

## **BROMSGROVE DISTRICT COUNCIL**

### **VIRTUAL MEETING OF THE PLANNING COMMITTEE**

**TUESDAY 16<sup>th</sup> March 2021**

**AT 6:00P.M**

### **UPDATE SHEET No.2**

**16/0335 - Perryfields**

#### **Further Representations**

**WCC Highway Authority 15.03.2021**

Worcestershire County Council (WCC), acting in its role as the Highway Authority, have undertaken a full assessment of this application. Recent submissions made by Whitford Vale Voice, dated 10<sup>th</sup> and 12<sup>th</sup> March 2021, have been received. The County Council does not share the view of Whitford Vale Voice and maintains the advice given to Bromsgrove District Council set out in the most recent formal Highway Observations.

An overall transport strategy has been developed that maximises opportunities for walking and cycling, delivers an integrated and regular public transport strategy. Moreover, WCC are satisfied that the highway enhancements proposed by the Applicant manage the residual traffic impacts as far as is reasonably practical with due consideration to the built environment of a historic Market Town in accordance with the NPPF. This is interrelated with the significant enhancements proposed to the network through the A38 Route Enhancement Programme and Town Centre improvements led by the County Council.

The County Council advises Bromsgrove District Council that a robust assessment of the application has been undertaken. Based on the analysis of the information, the Highway Authority concludes that residual cumulative impacts would not be severe in accordance with paragraph 109 of the NPPF and therefore has no objection subject to conditions and obligations.

**Response from Mott MacDonald 15.03.2021**

**(Transport Consultants for Bromsgrove District Council)**

#### **1 Introduction**

Mott MacDonald (MM) has been appointed to provide advice to Bromsgrove District Council (BDC) as the Local Planning authority (LPA) in relation to developments schemes that are being brought forward as part of the district plan process. This advice relates solely to transportation planning, modelling and highways matters and is provided to BDC directly.

The Whitford Vale Voice (WVV) have provided a note titled, “WVV update regarding the Planning Application Report to the 16 March 2021 planning committee meeting” dated 10 March 2021, summarising and providing additional comment on a range of points that have been made previously in a number of WVV Technical Notes (these notes were responded to in MM technical note 378295-023-B dated 28 August 2019).

BDC have requested Mott MacDonald to provide a response to this document. Two further notes were received on 12 March 2021 and are also responded to below. The responses the references used by WVV.

## **2 Response**

All trip rates were (WVV A1 and A2) reviewed during the early TA scoping exercise and Mott MacDonald remains confident that they provide a reasonable and robust basis to forecast overall levels of trip making at the proposed developments for the purpose of technical assessments. These issues have been dealt with previously in

Mott MacDonald technical note 378295-023-B. Mott MacDonald does not agree with the WVV assertion (WVV A3) that residential trips have been suppressed based on the 8% internalisation reduction. The proposed site would offer more opportunities to live and work within a realistic walking distance of each other than the donor sites used to derive the residential trip rates. This issue was also responded to in Mott MacDonald technical note 378295-023-B.

Mott MacDonald has previously requested that the applicants provide justification for the 12% (WVV A4) car driver mode shift set out within the cumulative assessment scenario that accounts for PTP. This has since been provided in document ‘Choose How You Move Redditch - Follow Up Research September 2015’ prepared by WCC with consultants AECOM & Steer Davies Gleave. The Perryfields assessment has included the 12% mode shift assumption. This matter was also dealt with in Mott MacDonald technical note 378295-023-B

Committed development levels (WVV A5 and A6) were scoped with the relevant officers at WCC, BDC and with Mott MacDonald as technical advisers acting on behalf of BDC. In particular, committed developments were agreed in 2019 as part of the building of the third iteration of the Paramics model. The information on committed development are all contained with supplementary technical notes submitted by the applicant.

The Paramics model (WVV A7 to A10) was developed following extensive discussions and reviews by WCC (and Jacobs on their behalf) and Mott MacDonald acting on behalf of BDC. Three iterations of the Paramics model were produced by the applicant, each version responding to issues and concerns raised by WCC and Mott MacDonald. The Paramics model is a tool to aid decision making and Mott MacDonald are content that data extracted from the model is broadly sufficient to enable forecasting of the location and extent of impacts of development and to inform more detailed assessments which identify the requirement for and give further definition to any mitigation required.

The issue in relation to surveys and validation (WVV A11) has already been explored at some length and we would refer to the response already given in Mott MacDonald technical note 378295-023-B.

These issues raised at Millfields and the Rock Hill/Fox Lane junction (WVV A12 to A18) have also already been considered at considerable depth and we would refer to the response already given in Mott MacDonald technical note 378295-023-B. These issues were also considered in detail at the Whitford Road Appeal by the Inspector and subsequently not raised as material considerations in the Inspector's decision to grant that appeal.

Parking provision (WVV A19) is in line with the prevailing policy guidance and therefore adequate on plot parking will be provided and any 'on street' parking should therefore be minimised.

The assertions made by WVV in regard to the spine road and wider impacts (WVV A20 to A25) are not supported by any evidence. The forecast flows on local highways within the vicinity of the Perryfields site are contained within the TA prepared by the applicant's consultants. WVV has set out a number of points that are not supported by evidence or are based on what appears to be a misunderstanding of the evidence submitted. Where these assertions made conflict with either observed data or detailed assessments carried out Mott MacDonald unfortunately cannot support the points made.

In relation to the point made regarding Scenario 7 (WVV B1 to B3) Mott MacDonald have sympathy with the point made by WVV, however Mott MacDonald have gone to considerable effort to review all of the submitted material in relation to Scenario 7 and have provided our final recommendations to BDC in Mott MacDonald report 378295-095-C on this basis.

In relation to the assessments presented for Scenario 7 and in order to address the issue of short term uncertainty Mott MacDonald have required the introduction of a Monitor and Manage regime by the applicant which will be implemented all the way through the delivery of the Perryfields Road site. This means that the physical outcomes in terms of all travel demand will be observed during surveys and compared and contrasted with the results of the assessments in the appendices of the TA that pertain to Scenario 7. If any demand is greater than forecast by the applicant further mitigation measures as described in the agreed 'Monitor & Manage Strategy' and will be paid for from the Sustainable Travel Fund offered by the applicant.

In relation to points WVV C1 to C3 and WCCs consultation response on highway matters Mott MacDonald have no further comment to make on the response already provided.

In relation to the issue of traffic on Perryfields Road which has been raised by WVV, the Applicant has presented assessments which set out their forecasts of likely levels of traffic which would use new infrastructure provided in and around the development site and across the wider network.

WCC are also bringing forward substantive improvements to the A38 and at strategic local junctions, to which contributions are made by the applicant to support this scheme, with the intention that strategic traffic is directed to the major road network and does not use local roads for strategic journeys.

Future year (2030) journey times are reported in the Applicants assessments using data drawn directly from the Paramics traffic model. The analysis presented demonstrates a small betterment in travel times across the wider Bromsgrove road network in peak periods at this future year. On some routes and in some time periods this analysis demonstrates a betterment over the current position and in some cases, particularly at absolute network peaks, a worsening is forecast and in a few instances delays increase significantly.

It is noted that this particular model relates only to highway traffic and does not have the ability to induce mode shift from car to another mode where journey time / cost increases substantially and where other opportunities for travel exist, for example in relation to short distance trips. In this respect where mode shift might normally occur if a multi modal model was used (for example from car driver to walking or cycling for a short trip) the model simply overestimates the tolerated delay and applies it to all trips, without removing those that are likely to either shift the time of the journey or the mode used.

Mott MacDonald have examined the matter of forecast journey times from the Paramics model in some detail and take the view that, on balance and across the network as a whole and through the full extent of the time periods assessed, journey times for local traffic are unlikely to increase to an unacceptable level in the future as a result of development.

### **3 Summary**

Mott MacDonald maintain the position set out in report 378295-095-C which concluded the lengthy process of assessment of the submissions made by the applicant on transport matters.

Our advice is that if BDC are minded to give this scheme planning consent the package of mitigation measures offered together with the further 'Monitor and Manage' strategy are secured through planning conditions and legal agreements such that their delivery can be relied upon as the scheme is built out.

#### **Summary of Further comments in objection from the public**

- Road infrastructure inadequate for level of traffic
- Insufficient school places
- Site provides green buffer between town and motorway

No further issues raised which have not been previously addressed