

INFORMATION RECEIVED SINCE PREPARATION OF REPORT

Application number	TWC/2015/1064
Site address	Land east of Queensway HLC, Queensway, Hortonwood, Telford, Shropshire
Proposal	Hybrid planning application. Part A: Outline planning application for the construction of an employment park comprising of up to 54,404 sq.m of general industrial / warehouse and distribution floorspace (Use Classes B8 and B2) with ancillary floorspace comprising offices, retail, restaurant/café and hot food take away (Use Classes B1, A1, A3 and A5) with all matters reserved except for the means of access to the site. Part B: Full planning application for the construction of two general industrial / warehouse and distribution units (Unit 9: 6,400 sq.m and Unit 10: 3,156 sq.m) with ancillary office accommodation (Use Classes B2, B8 and B1) along with site-wide infrastructure works (access, drainage, earthworks and strategic landscaping
Recommendation	Outline Grant

Since the competition of the committee report, additional information has been submitted and further consultation responses received.

Queensway HLC school

- We have met with the Parish Council yesterday (23 April).
- Main concern has always been the large vehicles/lorries that will inevitably be using the access road and passing the entrance to QHLC.
- I understand that any traffic calming measures for large vehicles will not help and will make more noise.
- But we still will have a problem with these vehicles and the entrance to QHLC.
- When first became aware of this project it was already designed, without any discussion or consideration on the impact on QHLC or the houses where children in the care of the LA live.
- We raised the issue of changing the access so QHLC could remain relatively undisturbed but was told that this was not possible and I can see from your options appraisals the arguments that have been put forward for not having 3 entrances/exits to the Hortonwood site.
- Have read the Parish Council's proposal that you consider closing off the access road at QHLC and moving it to between Units 9 and 10 seems a really good idea as it would mean our staff and students can come in and then turn left into QHLC and would solve all the problems of traffic disturbing the school and houses and would be far safer.

Hadley & Leegomery Parish Council

- The Parish Council has serious concerns regarding the proximity of the development to Queensway HLC School and has requested that the safety of students at the School be given the utmost priority as part of the planning process for this development.
- It is noted from the report submitted in advance of the Planning Committee meeting on 27th April that the applicant has now agreed to implement certain measures to reduce the impact of the development on Queensway HLC ('the School').

- However, the Parish Council was disappointed to learn that no proposal has been made to introduce traffic calming measures on the access road shared with Queensway HLC, as previously requested.
- Further, the 'alternative access scenarios' examined in the report lack imagination and there is little evidence of any attempt to reconsider access to the site from first principles.

Traffic calming measures on the shared access road

The current report states at section 2.3.5 (emphasis added):

*Traffic calming comes in two general forms; horizontal and vertical. Vertical features do not work well with lorries and a lot of noise is generated as they bounce over them. Horizontal features need a relatively constant flow in both directions to ensure traffic slows down and gives way. There needs to be sufficient space to site the feature and adequate visibility. **In this instance the proximity of the A442 junction, the school access, the new car park/solar farm access and the bend in the estate road would make it difficult to accommodate such a feature.***

It is precisely because of the proximity to the school entrance of the A442 junction, the car park/solar farm access and the bend in the road that the Parish Council believes effective traffic calming is of critical importance on this section of road. The apparent impossibility of engineering an adequate traffic calming solution serves to confirm the Parish Council's view that it is neither safe nor appropriate for this road to be used to give access to the Hortonwood West site.

Alternative Access Scenarios

At its meeting on Wednesday 6th April 2016 the Planning Committee resolved to defer its decision on this application to enable the applicant to consider alternative access arrangements to the site.

Section 3.1 of the current report outlines four options for alternative access arrangements considered by the applicant (these are repeated here for information purposes only):

- Option 1:* Conclusion: Dismissed as it requires the use of land owned by a third party.
- Option 2:* Conclusion: This option was dismissed because it would require a second signalised junction and would create a third access point on the A442 (section 3.4), would require the A442 to be upgraded to a dual carriageway (section 3.5), and could lead to vehicles manoeuvring near the school entrance (section 3.6).
- Option 3:* Conclusion: Discounted by Highways Officers because it would introduce an unnecessary diversion for drivers and would also impact on the operation of the access for the school. It was also anticipated that vehicles intended for other units may access the site this way by mistake and they would then need to manoeuvre in close proximity of the school access to drive back onto the A442 and use the other access points.
- Option 4:* Conclusion: Dismissed on the advice of Highways Officers who stated that it would not be desirable to have a single access point and that a second point of access should be provided for a development of this scale.

Comment on the Alternative Access Scenarios considered by the applicant

- The Parish Council was not notified of the applicant's intentions for this site until shortly before the public consultation exercise on their proposals was launched, by which time the applicant's plans were well developed and funding to develop access to the site to allow it to be developed had been secured.

- The Parish Council's first response on seeing the applicant's plans was to ask if the second access from A442 could be positioned between Units 9 and 10.
- The Parish Council was told that this was not possible and there appears to have been an assumption by the applicant that the existing access point used by the School would be utilized for the proposed development.
- Similarly, the Parish Council has not been a party to the selection and assessment of the above alternative access scenarios; however, it would appear that throughout the exercise the underlying assumption has been that the layout of the proposed development cannot be altered in any way.
- These assumptions have limited the range of alternative access arrangements available to the applicant for consideration. The Parish Council asks the Committee to challenge these assumptions rigorously.

Alternative Access Scenario – Parish Council's proposal

It is suggested that, based on Option 2 above, a 5th alternative access scenario is available for consideration.

Option 5: *The provision of an additional access point from the A442 between the existing access used by the school and the solar farm and the proposed signalised junction, **with the existing school and solar farm access road being blocked at its junction with the A442, access to the school and solar farm being achieved via Hortonwood West.***

The above scenario is based on two assumptions:

1. That minor changes to the layout of the proposed development are possible; and,
2. That if the existing access to the school and solar farm are currently deemed adequate as the second access point for Hortonwood West, a similar access less than one hundred metres to the East of the existing one would be equally adequate.

This option has the following advantages:

- Unrestricted access to all areas of Hortonwood West
- Maintains the existing number of access points onto A442
- Does not require signalisation, being essentially identical to the access road it replaces,
- Does not require upgrading of A442 to dual carriageway
- Maintains, and potentially improves, access to the School and solar farm
- Eliminates all passing traffic from the area around the School entrance
- Eliminates noise, vibration and other disturbances associated with passing traffic from the area of the School

OFFICER COMMENT:-

The Parish Council's Option 5 is a variant of Option 2, as set out in the committee report. For the reasons set out in paras 3.4 - 3.6 (pages 16-17) of the committee report, this option involving a secondary access point off the A442 would not be suitable or cost effective and would also necessitate a revised layout with units 9 and 10.

However, as a result of the Parish Council's suggestion, the Council has considered another access option, which is a variation of Option 4 (set out in para 3.10 on page 17 of the committee report).

Access Option 4a would involve:-

- The existing access the Queensway HLC school off the A442 retained just for school/staff traffic and access to the new staff car park being provided,

- No access through to the rest of the employment estate - as all industrial estate traffic would be via the new signalised junction (in location already shown).
- Bollards would be installed after the staff car park preventing vehicular access through to the rest of the industrial estate,
- In case of emergency, industrial estate traffic or emergency vehicles would have to use the access road to the Queensway HLC and the go through the bollards.
- During construction of the new junction and units 9 & 10, construction traffic would have to use the access off the A442 past the school - this would be for about one year.
- Once the estate is up and running, HGVs or other vehicles may still turn into the school access road by mistake, despite signage, but they would be able to turn in the turning head at the end of the access road.

Highways Officer response to Option 4A

Two accesses are preferable because they allow better through-flow of traffic and dispersal of traffic onto the highway network and would not focusses all exit/entrance traffic onto the signalised junction. A second access point is also desirable for emergencies if the signalised junction is blocked for some reason. However, the signalised junction has been modelled to take 100% of the traffic and could accommodate it.

Option 4a could work, subject to alteration to the proposed school parking - grouping it to one side of the road - and repositioning of the turning head outside to the other side of the road.

RECOMMENDATION:-

In light of the above Access Option 4a and due to the late submission of access plans for consideration, full revised plans need to be submitted showing this access arrangement in relation to the rest of the site layout and conditions may need to be re-worded to reflect the access changes.

Therefore, it is proposed that the recommendation set out at Paragraph 8 the original of the Committee Report is amended to:

Based on the conclusions above, the recommendation to the Planning Committee on this application is that DELEGATED AUTHORITY be granted to the Development Management Service Delivery Manager to GRANT PLANNING PERMISSION subject to the following:

- A) The applicant submitting to the local planning authority a signed Memorandum of Understanding relating to:
- (i) A financial contribution of up to £540,919.24 towards improvements to the local highway network in the vicinity of the application site, and
 - (ii) A financial contribution of £10,000 for the monitoring of the Travel Plans.
- B) **Receipt of a set of any revised plans showing the access changes and the site layout.**
- C) The following conditions and informatives (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):

Part A: Outline

1. Time limit
2. Submission of reserved matters.
3. Reserved Matters
4. Restriction on overall floorspace

5. Limit amount of B1/A1/A3/A5 unit
6. B1 use to be incidental to main
7. Phasing plan
8. Details of materials
9. Levels
10. Northern Bund
11. Scheme of foul drainage
12. Restriction of surface water runoff to 11.31 litres per second per hectare
13. SUDS management plan
14. Submission of a noise assessment and mitigation
15. Land contamination
16. Site Characterisation
17. Submission of Remediation Scheme
18. Implementation of Approved Remediation Scheme
19. Reporting of Unexpected Contamination
20. Construction Environmental Management Plan
21. Lighting Plan
22. European Protected Species Licence
23. Working in accordance with the Wildlife Mitigation Strategy
24. Ecological Survey – working in accordance with protected species survey
25. Buffer zone - habitat features
26. Habitat Management Plan
27. Landscaping design
28. Tree Protection
29. Transport Assessment
30. Junction 4 Improvement works
31. Highways details
32. Travel Plan
33. Travel Plan Implementation
34. BREEAM
35. Sustainable Building Design
36. Utilities Diversions
37. Approved matters to come forward in accordance with the Parameters Plan
38. Approved Plans
39. Bund condition
40. Stockpiling of earth – limit to 2.5 metres

Part B: Full proposal

1. Time limit
2. Materials for Unit 9
3. Materials for Unit 10
4. Highway details
5. Details of signalised junction
6. Details of western access – to include signage adjacent to the school
7. Setting out
8. Travel Plan
9. Travel Plan Implementation
10. Junction 4 Improvement works
11. Construction Environmental Management Plan
12. Cycle Parking Unit 9

13. Cycle Parking Unit 10
14. Acoustic Fence
15. Fencing
16. Samples of materials
17. Levels
18. Scheme of foul drainage
19. Restriction of surface water runoff to 11.31 litres per second per hectare
20. SUDS management plan
21. Land contamination
22. Site Characterisation
23. Submission of Remediation Scheme
24. Implementation of Approved Remediation Scheme
25. Reporting of Unexpected Contamination
26. Submission of a noise assessment and mitigation
27. Working in accordance with the Wildlife Mitigation Strategy
28. Lighting Plan
29. European Protected Species Licence
30. Ecological Survey – working in accordance with protected species survey
31. Buffer zone - habitat features
32. Habitat management plan (post construction)
33. Landscaping design
34. Tree Protection
35. BREEAM
36. Sustainable Building Design
37. Utilities Diversions
38. Approved Plans