

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: 22/00882/OUT

Highway Reference Number: 2022/0882/04/H

Application Address: Land Adjacent Mira Technology Park Caldecote Warwickshire CV10 0TS

Application Type: Outline

Description of Application:

Outline planning application (all matters reserved) for extension of MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E g); storage (Class B8); new spine road; car parking, landscaping and enabling works

GENERAL DETAILS

Planning Case Officer: Christopher Brown

Applicant: ERI MTP Limited

County Councillor: Bertie Harrison-Rushton

Parish:

Road Classification: Class A

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

The submitted transport assessment details that pre-application engagement was undertaken via virtual meetings conducted on the 16 December 2020, 7 May 2021 and 8 October 2021. The Local Highway Authority's (LHA) last contact from the applicant team was an email received on 10th January 2022 providing an updated technical note and revised masterplan. No request for comment was provided however the LHA provided the following response by email dated 18th February 2022 following concerns raised having reviewed the proposed transport assessment methodology:

"We note that your Technical Note describes the various transport models available and that we

We are aware from other modelling exercises that the existing congestion and capacity constraints on the A5 leads to traffic diverting through less appropriate rural routes through Leicestershire and Warwickshire villages. The impact of this will not be accounted for in the modelling as proposed. As per the advice provided by Vectos in the last bullet point of paragraph 17 are you also proposing to model this development in PRTM for the purpose of establishing impacts outside of the areas encompassed by WCCs microsimulation models?"

Legend

- Network Extent

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Warwickshire County Council

NBWA Model Extent

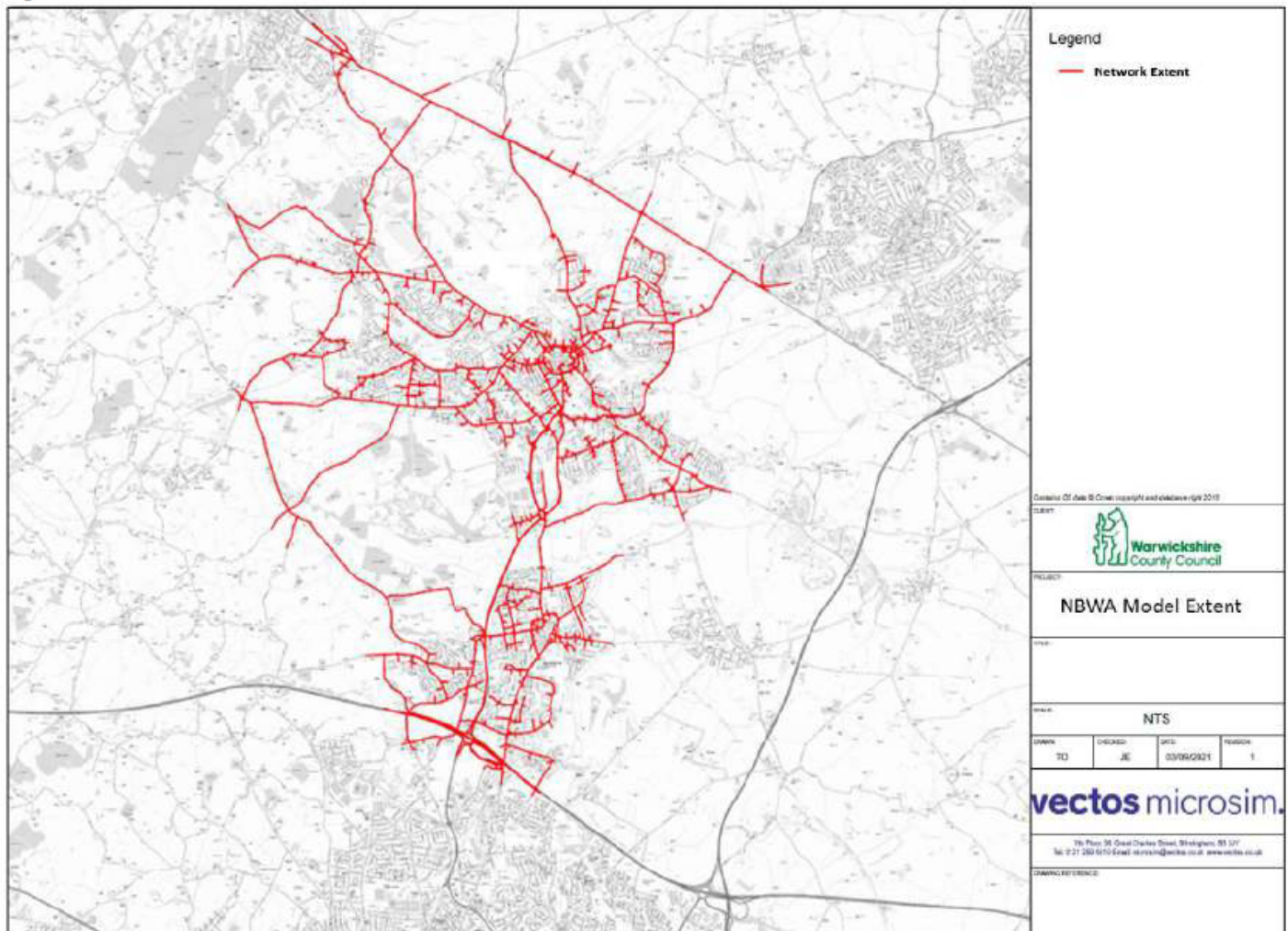
NTS

DRAWN	CHECKED	QC'D	REVISION
TGJ	JAE	SQ/RG/GZ1	1

vectos microsim.

7th Floor 36 Great Charles Street, Birmingham, B3 1JY
Tel: 021 260 6150 Email: info@vectos.co.uk www.vectos.co.uk

COMPANY REFERENCE:

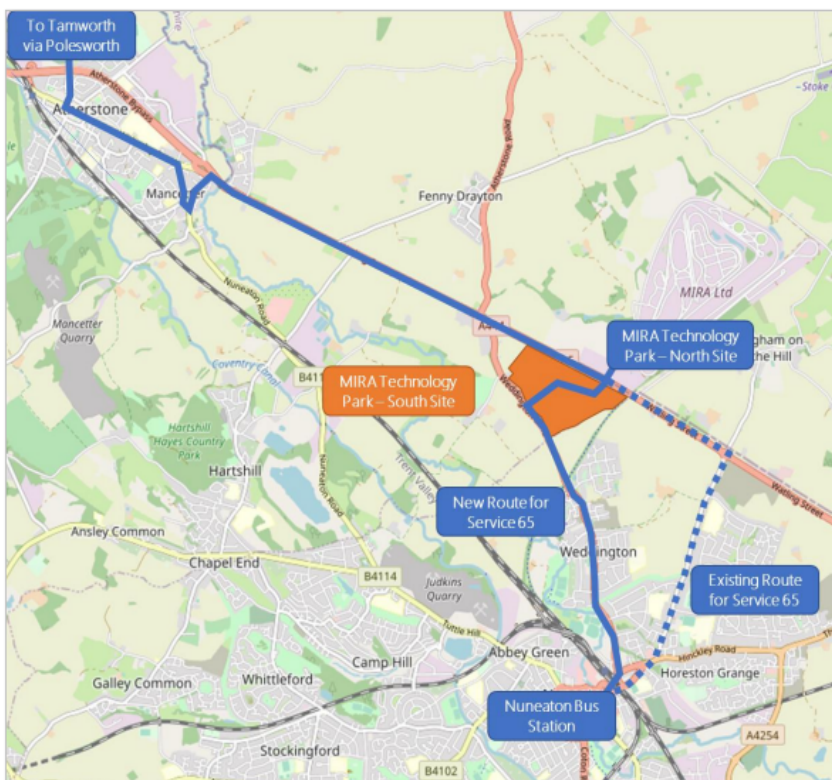


The LHA's principal concern therefore is that the methodology undertaken would predominantly disregard the potential highway impact in Leicestershire. Despite raising these concerns, no further correspondence was received from the applicant team to address the scope of assessment work required. This approach was disappointing and at odds with the LHA's invitation to engage in the pre-application process which identifies the applicant's assumption that the development could impact the Leicestershire network. Knowledge and understanding gained from other strategic assessment in the area identifies the existing congestion and network sensitivity to additional demand along the A5 corridor which is observed to negatively impact the LHA network. The LHA would therefore welcome an assessment methodology which considers and addresses this.

Furthermore, the metric selected for determining study area was where the modelling undertaken could increase queuing traffic by greater than 20 vehicles. This metric was not agreed by the LHA and therefore the proposed study area is not agreed. As identified above the Warwickshire NBWA model understandably focuses on the Warwickshire highway network and does not cover the Leicestershire network, a wider assessment is therefore required with inputs and assumptions agreed prior to commencement as per the pre-application discussions with stakeholders.

The LHA also note that the sustainable connectivity enhancements do not appear to cover Leicestershire and therefore there would be limited opportunity in the current proposals to offset traffic demand and impact brought about by vehicles travelling from or through Leicestershire to access the site. For example, the Public Transport strategy relies upon rerouting Service 65 which routes between Tamworth to Nuneaton along the A5 as shown below:

Figure 5.1 Current & Proposed Future Routing of Service 65



The LHA would therefore have no alternative than to advise that the current transport assessment undertaken is not sufficient to identify the full impact of development, nor appropriate to base the required mitigation strategy on. The LHA would also note that the application is in outline form with all matters reserved. On the basis that the principle of development relies on an access strategy that comprises a new spine road which realigns the existing A444 and associated necessary junction improvements to mitigate and incorporate said access strategy, the LHA would question if the principle of development could be fairly established without consideration of access as a detailed matter at this stage.

The LHA would politely request that planning permission not be granted until the outstanding transport assessment be undertaken and which includes consultation and engagement with necessary stakeholders such as Warwickshire CC and National Highways also to agree the necessary inputs, assumptions and scope of assessment work required.

Date Received
7 October 2022

Case Officer
Harry Horsley

Reviewer
Rebecca Henson

Date issued
27 October 2022