increases. As the PIC data has not highlighted any significant highway safety concern with the junction, it is accepted there are no sufficient grounds to suggest a recommendation of refusal could be justified.

Site Layout

The Applicant has submitted Drg. No. 8924_APP002 'Illustrative Masterplan', which is illustrative of a possible site layout but could be subject to subsequent change. It is assumed the access road will be designed to WCC SDG standards and put forward for adoption. Whilst it is acknowledged the plan is indicative only and will be subject to subsequent reserved matters approval, the Highway Authority offers the following comments to assist the preparation of a future reserved matters application:-

- The proposed design speed is to be confirmed and would be expected to be 20mph;
- A 20mph design speed should be achieved through use of horizontal alignment and the Highway Authority discourages the use of vertical traffic management features. It is not clear if the illustrative layout conforms to a 20mph design speed target;
- The Applicant's intention in respect of street lighting provision should be confirmed. The Highway Authority will not adopt shared surfaces or traffic

calming features that are not lit. 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;

- If street lighting is not provided but the design speed is to be 30mph, a TRO will be required to be promoted, with the Applicant funding the legal process costs;
- Internal dimensions of carriageways, footways and turning heads must all be shown on drawings supporting a Reserved Matters application;
- Pedestrian crossing points, with dropped kerbs and tactile paving, following natural desire lines shall be provided and shown on a submitted drawing;
- Suitable forward visibility splays and internal junction visibility splays must be provided;
- The north east end of the main access road needs to have a formal turning head provided;
- It is not clear if the three proposed 'lanes' would be put forward for adoption. It is also not clear if they are intended to be shared surfaces or have some footway provision. They will require service strips;
- Tracking of different types of vehicles (Refuse vehicle/fire tender/pantechicon) within the site must be provided;
- Details of highway surface water drainage must be submitted. WCC will usually only consider adopting new highways under S38 Agreement if proposed highway drainage discharges directly into STW adopted sewers or if drainage structures and basins are adopted by a statutory body. The developer will need to have secured a S104 Agreement to adopt the proposed storm drainage system before WCC will consider adopting any highways; and
- The SUDs Pond should be fenced to prevent pedestrian access, especially by young children.

Refuse and Servicing Strategy

Details of a refuse and servicing strategy shall be provided, as part of the reserved matters. No details of proposed refuse and recycling storage areas has been provided at this time.

Parking

The TA states that on-site parking provision will comply with the standards set out in WCC SDG. These can be secured by planning conditions for both car and cycle parking. The Highway Authority requires detail of the type of cycle storage, which shall be covered and secure, and the type and number of cycle parking spaces.

Details of electric charging facilities of ultra-low emissions vehicles (ULEV) must also be provided in future reserved matters applications.

S38 Agreement

It is assumed that some, or all, of the internal roads may be put forward for adoption. For this, the layout will need to conform to WCC SDG standards and the Applicant

will be required to enter a S38 Agreement with the Highway Authority. Appropriate drawings and details will need to be submitted and a suitable layout agreed.

S278 Agreement

As the proposals involve alterations to the existing public highway, there will be a requirement for the Applicant to enter into a S278 Agreement with WCC. The Agreement will require a detailed design of the proposed improvements to be submitted to and approved by the Highway Authority with all associated checking costs paid by the Applicant. The alterations relate to the provision of a new active travel facility on the east side of Dilmore Lane; the relocation of the existing 30mph speed limit with associated markings; likely extension of existing street lighting on Dilmore Lane; and proposed cycle parking at the A38 westbound bus stop.

Travel Plan

The Applicant has submitted a draft Residential Travel Plan (TP) for the proposed development.

Information on the existing sustainable transport opportunities is provided in Section 3 of the TP. Further information should be welcomed on the walking and cycling routes to the nearest primary and secondary schools, highlighting the safe and continuous routes as outlined in the Guidelines for producing Residential Travel Plans.

It has been noted that details relating to the number of trips that are expected to be generated by the development and their forecast distribution have been detailed within the Transport Assessment and it would be welcomed if they were also summarised in the Residential Travel Plan for completeness.

Objectives and Targets

Whilst the information presented within this section is welcomed, to aid the flow of the TP and to easily identify the targets, it is recommended that the 'Mode Shift Targets' section should follow directly underneath the 'Targets' section of the Residential Travel Plan to create a clear list of targets.

Paragraph 4.14 of the TP states that accurate modal split targets will be identified once the baseline travel survey has been undertaken within six months of first occupation. Interim targets have been set based on an indicative 15% reduction in trips made by a car driver, as determined by 2011 Census travel to work data for the Wychavon 006 super output area. This information does not appear to match the information presented within Table 4.1, as there is only an 8% reduction in car driver between the 'Census Split' percentage and the 'Year 5 target'. These percentages should be reviewed before the finalised TP could be accepted.

Travel Surveys

Section 4.10 of the TP states that baseline monitoring surveys will be carried out within six months of first occupation of the site and a minimum response rate of 50% will be sought. Considering the number of proposed dwellings, further information is required regarding the number of dwellings expected to be occupied within the first six months to understand if this will be representative of the overall site.

Travel Plan Management and Measures

The information presented in Section 5 of the TP is welcomed, however if additional information is known regarding the management strategy as outlined in the Guidelines for producing Residential Travel Plans this information should also be included.

Marketing and Promotion

Sections 5.5 and 5.6 of the TP include details about the marketing and communication strategy. Further details should be included in line with the Guidelines for producing Residential Travel Plans.

Travel Plan Measures

Section 5.9 of the TP provides details of the Travel Plan Measures which are welcomed. Further clarification is sought regarding the Personal Journey Planning, including who will be delivering this service to residents, in line with the Guidelines for producing Residential Travel Plans to ensure the modal shift outlined in the targets above is delivered.

The personal travel planning (PTP) advice must be offered to all dwellings and for residents this should be carried out face to face unless the resident requests a zoom / skype / telephone call. Incentives must be provided to participating residents to support a chosen mode of sustainable travel e.g., a voucher to help them to get their bike serviced, to purchase accessories for their bike, or taster tickets for bus / rail travel and this should be to a minimum value of £50 per dwelling.

The Applicant will also need to prepare Welcome Packs, which should be consistent with guidance set out in the WCC Guidelines for Travel Welcome Pack document. A draft must be sent to travelplans@worcestershire.gov.uk for approval before first occupation.

Action Plan

The Action Plan included in Section 6 of the TP provides monitoring methods along with the measures such as usage of cycle facilities, feedback from residents on TIP included in page 27. The column 'Success Monitoring/Evaluation' is missing in subsequent pages 28 to 30 and should be included to ensure monitoring of these actions is carried out and aligned with the objectives and targets of the Residential Travel Plan.

Monitoring and Review

Section 7 of the TP provides sufficient details of the monitoring details and schedule. As per the Guidelines for producing Residential Travel Plans, there is a commitment to submit monitoring reports to the Local Authority within two months of survey being undertaken which should also be included as part of this section of the Residential Travel Plan.

Funding

Whilst it is welcomed that this section has been included within the TP, further details are required in line with the Guidelines for producing Residential Travel Plans.

The above points can be covered by suitable conditions if planning consent were subsequently granted.

Construction Traffic

No details have been provided in respect of the construction stages of the development. A Construction Environmental Management Plan, setting out the proposed hours of operation, routing, access proposals and site details, will be required by condition attached to any planning consent.

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 would not be a severe impact and, therefore, there is **no highway objection subject to conditions and financial obligations** which are listed below and overleaf.

Yours sincerely

Karen Hanchett

Transport Planning and Development Management Team Leader

Conditions

Conformity with Submitted Details

The Development hereby approved shall not be brought into use until the vehicular access has been provided as generally shown on the rappor Drawing No. 230133-RAP-XX-XX-DR-TP-3202/P01.

REASON: To ensure conformity with submitted details.

Vehicular visibility splays

Development shall not begin until visibility splays are provided from a vertical point 1.05m above carriageway level at the centre of the application main site access and 2.4m back from the near side edge of the adjoining carriageway, (measured perpendicularly), for 89.4m northwards and 90.5m southwards, respectively, measured along the nearside edge of the adjoining carriageway (vertical off set of 0.6m). Nothing shall be planted, erected and/or allowed to grow on the triangular areas of land so formed which would obstruct the visibility described above.

REASON: In the interests of highway safety.

Cycle Parking

The Development hereby approved shall not be brought into use until sheltered and secure cycle parking to comply with the Council's adopted cycle parking standards 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.

Car Parking

The Development hereby approved shall not be brought into use until details of car parking to comply with the Council's adopted car parking standards has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority.

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

Electric vehicle charging point

The Development hereby approved shall not be brought into use until electric vehicle charging facilities have been provided in accordance with a specification which shall be submitted to and approved by the Local Planning.

REASON: To encourage sustainable travel and healthy communities.

Residential Travel Plan (Plan Absent or Not Approved)

The Development hereby approved shall not be occupied until the applicant has submitted a Travel Plan in accordance with the County Council guidelines in writing to the Local Planning Authority that promotes sustainable forms of access to the development site and has been approved in writing by the Local Planning Authority. This plan will thereafter be implemented, monitored for a minimum of 5 years and shall be updated in agreement with Worcestershire County Council's Travel Plan Officer and thereafter implemented as updated.

REASON: To reduce vehicle movements and promote sustainable access.

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.

Off-site Highway Improvements

The Development hereby approved shall not be brought into use until the following highway improvements works comprising:-

- A new 3.5m footway/cycleway 'active travel corridor' on east side of Dilmore Lane from the new site access southwards to Suffolk Way.
- Relocation of existing 30mph speed limit with agreed associated road markings on Dilmore Lane.
- Extension of existing street lighting On Dilmore Lane.
- New village gateway feature (details to be agreed) on Dilmore Lane verge.
- New cycling parking with associated hard-standing at westbound bus stop on A38 Droitwich Road, located west of Dilmore Lane.

have been completed to the satisfaction of the Local Planning Authority and approved in writing (in discussion with the Local Highway Authority) and open to traffic.

REASON: To ensure the safe and free flow of traffic onto the highway.

Street Lighting Assessment

The Development hereby approved shall not commence until a Street Lighting Assessment report has been submitted to and approved in writing by the Local Planning Authority, in discussion with the Local Highway Authority. The Assessment shall consider the following:

- The need or not for additional public highway street lighting in the vicinity of the new vehicular access.
- The linking of any new public highway street lighting with adjacent lighting.
- Condition of existing adjacent public highway street lighting and any need for upgrading or replacement.
- Any proposed development lighting within the site and its justification.
- The environmental impact of any proposed street lighting, be it on the public highway or within private land.

REASON: To ensure the adequate provision of street lighting in the interests of highway safety.

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.

Planning Obligations

As part of this consented planning application or in association with any subsequent Reserved Matters Consent, the Applicant shall provide the following planning obligations through a suitable legal mechanism (S106).

Footway Improvements

Specific Purpose - The proposals will generate additional pedestrian movements in this locality, and the inclusion of a Travel Plan providing residential welcome packs to new residents will encourage further mode shift. The Highway Authority seeks a contribution towards improving pedestrian provision at a number of locations, to enhance the pedestrian route/s from the site to the town centre and surrounding local amenities.

Contribution – We would seek the following contributions in order to provide dropped kerbs and tactile paving at the following locations:-

- Dropped kerbs and tactile pavings at Firlands Close /Station Road junction - £3,000;
- Dropped kerbs and tactile pavings at Rosendale Close/Station Road junction - £3,000;
- Dropped kerbs and tactile pavings at Shrawley Close/Station Road junction - £3,000; and
- Dropped kerbs and tactile pavings at Station Road/Droitwich Road junction - £3,000.

Trigger – Granting of consent.

Community Transport

Specific Purpose – There is a need for a Community Transport service to meet the transport needs of the elderly and disabled. The County Council has specific duties, under the 1985 Transport Act, to take account of the transport needs of elderly and disabled residents and further duties to residents' protected characteristics that include the elderly and disabled, under the Equalities Act 2010. There will be residents with mobility impairments who are unable to access conventional public transport, it is this group that will require access to a door-to-door transport service such as that provided by Community Transport.

Contribution - £8,694 contribution to be paid prior to first occupation.

Trigger – Prior to occupation.

Public Bus Service Enhancement

Specific Purpose – Existing bus services within the immediate vicinity of the site are poor, with the nearest bus stops being 880m from the centre of the site but having a

limited service. To be more attractive to prospective residents and help encourage sustainable travel by bus, it is desirable to improve the existing Kevs 355 service to have an hourly service. Funding over two years could help generate additional fare-paying patronage to become established over three years.

Contribution – A contribution of £44,212.08 is requested.

Trigger – Prior to occupation.

Traffic Regulation Order

Specific Purpose – A fee to process a TRO application is requested in this location, believing that a relocation of the existing 30mph speed limit commencement point on Dilmore Lane, in the vicinity of the new site access, would be appropriate, in the interest of road safety.

Contribution - A contribution of £4,500 for processing the associated TRO.

Trigger – Prior to occupation. If the TRO is not required, the contribution would be returned to the Applicant after a set timescale.

Informatives

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 into.

Drainage Details for Section 38

It is not known if the proposed roadworks can be satisfactorily drained to an adequate outfall. Unless adequate storm water disposal arrangements can be provided, the County Council, as Highway Authority, will be unable to adopt the proposed roadworks as public highways.

The applicant is, therefore, advised to submit the engineering details referred to in this conditional approval to the County Council's County Network Control Manager, Worcestershire County Council, County Hall, Spetchley Road, Worcester, WR5 2NP at an early date to enable surface water disposal arrangements to be assessed.

No Drainage to Discharge to Highway

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

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" this 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.

Travel Plan Requirements

Worcestershire County Council has published guidance on how it expects travel plans to be prepared, this guidance is freely available from the County Councils Travel Plans Officer. As part of this process the applicant must register for Modeshift STARS Business and ensure that their targets have been uploaded so that progress on the implementation of the Travel Plan can be monitored. Worcestershire County Council can assist applicants with this process should they need.

Modeshift STARS Business is a nationally accredited scheme which assists in the effective delivery of travel plans, applicant can register at www.modeshiftstars.org

Lighting

To determine the safety and requirement to light, the developer shall contact WCC Street Lighting to retrieve a feasibility report template and request existing lighting asset information. The report shall be completed and all documents requested within the template provided to WCC for approval.



Appendix C – Worcestershire County Council Email Response 15th May 2023

Martin Whitelow

From: Bourne, Richard <Richard.Bourne@jacobs.com>
Sent: 15 May 2024 13:30
To: Mike Glaze
Cc: Jason.Tait@planningprospects.co.uk; Martin Whitelow; Hodgson, Miles
Subject: W/23/01323/OUT Dilmore Lane, Fernhill Heath_Updated modelling

Hi Mike

Thanks for your email about the Dilmore Lane development and I acknowledge receipt of the new TN. As your modelling shows, the William Davis development has a minor impact on the effective operation of the local highway network.

I can confirm the TN does not affect the Highway Authority's position and there is no need or intention to amend the formal response.

Best wishes.

Richard

Richard Bourne
Jacobs
Associate Director - Transport Planning
Richard.Bourne@jacobs.com

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

From: Mike Glaze <mike.glaze@rappor.co.uk>
Sent: Wednesday, May 15, 2024 1:12 PM
To: Bourne, Richard <Richard.Bourne@jacobs.com>
Cc: Jason.Tait@planningprospects.co.uk; Martin Whitelow <Martin.Whitelow@Rappor.co.uk>; Hodgson, Miles <Miles.Hodgson@jacobs.com>
Subject: [EXTERNAL] W/23/01323/OUT - Land At (Os 8666 5944), Dilmore Lane, Fernhill Heath

Hi Richard,

I hope all is well?

You may be aware that this application is going to committee soon, there was a query raised regarding whether the William Davis scheme (21/02974) was included within our modelling. Although the housing projections would have been included from Temprow, the specific site location was not included, therefore we have produced a short TN to update the modelling, which doesn't materially impact the results. Our TN will be issued to the planning officer as a response to the committee report, and will not be formally consulted upon, however I wanted to make you and Miles aware of this in the event that any questions are raised at committee, and you are aware of the TN and it doesn't impact your no objection response, etc.

Please let me know if you have any queries.

Kind regards,

Mike Glaze
LLB (Hons) EngTech FIHE
Transport Planning Director

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