

Lichfield
district council

www.lichfielddc.gov.uk

District Council House
Frog Lane
Lichfield
Staffs
WS13 6YY

Telephone: 01543 308000
enquiries@lichfielddc.gov.uk

LOCATION PLAN

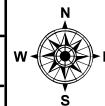
14/00516/OUTMEI
Land North Of Ashby Road
Tamworth
Staffordshire

Scale: 1:9,500

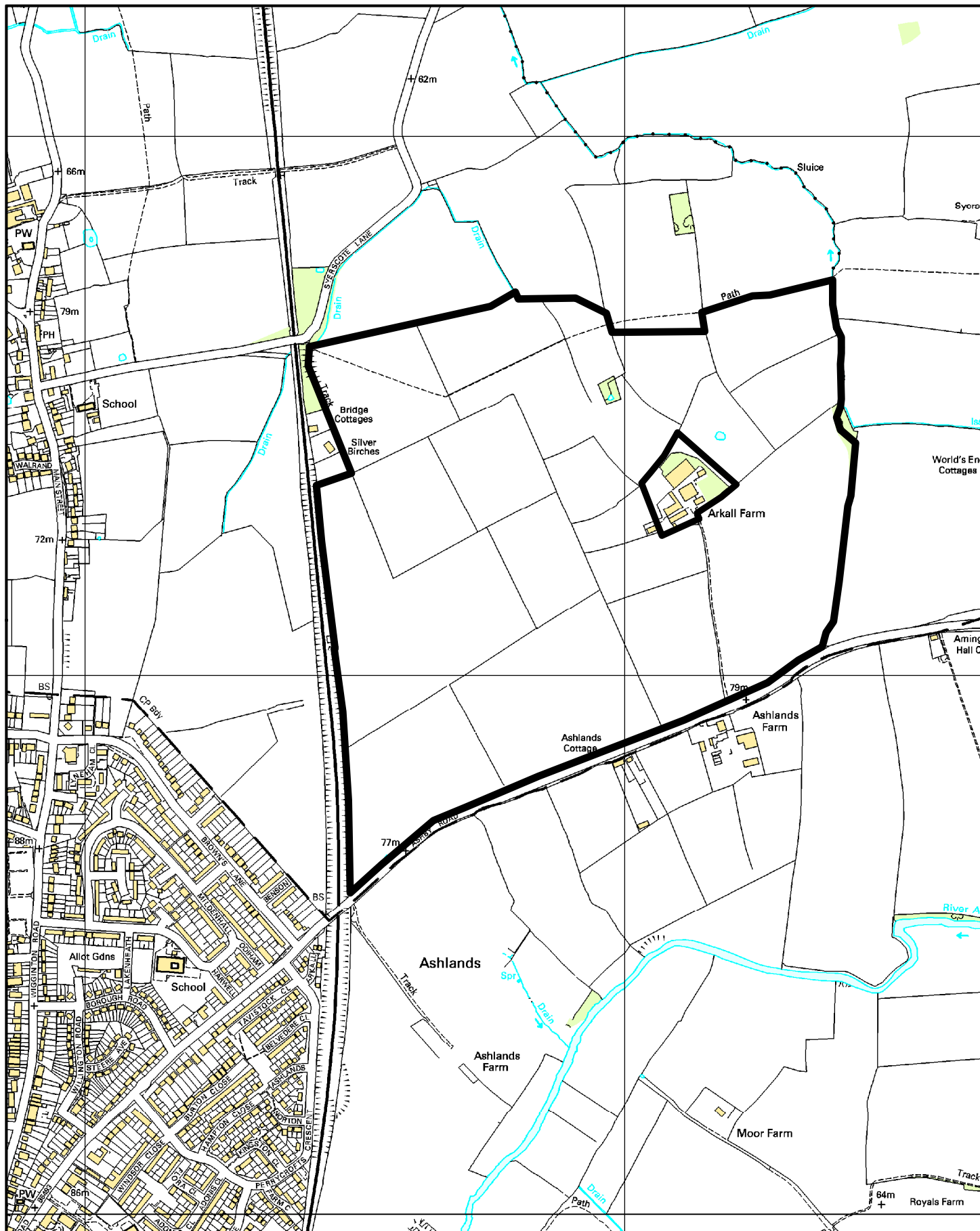
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SUBMISSION TO PLANNING COMMITTEE

25 November 2019

Agenda Item No. 5

Contact Officer: Michael Brereton

Telephone: 01543 308181

REPORT OF THE DIRECTOR OF PLACE AND COMMUNITY

CONDITIONS COMPLIANCE – CONDITIONS 24 & 25 OF PLANNING PERMISSION 14/00516/OUTMEI RELATING TO HIGHWAYS MONITOR AND MANAGE STRATEGY

**PHASED DEVELOPMENT OF UP TO 1000 HOMES, PRIMARY SCHOOL, LOCAL CENTRE, PUBLIC OPEN SPACE, LANDSCAPING, NEW VEHICULAR AND PEDESTRIAN ACCESSES, PRIMARY SUBSTATION AND ASSOCIATED INFRASTRUCTURE,
LAND AT ARKALL FARM, ASHBY ROAD, TAMWORTH, STAFFORDSHIRE**

1. Purpose of Report

1.1 To seek Members agreement to the details submitted in relation to highways conditions 24 and 25 of outline planning permission 14/00516/OUTMEI, in view of the fact that the Planning Committee resolution at Committee on the 27 February 2017 was that these conditions in relation to Highways Monitor and Manage come before the Planning Committee for consideration.

1.2 The application (14/00516/DISCH3), subject of this report, for the acceptance of details to satisfy conditions 24 and 25 of the outline permission was validated on 29 April 2019. These conditions related to the submission and agreement of a Monitor and Manage Strategy relating to the maintaining of acceptable highways conditions, and future capacity on the local highway network within and around North Tamworth.

2. Site, Location and Context

2.1 The site relates to Land North of Ashby Road, more commonly known as the 'Arkall Farm' development site. The site comprises approximately 76.50 hectares to the north of Ashby Road to the North East of Tamworth. Currently, the site is predominantly undulating agricultural land with the Birmingham to Derby Railway line to the west, Ashby Road to the south and a stream to the east. Within the centre of the site, but excluded from the development, is the Grade II listed Arkall Farm farmhouse and a group of residential barn conversions.

2.2 Members will note that the site is identified in the Local Plan Strategy (2015) as a Broad Development Location for approximately 1,000 residential dwellings and is allocated as such in the adopted Local Plan Allocation (2019) as a strategic development site under policy and site reference 'NT1'. This site will contribute towards approximately 11% of the District's housing growth over the Plan period (up to 2029). This site will also provide 500 dwellings towards Tamworth Borough Council's (TBC) unmet housing need.

2.3 The outline planning permission to which this application relates (ref 14/00516/OUTMEI) was validated on 5 June 2014 and comprised the erection of up to 1,000 homes, primary school, local centre, public open space, landscaping and associated infrastructure. Following resolution to approve by the Planning Committee on the 27th February 2017, the application was 'called-in' by the Secretary of State for

determination following a Public Local Inquiry in January 2018. The Secretary of State granted planning permission subject to conditions and a S106 agreement in June 2018.

3. Consultation

3.1 As these conditions are highway related and were included at the request of Staffordshire County Council Highways Authority, consultation was carried out with Staffordshire County Council Highways. They have been in discussion with the developer's transport consultants and have submitted revised information during the course of consideration, resulting in a revised version of the strategy (Rev D).

3.2 The Highway Authority provided their formal response on 29th October 2019 confirming that they do not object to the submitted Monitor and Manage Strategy (Rev D). This response is attached for reference at **Appendix 1**.

3.3 Also, due to the cross-boundary nature of the development site, Tamworth Borough Council (TBC) were invited to review, and make comments on the final Monitor and Manage strategy. At the time of report publication no comments had been received. Members will be updated either within supplementary papers or verbally upon receipt of any comments received.

3.4 It should be noted that there is however no statutory requirement to consult Tamworth BC on the submission of condition details. The consultation has been carried out with TBC to promote an open, transparent and co-operative process due to the proximity of the site to the settlement of Tamworth and its local highway network, and as the delivery of 500 dwellings within the development will go towards Tamworth's unmet housing need. Notwithstanding any comments received from TBC, the final decision on the acceptance of conditional details rests with Lichfield District Council as the determining Authority.

3.5 On the basis that the final strategy is a comprehensive document which responds to the requirements set out in conditions 24 and 25 of application 14/00516/OUTMEI, and no objection has been received from the Highway Authority, it is recommended that the details submitted to satisfy these conditions are approved.

4. Main Issues

Submitted Details

4.1 An application (14/00516/DISCH3), subject of this report, for the acceptance of details to satisfy conditions 24 and 25 of the Outline permission was validated on 26 April 2019. The applicant has been liaising directly with the Staffordshire County Council Highways Authority in order to reach an agreed position on the required Monitor and Manage Strategy. The final submitted strategy (Rev D) is available to view online at the following link:

<https://planning.lichfielddc.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=N5O71KJEFZO00>

4.2 A Monitor and Manage Strategy is a mechanism which allows the impacts of a development to be identified during various stages of the build out and to ensure that any necessary mitigation measures can be provided as necessary in the relevant manner and at the appropriate time throughout the construction phases of a development. This approach was accepted by the Inspector given the large scale nature of the Arkall Farm development that will take many years to complete.

4.3 The submitted strategy sets out an agreed structure for the submission of monitoring reports which will assess network conditions, and will propose any mitigation

measures which are necessary to make peak period network conditions acceptable. The monitoring reports will be submitted at the following agreed triggers as set out within the outline consent:

- Upon commencement of development (Condition 26 of Planning Permission 14/00516/OUTMEI);
- At 200 dwellings (Condition 27) – monitoring surveys to be completed at no fewer than construction of 150 homes;
- At 300 dwellings – assessment of the network to establish if mitigation is required to create acceptable network conditions to deliver 302 to 500 dwellings (Condition 28) – monitoring surveys to be completed at no fewer than construction of 250 homes; and
- At 500 dwellings – assessment of the network to establish if mitigation is required to create acceptable network conditions to deliver 501 to 1,000 dwellings (Condition 29) – monitoring surveys to be completed at construction of 400-450 homes.

4.4 The highway network which will be assessed as part of the Monitor and Manage Strategy is as follows:

The site accesses for the site:

- primary access; western roundabout onto Ashby Road
- secondary access; central T-junction onto Ashby Road, and
- secondary access; eastern T-junction onto Ashby Road.

Local highway network junctions:

- Upper Gungate Corridor (from Fountains, including Comberford Road / Wigginton Road, through to Lichfield Street / Aldergate / Church Street / Silver Street junction)
- Ashby Road / Browns Lane / Perrycrofts Crescent staggered junction
- Main Road/ Browns Lane/ Wigginton Road/ Gillway Lane priority crossroads
- A513/ Gillway Lane / Coton Lane staggered junction, and
- A513 / Albert Road/ Stationfields roundabout.

4.5 In order to meet the requirements of outline condition no.24 (impacts on Gungate Corridor and nearby highways network), the Monitor and Manage Strategy proposes to collect a series of data utilising automatic number plate recognition (ANPR) cameras, automatic traffic counters (ATCs), turning count surveys, queue length surveys and pedestrian movement surveys. Any additional methods would be agreed with Staffordshire County Council Highway Authority.

4.6 The outline planning conditions require this development to provide acceptable network conditions by mitigating its impacts on the highway network. The submitted strategy defines 'acceptable network conditions' as follows:

"All constituent parts of the network (junctions, links, footpaths, crossings, traffic speeds, individual turning movements, bus lanes, cycle lanes, etc.), across the day, will be within the normally accepted and recognised levels of operational capacity, provision and safety. The Highway Authority will apply a consistent approach to determining acceptability as they would with any other development proposal of similar type and scale at the time the decision is made."

4.7 Potential mitigation schemes which have been identified are as set out below (this list is not exhaustive), and would be considered and tested at the relevant phase of development in line with the triggers set out in the outline conditions:

- Comberford Road / Coton Lane / Gillway Lane staggered junction;
- Ashby Road / Brown's Lane / Perrycrofts Crescent staggered junction; and
- A513 / Albert Road / Stationfields roundabout.

Observations

4.8 Following the Planning Committee resolution of 27 February 2017, the outline application was 'called-in' by the Secretary of State (SoS) on 20 April 2017. A public local inquiry was held between 16 and 25 January 2018. Following this the SoS approved the outline consent on the 7 June 2018, subject to a Section 106 Agreement, and to revised conditions, including the following revised Monitor and Manage conditions which are the subject of this current application, to satisfy the details of these conditions and this report:

24) No development, hereby approved, shall be commenced on site until full details of a 'Monitor and Manage' Mitigation Strategy to monitor and, if necessary mitigate the impact of the respective proposed phases of development on the local highways network has been submitted to, and approved in writing by, the Local Planning Authority. The Monitor and Manage Strategy shall include full details of a strategy to identify trip generations from the specific phases of development and impacts on the Gungate Corridor and the nearby highways network; the carrying out of traffic surveys, their frequency and locations; modelling criteria; definition of acceptable network conditions; and identification of junction capacities; queue lengths and delays on the local highway network. The Monitor and Manage Mitigation Strategy shall be based upon the principles outlined in the Peter Brett LLP report 'Monitor and Manage' dated December 2014 ref. 28648/5503. The development and any required mitigation identified shall be carried out in accordance with the approved details and timescales.

25) The monitoring strategy pursuant to condition 24 to be approved shall include details of data collection to fulfil the following;

- i) Traffic entering and leaving the development at Land north of Ashby Road, to 'identify trip generation from specific phases of development';*
- ii) Origin-Destination data to understand journey times (identify delay) and impact from the development; and,*
- iii) Traffic data for the local highway network, to identify impacts (junction capacity, queue lengths and delay) on the Gungate Corridor and nearby highway network, including;*
 - traffic count data on highway links*
 - turning movements at junctions*
 - queue data at junctions, and*
 - pedestrian movements at junctions with signals (as this affects the signal timings and pedestrian phases).*

Details of locations of data collection shall be submitted for approval to include an automatic traffic counter (ATC) will be placed at each of the three site accesses (or whichever one is built at the time of the surveys) to record the volume of vehicles coming in and out of the proposed development. ATC will also be installed at the Anker Valley site access and on Manston View (access to new development north of Browns Lane), from which gathered data could be used to understand the volume of development traffic from these sites during the morning and evening peak hours.

ATCs will also be located on the local highway network on:

- Ashby Road between the development and Browns Lane*
- Upper Gungate between the Fountains junction and Offadrive, and*
- Offadrive east of Upper Gungate.*

Automatic number plate recognition (ANPR) cameras will be installed to at the following locations to record the volume of development traffic using that route:

- site accesses (eastern, central and western site access; whichever are built at the time)*
- key links on the highway network most likely to be impacted by the trips generated by the proposed development:*
 - Gillway Lane east of Comberford Road*

- Comberford Road northwest of Fountains junction
- Upper Gungate south of Fountains junction
- Upper Gungate between Offadrive junction and Hospital Street
- Offadrive west of junction with rail station access, and
- Aldergate north of Lichfield Street.

Manual turning counts and queue length surveys will be undertaken at the following junctions:

- Site accesses (eastern, central and western site access; whichever are built at the time)
- Comberford Road / Coton Lane / Gillway Lane staggered junction
- Ashby Road / Brown's Lane / Perrycrofts Crescent staggered junction
- Fountains junction (including the Comberford Road / Wigginton Road junction)
- Upper Gungate / Croft Street junction
- Upper Gungate / Salters Lane / Offadrive junction
- Upper Gungate / Aldergate / Hospital Street / Albert Road / Lower Gungate junction
- Lichfield Street / Aldergate / Church Street / Silver Street junction,
- A513 / Albert Road / Stationfields roundabout; and
- Gillway Lane / Wigginton Road / Browns Lane

Pedestrian movements (including direction of movement) will be recorded as the number of times the pedestrian phase is called at a junction (in an hour) for the following junctions:

- Fountains junction
- Upper Gungate / Salters Lane / Offadrive junction
- Upper Gungate / Aldergate / Hospital Street / Albert Road / Lower Gungate junction,
- Lichfield Street / Aldergate / Church Street / Silver Street junction; and
- A513 / Albert Road / Stationfields Roundabout

4.9 The submitted strategy is comprehensive, responds to the requirements of outline conditions 24 and 25 set out above, and will provide a sound framework for the future assessment of the highway network, along with the identification / agreement of any necessary mitigation measures, relating to the delivery of the Arkall Farm development site.

Conclusion

4.10 On the basis that the final strategy is a comprehensive document which responds to the requirements set out in conditions 24 and 25 of application 14/00516/OUTMEI, and no objection has been received from the Highway Authority, it is recommended that the details submitted to satisfy these conditions are approved.

<h2>4. Recommendation</h2>

5.1 Planning Committee are recommended to approve the detail submitted to satisfy the requirements of Conditions 24 and 25 of application 14/00516/OUTMEI relating to the submitted Monitor and Manage Strategy, as set out within document 28648/5503 rev D dated October 2019.

List of Relevant Background Documents

1. Monitor and Manage Strategy Rev: D - 28648/5503 Dated October 2019.
2. Planning Permission 14/00516/OUTMEI.
3. Reserved Matters application 19/00777/REMM - (access, appearance, siting, layout and landscaping) in relation to the proposed site infrastructure works for phases 1 and 2. Currently undetermined.

APPENDIX 1

Staffordshire County Council Highway Authority Consultation Response

To: Development Control Manager, Lichfield
Lichfield District Council
District Council House
Frog Lane
Lichfield, Staffordshire
WS13 6YZ

Applicant: BARWOOD STRATEGIC LAND II
C/O MR RICHARD SHAW
SAVILLS
WESSEX HOUSE
PRIORS WALK, EAST BOROUGH,
WIMBORNEMINST
BH211PB

Application Type: DISCHARGE OF CONDITIONS

Officer: Malcolm Jones

Application No: L1400516/DISCH3

Date: 29-OCT-2019

Date Received: 09-MAY-2019

Road No: B5493

Particulars of Development:

DISCHARGE OF CONDITIONS 24 & 25 OF APPLICATION 14/00516/DISCH3 RELATING TO MONITOR AND MANAGEMENT STRATEGY AND THE DETAILED REQUIREMENTS.

Location of Development:

ARKALL FARM, ASHBY ROAD, TAMWORTH, B79 0AA.

Acceptance

Recommendations: There are no objections on Highway grounds to this proposal.

Staffordshire County Council have been working positively with the applicant over a number of revisions in order to reach the approved version, as shown on page ii, Document Control Sheet.

This Form X relates to Revision D dated 18.10.2019 as the agreed final version

Project Name: Land north of Ashby Road, Tamworth
Project Ref: 28648/5503
Report Title: Monitor and Manage Strategy
Doc Ref: 28648/5503
Date: 18 October 2019

This Form X and the Monitor and Manage Report have been prepared within the context of the planning conditions attached to the development and the agreed Statement of Common Ground signed by all four main parties at the Public Inquiry (Lichfield District Council, Barwood Strategic Land, Staffordshire County Council and Tamworth Borough Council).

**Commissioner for the Built County
on behalf of the County Council
as Highway Authority**