

PLANNING COMMITTEE: 3rd DECEMBER 2019
OBSERVATIONS RECEIVED FOLLOWING PREPARATION OF AGENDA

Item 4: W/18/0643 – Land at Kings Hill Lane, Stoneleigh

A Members' site visit was carried out on 30/11/19.

Additional Neighbour Responses

11 additional letters of objection received raising the following concerns:

- This significant development will destroy the existing green belt between Coventry and Kenilworth
- There are significant traffic problems which are increasing over time and the highways reports submitted with the application do not accurately present the problems experienced by local residents
- The proposal would result in the destruction of ancient hedgerow and ancient oak trees
- The housing near the school/Green Lane is at risk of flooding
- Construction traffic should avoid Stoneleigh Road
- Development should utilise brownfield land
- This will add to the pollution in the city

1 no. representation of support was received reflective of the supporting points set out in the Committee Report.

Additional Consultee Responses

Bubbenhall Parish Council

Bubbenhall Parish Council objects in the strongest possible terms to the above planning application for upwards of 2500 houses, ancillary buildings and supporting infrastructure at King's Hill. Since the preparation of Warwick District Council's Local Plan (2017) figures released by the Office of National Statistics have shown that Coventry's population will not grow to the degree forecast in Coventry City Council's own Local Plan, thereby calling into question the extent of Coventry's housing requirement for the planning period to 2029 and beyond, which the King's Hill site is intended to address. Moreover, WDC's Local Plan allocated 1800 houses in the period to 2029, not 2500 as proposed in the current application.

Of particular concern to Bubbenhall Parish Council, representing a village close to the King's Hill site, is the impact of cars and construction traffic on the existing road network, particularly on the A46 Stoneleigh intersection. The Stoneleigh Junction Scheme is not due to begin until 2020 and, should that be delayed, the proposed alternative scheme of signalisation will not be sufficient to alleviate extreme congestion and to prevent traffic from the junction flowing through Stoneleigh village and on to Bubbenhall, which is already experiencing unacceptable levels of traffic at peak times. Moreover, the mitigation proposed at the B4115/Birmingham Road/Stoneleigh Road junction will not prevent a

build-up of traffic on the same roads which will find its way into Bubbenhall in an attempt to avoid the Tollbar Roundabout and the Stivichall Interchange.

The Parish Council agrees with our Ward councillors that in putting this application forward WDC have not taken into consideration other major developments in the area due to take place at the same time, notably Gateway South, the Whitley South site and HS2. The Council endorses objections already raised over the levels of pollution, particularly the air quality in the vicinity of the site, and on the adjacent roads.

Coventry City Council Highways

Further to the response from Warwickshire County Council Highways, Coventry City Council offers the following response to planning application W/18/0643. From the information provided in support of the application, it is clear that the combination of the scale and location of the development and the significant constraint on key sections of the City's network (notably key junctions on the A45) limits available options to deliver additional network capacity. Even following delivery of phase 2 of the proposed A46 link road, the results of modelling undertaken appear to indicate a continuation of queuing and congestion on sections of the network with little prospect of further network expansion to mitigate the impact.

Whilst delivery of the A46 link road (Phases 1 & 2) is undoubtedly a key element of the overall mitigation strategy, the combination of the constraints laid out above and the overarching strategic policy of all relevant planning and highway authorities engaged (focussed on delivering significantly increased opportunities for sustainable travel and improved management of travel demand) supports adoption of a mitigation package with a substantial focus on delivering sustainable travel alternatives to private car use, management of travel demand and modal shift.

This is particularly the case given that the longer-term development plans for the area more widely include the potential for delivery of a further 1,500 new homes on top of the 2,500 proposed currently plus further strategic development in the vicinity of Whitley South. It is recognised that these developments will need to make appropriate contributions towards delivery of new transport infrastructure at the appropriate time however, it is very likely that existing physical constraints on the highway network will remain by this time and the same strategic limitations will therefore remain in play. With the above in mind and on the basis of information submitted for assessment, CCC Highways officers have no objection to the proposed development proceeding subject to conditions (set out in additional conditions section)

Obligations

As described above the suggested financial contributions are principally to ensure that options for sustainable travel are realistic and deliverable. Rather than building more capacity on the local and regional road network, there remains a more immediate need to encourage new residents to use public transport, walking, cycling and car sharing. The value of the road improvement

schemes outlined above would be transferred into cycling infrastructure and bus routes to get people out of cars.

Coventry City Council therefore requires financial contributions as follows:

- £750,000 to be secured toward cycle improvements between the site and Coventry City Centre (including Green Lane)
- £4,500,000 to be secured for bus services, including £500,000 for an interim bus service during the early stages of the development. The eventual service(s) will include the provision of public transport rapid transit.
- Financial contributions towards mitigation of the impact of road transport on air quality

Coventry City Council also requires a residential travel plan to back up the measures outlined above. The mechanism for its delivery is yet to be agreed as is its inclusion within the potential financial obligations.

It is noted that Highways England has proposed a condition in relation to the submission of a construction environmental management plan (CEMP). Please ensure that Coventry City Council's name is added into the list of authorities which need to be consulted because of the residential nature of the locality within the City boundary. There are also two schools adjacent to the site on Green Lane which would limit the opportunity for site-bound traffic to use this route for highway safety reasons.

Highways England

("we") has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This planning application (ref W/18/0643) was initially received by Highways England on 1st May 2018. This response represents our formal recommendations and has been prepared by Richard Timothy, Assistant Spatial Planner for Highways England.

The development site lies immediately to the west of the A46 Trunk Road corridor between A46 Stoneleigh Junction and A46/A45 Stivitchall Interchange. The A46 and the A45 Trunk Roads form the Strategic Road Network (SRN) within the vicinity of the application site.

This outline application relates to the proposed construction of a large scale residential development (circa 2,500 dwellings), including the construction of a three-form intake primary school, six form intake secondary school, 4000sqm mixed use centre (retail/leisure/community/ care facilities) open space, sports pitches, allotments and parkland and associated infrastructure. Two of the

highway access junctions are subject to a separate full planning application to Coventry City Council (CCC) reference FUL/2018/0842.

Since receiving notification of the application in May 2018, Highways England has issued a number of recommendations that the application should not be determined until the impact of the proposed development on the safe and efficient operation of the SRN was satisfactorily assessed. This included both transport and boundary impacts, given the close proximity of the site to the A46 Trunk Road.

Discussions have been ongoing with regards to the impact of traffic at the A46 Stoneleigh Junction. It is noted that this junction experiences congestion during the peak hours, and therefore Highways England will not accept any significant additional traffic at this junction until such time it's capacity is improved. Warwickshire County Council (WCC) have secured planning permission to improve capacity at the junction through the construction of a grade separated roundabout (known as the WCC Full Roundabout Scheme). It is accepted by Highways England that this WCC Full Roundabout Scheme provides sufficient capacity for the full development. Construction has not yet commenced, but is expected to start in Spring 2020.

Planning Obligations

Amendment to highway contributions;

- £750,000 to be secured toward cycle improvements between the site and City Centre (including Green Lane) as opposed to solely along the Green Lane/A45 corridor
- The funds toward the full bus service payable toward CCC will now be toward public transport services to allow for alternative public transport options in future.
- The contribution to the A46 Link Road would be able to be spent on sustainable transport improvements to facilitate modal shift in the event that the scheme does not come forward.

Additional Conditions

Highways

Following consultation responses from Coventry City Council and Highways England, the following conditions should be read in conjunction with those within the Committee Report.

Interim Transport Assessment to be Submitted

Notwithstanding details contained within the approved documents, in the event that an interim scheme of signalisation at the A46 Stoneleigh Junction has been implemented, prior to the occupation of the 701st dwelling, an interim transport assessment to include;

- a) Investigation of highway capacity for the remaining 1800 dwellings;
- b) Details of highway mitigation if required; and
- c) Program of delivery.

Shall be submitted to and approved in writing by the Local Planning Authority. The mitigation scheme (if applicable) shall thereafter be carried out in accordance with the approved details as evidenced by the issuing of a Certificate of Substantial Completion by the relevant Highway Authority.

The requirement of this condition shall only be applicable if the interim scheme at the A46 Stoneleigh Junction is implemented.

REASON: In the interests of highway safety in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

Interim Development Restriction for Phase 1A (N) (Compliance)

Notwithstanding details contained within the approved documents, dwellings within the area denoted under 'PHASE 1A (N)' (St. Martins Road Access) of drawing number L.0384_39, no more than 200 dwellings shall be occupied until a secondary emergency access / bus gate onto Green Lane has become operational unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

Details of Electrical Charge Points to be Submitted

Notwithstanding details contained within the approved documents, prior to commencement to each Reserved Matters for residential development, a scheme of electrical charge points to include;

- a) Specification and location of charge points;
- b) Measures to safeguard to future installation of charge points; and
- c) Program of delivery.

Shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved.

REASON: In the interests of decarbonising private transportation in accordance with Policy CC1 of the Warwick District Local Plan 2011-2029.

Development Restriction for Phase 1A (S) (Compliance)

Notwithstanding details contained within the approved documents, dwellings within the area denoted under 'PHASE 1A (S)' (Stoneleigh Road Access) of drawing number L.0384_39 shall be limited to no more than 400 dwellings shall be occupied in total until such time that the spine road linking the access at Stoneleigh Road to the vehicular access at Green Lane is operational unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

Development Restriction for Phase 1A (N) (Compliance)

Notwithstanding details contained within the approved documents, dwellings within the area denoted under 'PHASE 1A (N)' (St. Martins Road Access) of drawing number L.0384_39 shall be limited to no more than 300 dwellings shall be occupied in total until such time that the spine road linking the access at Stoneleigh Road to the vehicular access at Green Lane is operational unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

Safeguarded Transport Route Details to be Submitted

Notwithstanding details contained within the approved documents, prior to occupation of the 701st dwelling a safeguarded route for a dedicated transport method to include;

- a) Alignment of the route;
- b) Utility presence within the proposed route;
- c) Details of landscaping and drainage;

- d) Details of management/ownership; and
- e) Program of delivery

Shall be submitted to and approved in writing by the Local Planning Authority. The approved route shall be retained free of development to an agreed timescale with the highway authority to allow for the integration of a future mode of transport.

REASON: In order to prevent additional vehicular traffic and promote sustainable modes of transport in accordance with Policies BE3 and TR1 of the Warwick District Local Plan 2011-2029.

Residential Travel Plan to be Submitted

Notwithstanding details contained within the approved documents, prior to occupation of each Reserved Matters application that includes residential development, a detailed Travel Plan to include;

- a) Measures to reduce single occupancy car trips to/from the site;
- b) Encourage modal shift; and
- c) Program of delivery.

Shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented in accordance with the approved details.

REASON: In order to prevent additional vehicular traffic and promote sustainable modes of transport in accordance with Policies BE3 and TR1 of the Warwick District Local Plan 2011-2029.

Scheme of Highway Improvements to be Submitted

Notwithstanding details contained within the approved documents, no more than 400 dwellings shall be occupied within the area denoted under 'PHASE 1A (N)' (St. Martins Road Access) of drawing number L.0384_39 until a programme of highway improvements to include;

- a) a programme defining trigger points for the implementation and completion of highway schemes at A46 Stoneleigh Junction and A45/A46 Stivichall Interchange;
- b) Assessment of the improvement scheme Stivichall Interchange associated with the Whitley South development (Drawing Reference: 15-0752 0100-101 Rev E);
- c) Scheme of highway improvements including further schemes identified for the Stivichall Interchange; and
- d) Program of delivery

Shall be submitted to and approved in writing by the Local Planning Authority. The program shall be implemented in accordance with the approved details.

REASON: In the interests of highway safety in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

Amendments to Existing Conditions

2. Approved Plans

The development hereby permitted shall be carried out in accordance shown on the site location plan and the approved access drawings and specification contained therein;

1. Figure 2.9 – 01 – Stoneleigh Road/Kings Hill Lane Signalised Site Access Junction
2. Figure 2.11 – 02 – Proposed Bus Gate (No General Site Access)
3. SK048A – 02 – Proposed Site Access – St. Martin’s Rd/Green Lane

REASON: For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies BE1 and BE3 of the Warwick District Local Plan 2011-2029.

HIGHWAYS

39. Construction Management Plan to be Submitted (Pre-Commencement)

Notwithstanding details contained within the approved documents, prior to the commencement of development under each Reserved Matters applications hereby permitted, a Construction Management Plan to include;

- a) Construction Phasing Plan;
- b) Details and measures to prevent mud, debris and obstacles on the highway network;
- c) HGV Routing Plan, with no construction traffic heading west along Stoneleigh Road past Woodfield Primary school, nor travel north west past Finham Primary School in the interests of highway safety;
- d) Identify the location of the site compound, deliveries and serving area, HGV holding area, and car parking provision for contractors within the development site;
- e) **Strategic HGV Routing Plan evidence considering construction traffic impact at the A46 Stoneleigh junction appropriate to conditions at the time; and**
- f) A Communication Strategy with the Local Community with a point of contact for residents to raise matters with.

Shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and retained thereafter.

REASON: In the interests of highway safety and the amenities of the occupiers of nearby properties, the free flow of traffic and the visual amenities of the locality in accordance with Policies BE3, TR1 and NE5 of the Warwick District Local Plan 2011-2029.

53. Non-Residential Travel Plan to be Submitted

Notwithstanding details contained within the approved documents, prior to occupation of the District Centre, any Employment Uses or Educational Facilities under any reserved matters consent, a detailed Travel Plan to include;

- d) Measures to reduce single occupancy car trips to/from the site;
- e) Encourage modal shift; and
- f) Program of delivery.

Shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented **in accordance with the approved details.**

REASON: In order to prevent additional vehicular traffic and promote sustainable modes of transport in accordance with Policies BE3 and TR1 of the Warwick District Local Plan 2011-2029.

Amendments to Report Text

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Sustainable Transport

- ~~£50,000 South of Coventry rail feasibility study~~
- £500,000 Interim bus service (St Martins Parcel)
- £500,000 Interim bus service (Stoneleigh Road Parcel)
- £4,000,000 Full bus service
- £129,000 Road safety initiatives
- £96.284 Public Rights of Way Improvements
- £50,000 South of Coventry rail feasibility study
- £2,500 Sustainable travel info