



## Developments Affecting Trunk Roads and Special Roads

### Highways England Planning Response (HEPR 16-01)

### Formal Recommendation to an Application for Planning Permission

From: Catherine Brookes (Divisional Director)  
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To: **Coventry City Council – FAO Mary-Ann Jones**

CC: [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk)  
[growthandplanning@highwaysengland.co.uk](mailto:growthandplanning@highwaysengland.co.uk)

Council's Reference: **OUT/2018/3225**

Referring to the planning application referenced above, consultation dated 23 November 2018, **OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT OF UP TO 2625 DWELLINGS, INCLUDING EXTRA CARE ACCOMMODATION; NEW VEHICULAR ACCESS FROM THE A45 AND VIA PICKFORD GREEN LANE, WITH OTHER NON-VEHICULAR ACCESS POINTS; 10.25HA OF EMPLOYMENT LAND (B1, B2, B8). A DISTRICT CENTRE OF APPROX 10000 SQ M RETAIL; A LOCAL CENTRE OF 1000 SQ M OF LOCAL CONVENIENCE, RETAIL PLUS OTHER COMMUNITY FACILITIES; PROVISION OF A 2 FORM ENTRY PRIMARY SCHOOL; OPEN SPACES, SUBSTANTIAL LANDSCAPING, GREEN INFRASTRUCTURE AND SPORTS PROVISION; EARTHWORKS INCLUDING THE PROVISION OF NEW DRAINAGE FEATURES AND ASSOCIATED DEMOLITION AND GROUNDWORKS (ALL MATTERS RESERVED EXCEPT FOR ACCESS)**, at Eastern Green, South of the A45, Coventry, CV5 7LG, notice is hereby given that Highways England's formal recommendation is that we:

~~a) offer no objection;~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~

c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);

~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is not relevant to this application.<sup>1</sup>

This represents Highways England’s formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk).

<b>Signature:</b> 	<b>Date:</b> 13 September 2019
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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A    Highways England recommended further assessment required**

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 response represents our formal recommendations with regard the above referenced planning application and has been prepared by Eri Wong, Asset Manager for Highways England.

Highways England first reviewed the application and provided an initial response dated 14<sup>th</sup> December 2018. At the time we recommended that planning permission not be granted for a period of up to three months to allow the applicant opportunity to submit additional information in accordance with the Department for Transport Circular 02/2013 ‘*The Strategic Road Network and the Delivery of Sustainable Development*’.

Ongoing discussions were held with the applicant, and subsequent responses (dated 14<sup>th</sup> March 2019 and 14<sup>th</sup> June 2019) were provided, which again recommended that planning permission not be granted for a period of up to three months to allow the applicant the opportunity to submit additional information. We consider that there are still several remaining concerns which need to be resolved. The current position is outlined below:

### **Trip Generation**

We have previously confirmed our acceptance of the trip rate methodology for housing, employment, and retail. We have also confirmed that, although trips associated with the primary school appeared to be on the low side, the approach has been accepted by Highways England. The assessed 20%/80% proportion of affordable/private dwellings has also been considered appropriate for the assessment.

### **Trip Distribution and Modelling**

With regards to the SRN, we have previously recommended that the TA needs to consider the amount of traffic being directed towards M42 Junction 6 and the A45/A46 beyond Stivichall Roundabout (whereupon it becomes part of the SRN), in the first instance.

As outlined in the previous responses, Highways England is particularly interested in the effects of development traffic at M42 Junction 6, which is approximately 5 miles to

the west of the proposed development and directly connected to the SUE via the A45. This junction is known to suffer from severe congestion during peak hours, although plans are currently being considered for a comprehensive mitigation strategy at this location, to support the Birmingham Airport Masterplan and the UK Central Hub proposals associated with HS2. We therefore recommend that the potential effects of development trips at this junction are measured both with and without the proposed mitigation strategy.

Movements east along the A45 should also be considered further, as the A45 becomes part of the SRN upon meeting the A46 at Stivichall Interchange approximately 6.5 miles east. Furthermore, we have suggested consideration is also needed of likely distribution, in light of the proposed link road associated with the Keresley SUE development. This has the potential to open up a new western traffic corridor to Coventry, with the potential impacts of this new route, especially on M6 Junction 3, needed to be measured accordingly.

The previous responses have outlined that Highways England had requested and reviewed CASM model outputs; however, the information provided was not adequate for us to undertake a sufficient review of the SRN junctions and we requested to see the model so that we can undertake thorough checks. Further model outputs were requested by Highways England and provided by the applicant; a review of the provided outputs again revealed that there was insufficient information for Highways England to determine the potential impact of this development on the SRN, and therefore it had not been adequately assessed in line with the requirements of DfT Circular 02/13 *'The Strategic Road Network and the Delivery of Sustainable Development'*.

Since the submission of the previous response in June 2019, Highways England attended a meeting with the applicant, their transport consultants, and the Local Planning and Local Highway Authorities. At this meeting, the previous request for information was discussed, and subsequently, information was provided.

However, following a subsequent meeting with the applicant, the LPA, and the LHA, it was revealed that there are elements of the site (such as site accesses, land uses and internalisation levels) which were still being debated with the LPA and LHA. These matters are considered to be imperative to the operation of the model, and impact on how the development trips are likely to impact the network. Until such time that these matters are resolved we consider that the impact on the SRN cannot be adequately assessed.

We note that the LHA have since submitted an Objection response to the application based on number of contradictions to the adopted Local Plan and on highways and transportation matters.

As outlined previously, depending on the amount of traffic routed towards the SRN, detailed junction assessments at SRN junctions that are likely to be affected the most may need to be undertaken. It is noted that, depending on the amount of development traffic using the A45/A46 corridors, additional junction modelling scenarios may also be required at key junctions along the A46 corridor, in particular Stoneleigh, Thickthorn and Tollbar End junctions.

Given the outstanding information and key elements of the proposal which require confirmation at the current time, Highways England are unable to confirm the impact of the development on the SRN, and therefore it is considered that the position of a holding recommendation is appropriate in the circumstances.

We will continue to engage with the applicant to address the outstanding issues as outlined above, and welcome discussions with the LPA, LHA and the applicant with regards to the elements of the modelling which require confirming.

**On the basis of the above, we recommend that planning permission not be granted for a further period of up to three months from the date of this response to allow the applicant time to provide further details and address these matters.**