

PLANNING APPLICATIONS COMMITTEE

ADDENDUM 2 February 2021

Item

1. ADD further response from NBBC Housing:

1) The affordables are spread fairly evenly through the site. To be expected that they have included clusters, and though the largest cluster is adjacent to the railway line, so are some of the open market units.

2) The 1 bed properties make up 23% of the total affordable units. Whilst at face value our feedback on this development might not reflect the high need for 1 beds, we do have to consider too there is a 76% social rent to 24% intermediate housing split. It is likely that majority of 1-beds will be exempt from being intermediate housing. This is because the majority of intermediate housing is usually occupied by families as opposed to single households. Therefore, most of these 1-bed affordables will be social rented properties, which helps reflects the high demand for 1-bed properties based on the NBBC Housing waiting list. As a proportion of these 2,3 & 4 bed properties will become intermediate housing, then the difference in amounts of social rent tenure mix (particularly 1-beds) is less of a concern.

3) We also need to have some flexibility when it comes to affordable housing mix, whilst we do use the market projections/recommended affordable properties as a guide, we cannot always simply ask for 50% 1—bed properties and do need a mix within our feedback. They are the most in-demand property size but we do also have to consider the needs of a variety household compositions across the Borough.

ADD further response from WCC Infrastructure/Education

1)The requested S106 contribution will consist of:

- £137,928.48 - The increase of Early Years/Pre-school provision within 2 miles of the development
- £704,558.88 - Additional Secondary and Post 16 provision at Ash Green School
- £59,372.16 - Additional Primary, Secondary and Post 16 SEND learning support facilities in the local area

2) We will not be seeking a financial contribution in respect of additional primary school places. There are nine primary schools within a 2 mile walking route of the site and the existing schools are forecast to have sufficient capacity to meet need. This includes increased capacity at Newdigate Primary School which has expanded from 1.5 to 2 forms of entry, creating an additional 105 places across the school over a 7 year period.

3) They would not have to go to a Warwickshire school. People can apply for a place at any school and their admission will be determined against the school's admissions criteria. Usually those children living closest to a school will take priority over those living further away for example. With Faith Schools then people might be asked for evidence that they actively practice the faith.

ADD further response from WCC Highways:

1) Response to the traffic survey/drone footage undertaken by Hawkesbury Village Action Group:

a) Drone footage- Transport Planning is unable to make any meaningful comment on the drone footage because have no knowledge as to when it was filmed, by whom, in what circumstances, with what terms of reference, whether any other footage was taken and whether it was filmed in compliance with applicable law. Additionally, as no information with regards to the time period or date of drone survey is provided, there can be no meaningful comparison to existing data held by WCC undertaken. Also Data Protection rights- WCC undertake detailed Privacy Impact Assessments to ensure all surveys undertaken through the Local Authority adhere to privacy legislation which wasn't done in this case.

b) Level crossing- this is already captured within the model using surveyed traffic flow supported by Automatic Traffic Count data to capture the flows on Blackhorse Rd and level crossing for present and forecast use has been assessed using information supplied by the rail authorities.

c) Sample Counts- The traffic counts have been collected on 3 days in January & February, these are not considered to be neutral months for undertaking surveys. It is recommended that such counts are either conducted over a period of 1 to 2 weeks during a neutral period, or corroborated using Automatic Traffic Count data over a similar period, to ensure a realistic average is obtained. The time periods assessed appear to have no specific correlation with the peak hour and are samples within the standard 0800-0900 peak. Labelling is unclear in terms of the specific count location and infers change over of enumerators which is odd for such a short period. The sample counts have been undertaken using a handwritten tally system with no supporting video evidence of counts supplied. No details have been supplied about the enumerators, WCC would not use local enumerators due to concerns over bias and base all surveys on video analysis or automatic traffic counts which have a clear auditable trail.

WCC undertake Manual Classified Count traffic surveys using third party survey companies to ensure accurate and independent counts are collected, these are recorded on video. No information in relation to checks on the network in terms of major Traffic Management events has been provided. The volumes recorded on the local roads are not provided with any context, focus on a single survey point and do not help highlight existing issues or the potential for issues in the future. They are simply a record of flows on these

roads on this single day for a short duration which does not match the local peak hour period.

No survey counts have been collected at the key junctions (i.e. turning volumes) and no supporting surveys have been provided that would help define the current network conditions e.g. speed, queue or journey time surveys. Without such data, it is impossible to determine what effect an increase in traffic will have on the conditions and operation of the junctions. It is essential to understand the turning movements at a junction if a capacity assessment is to be undertaken, if junctions are in close proximity then it is also necessary to understand how the network operates as a whole.

Simply undertaking traffic counts does not provide an assessment of traffic impacts. The analysis does not identify, or assess, the effects of the estimated additional traffic and its interaction with the existing local traffic. There is no consideration given to the capacity of the roads or the key junctions on the network (existing or post proposed enhancements). There is also no attempt to define, or draw comparison to, the future year traffic conditions that will arise if unplanned growth is permitted (i.e. the alternative to the planned growth outlined within NBBC's Local Plan). Finally there is no analysis of how the future network and demands would operate inclusive of Local Plan traffic and sustainable travel mitigation schemes. All of this is captured with the Local Plan modelling undertaken by WCC, development assessment modelling to support the planning application and scheme development modelling undertaken by WCC.

2) Response on the extent and acceptability of the proposed unadopted highways:

a) The re-design of the scheme was deemed to be acceptable. The proposal was supported, at the request of the Highway Authority, by coloured drawings which indicated the areas which were to be offered for adoption. These drawings were also supported by a Stage 1 Road Safety Audit. These drawings were considered as part of the assessment into the revised proposals, therefore the response of No Objection submitted on 17th December 2020 confirms that these are acceptable.

b) The shared surfaces do not form part of the adoptable areas. They are not designed to have a separate pedestrian area. All streets in the adoptable areas have separate footpaths.

3) Response on the acceptability of the proposed vehicular access to the site:

a) The access arrangements submitted in the November 2020 revisions have been assessed and Safety Audited. The Highway Authority considers that the access arrangements are suitable for this phase and quantum of development, however a second point of access would be required for further phases.

4) Response that a cumulative assessment of highways impact was thoroughly carried out:

a) The developer has undertaken modelling to reflect 2021 and 2031 reference case conditions. This means that background growth has been applied. These scenarios were requested by WCC to understand the impact of the development in isolation and to determine appropriate contributions to schemes. The modelling represented a greater number of dwellings than forms part of the application and is considered robust. Additionally a full assessment of the cumulative Local Plan impacts was undertaken to support the Local Plan allocation inclusions.

b) WCC are currently developing schemes for the Longford Road corridor based upon the most recent planning assumptions for committed and allocated sites in the area. This work is informing both the schemes to be delivered on the corridor and the developer contribution strategy.

c) The impact of this development and other developments in the area have been fully assessed through multiple iteration of both standalone (with growth) and cumulative assessments including all Local Plan sites. WCC are satisfied the required scenarios have been assessed and the impacts can be mitigated.

5) Response on the acceptability of the proposal being developed in advance of the infrastructure:

a) It would not be acceptable for the site to be fully built out prior to the delivery of mitigation schemes. There is a need to undertake trigger point analysis to determine when certain infrastructure is required. This is not an isolated issue for the corridor and there are always issues in relation to the forward funding of infrastructure by developers.

b) The modelling undertaken for this specific application considered more than the number of dwellings to be delivered in the current phase and as such is a robust assessment. Additionally the impact of the pandemic will have a significant impact on growth (and the NBBB/CCC housing trajectory), and it may be that this period may provide some additional time prior to the requirement for the delivery of the schemes.

c) Nevertheless, trigger point analysis being undertaken is recommended as the developer assumes the delivery of the Local mitigation for the corridor with the submitted development assessments. This does not necessarily mean that planning approvals should be delayed, a planning condition requiring this assessment and adherence to the resultant triggers for delivery of schemes/payment of contributions would be satisfactory, especially as WCC are currently finalising the mitigation strategy for the corridor and to undertake this assessment at an earlier point would have resulted in incorrect scheme assumptions and would not reflect the most recent changes in terms of approved housing numbers in the area.

ADD further response from Hawkesbury Village Residents Association:

1) The application for the site still states that the nearest primary and secondary schools are within acceptable walking distance from Hawkesbury Village. This is incorrect.

Whilst there are schools in relatively close proximity, these are within the Coventry City Council catchment area and therefore children from Hawkesbury Village are not able to attend them.

Therefore, despite what the report claims, there is no mitigation in relation to vehicles and travel as all children attend schools which fall well outside of what is considered an acceptable walking distance.

Despite this being raised on numerous occasions, the application has not been updated to address this issue.

2) In the January 2021 Planning Committee meeting, numerous members made mention of the traffic survey(s) that have been undertaken by the applicants.

It should be noted, that no traffic surveys have been carried out by the applicants in relation to this specific application.

Furthermore, we are not able to understand why this was not made clear by any of the officers present who were in attendance during the meetings, as this point was clearly relevant to the discussions being held.

The Traffic Assessment used for this application is based on simulations and assessments that have been compiled by Warwickshire Highways.

We have requested a copy of the raw data from NBBC Planning, to review how and when any traffic assessments were conducted in and around Hawkesbury Village, but these have not been made available and we have been informed that with regards to this specific application there is no raw data in relation to traffic surveys which forms any part of their Traffic Assessment.

However, we have since ascertained from the Transport Statement of Common Ground, that the Trip Data which is used within the document is from 2015. The core of the Traffic Assessment is based on information that is over five years old and does not take into account any developments that have been built since this time or are currently going through the application process.

Since the Trip Data was obtained, a total of 327 additional dwellings have been built or approved within or in close proximity to Hawkesbury Village.

Off Grange Road, 108 dwellings built.

Milestone Close, off Ironbridge Way, 8 dwellings have been built.

Off Stockley Road 82 dwellings have been approved by NBBC Planning.

Off School Lane, 129 dwellings were approved by NBBC Planning/Planning Committee in January 2021.

If an average of 1.5 vehicles per dwelling were used, this is an extra 490 vehicles that have not been factored into the data used which underpins the Traffic Assessment used for this application.

3) We are aware that it has been acknowledged that the current infrastructure is not able to cope with the increase in traffic that would be generated by this application and that various large-scale roadworks and restructuring will need to be undertaken.

However, as was acknowledged during the January 2021 Planning Committee meeting, due to the size, these projects will not be undertaken for several years at the very earliest.

Therefore, NBBC Planning/Planning Committee are being asked to approve an application that it is known will have a direct impact on the infrastructure and traffic and the clear negative impact will burden Hawkesbury Village and surrounding area for years to come.

2. ADD to Neighbour Responses:

Further response of support received from Bedworth Society. The comments are summarised below;

1. Request Bedworth Society Support is taken into account.
2. Understand there is an issue concerning access to the site for vehicles. Surely the number of vehicles accessing the site for a development of three houses would be minimal and that signage and perhaps a covenant could be used to ensure adequate safety.

AMENDMENTS To Section 2 of the Officer Report: Impact on Residential Amenity:

Due to amended plans some of the distances set out in Section 2 have now changed and will be provided within the verbal presentation. Also units 1 and 3 have been transposed on the layout plan so this will also be addressed within the presentation similarly to confirming the rooms the side windows are to on units 1 and 3.

AMEND Reasons for Refusal:

Delete all of number 1 of reasons for refusal.