

Pell Frischmann		Project No. A133930/VAA
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TECHNICAL NOTE	Project Land at Polesworth and Dordon (Allocation H7)	Date 08/04/2019
	Subject North Warwickshire Local Plan Transport Evidence Report – Executive Summary	By S Moody/ P Smith

Pell Frischmann has been appointed by the Church Commissioners for England to provide transport advice for the promotion of Land at Polesworth and Dordon (Site H7) for allocation within the emerging North Warwickshire Local Plan.

The Commissioners engaged in a collaborative process with the adjoining land owners (Cathedral Agricultural Partnership and the White Family) and key stakeholders to develop the evidence base for the proposed development. A transport study was undertaken by Pell Frischmann which considered existing transport conditions, the development proposals and access strategy, traffic modelling, and phasing of the development to support the transport evidence base in the emerging local plan.

The impact of the emerging local plan developments has been considered previously in a Strategic Transport Assessment Modelling Analysis and Overview, October 2017 (STA) (CD8/18A), which was developed collaboratively by North Warwickshire Borough Council (NWBC) and Warwickshire County Council (WCC). Highways England reviewed this and considered it appropriate for a local plan evidence base (referenced in the STA and reiterated in the Transport and Highways Statement of Common Ground September 2018, AD5). In order to provide further information for the local plan evidence base additional modelling has been completed as reported in the A5 Growth Corridor Study to consider emerging local plan developments along the full extent of the A5 corridor (Highways England considered this to be appropriate for the transport evidence base (PS.M7.14)), and a site-specific phasing and trigger point study was undertaken for the Polesworth and Dordon Allocation site.

The STA and the A5 Growth Corridor Study (referred to in AD47) demonstrated that the local plan developments can be accommodated in conjunction with local highway improvements and strategic network upgrades required to facilitate wider growth, and network performance aims of Highways England. Supplementary trigger point modelling undertaken in conjunction with WCC to understand the number of homes that could be unlocked at Polesworth and Dordon with localised improvements along the A5 corridor in this area.

Through discussions with WCC a series of additional trigger point tests were identified as a means of answering specific questions pertaining to the phasing of the development and infrastructure proposals to be delivered alongside the local plan developments. The methodology was also agreed with Highways England.

The trigger point assessment used the Atherstone and A5 S-Paramics microsimulation model maintained, operated and managed by Vectos Microsimulation on behalf of Warwickshire County Council; to be consistent with the STA. The methodology was agreed in advance with officers from WCC Highways.

Given the key questions of this study relate to the infrastructure trigger points of the Polesworth and Dordon site between 2021 and 2026 and 2026 and 2031, and the local nature of the schemes, the use of the STA model for these incremental tests is considered appropriate and consistent with work undertaken by Vectos Microsimulation previously. The traffic impacts for 2031 onwards were covered in detail in the A5 Growth Corridor Study report.

The modelling undertaken as part of the phasing of the Polesworth and Dordon allocation site allowed understanding of the development/ infrastructure trigger points and demonstrates that a significant quantum development can come forward on the site, in advance of major infrastructure improvements.

The overall conclusions from the development and infrastructure phasing assessment, and subsequent submissions by WCC (AD47) are:

- Mitigation is required by 2026 regardless of whether additional development is delivered at the Polesworth and Dordon allocation site.
- The Holly Lane improvements which are included as a core mitigation scheme in the STA are required to accommodate background traffic growth to 2026. The location of this junction is remote from the Polesworth and Dordon site and therefore it is agreed that developer contributions to this scheme would be sought from other local plan developments that are more appropriate to this junction. This will be revisited at the point of submission of any planning application as it is dependent upon the status of other sites within the area, if no other sites are coming forward then it may be necessary for the developments in Polesworth and Dordon to contribute to the scheme delivery in the absence of other funding sources.
- Based on the evidence available to date it is anticipated that up to 40% of the Polesworth and Dordon site (C.800 dwellings) can be built out before the additional A5 improvements are needed. It is agreed that this will be confirmed through additional modelling at the point of submitting the planning application to ensure any changes to either the infrastructure or the housing trajectory which occur post adoption of the Local Plan are considered.
- The A5 to the B5000 link road (to be delivered on-site) and the A5 improvements to the Dordon junction (signalisation) allows up to 50% of the Polesworth and Dordon development to be constructed (C.1,000 dwellings). The Dordon junction improvements included as part of the HIF bid allow the benefits of the link road to be realised - for example the reduction in congestion and subsequent environmental improvements along Long Street.

- By 2026 the wider growth results in delay at Junction 10 of the M42 and it is acknowledged that the A5 Growth Corridor Study Report states that improvements to this would need to be funded by Highways England.
- The 2026 HIF schemes as developed by WCC in liaison with Highway England allow the A5 corridor to operate more efficiently and unlock additional local plan housing. As part of the submitted HIF bid, all spending must have been completed by 2024. It will be necessary to establish, as part of the planning application submission, the quantum of development that can come forward before the wider scheme aspirations for the A5 are necessary as evidence to date indicates that the schemes around Grendon and between Atherstone and MIRA are likely to be essential to facilitate the full local plan proposals (housing and employment) across North Warwickshire. The schemes being proposed through the HIF submission comprise only the first phase of this strategy.
- The schemes further afield in the A5 corridor, including the dualling between the Mancetter Gyratory and Higham Lane will likely be funded by other Local Plan housing and employment allocation located closer to these mitigation proposals, subject to the progression of those development proposals at the time of planning application submission.
- Subsequent technical work submitted by WCC to the examination (March 2019) provides further clarity with regards to the A5 study and the A5 HIF bid (AD47). The promoters of Site H7 are fully in agreement with the findings of the WCC report and support the A5 Dualling Proposals.

It is agreed that the technical work will be revisited at the point of planning submission to ensure that, at the time of submission, the assumptions pertaining to the infrastructure strategy and development trajectories are as up to date as possible and any changes identified in the intervening period will therefore be considered at the appropriate stage.

Signed on behalf of North Warwickshire Borough Council

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Name _____

Role/job title _____

Date _____

Signed on behalf of Warwickshire County Council

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Name ALAN LAW _____

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Signed on behalf of The Church Commissioners for England

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