

Regulatory Committee - 11 July 2017

**Relocation of Haywood Road junction on to
Birmingham Road to allow for a signalisation and left
and right turns out of the junction**

At:

**Junction of A425 Birmingham Road and Haywood
Road, Warwick, CV34 5AH**

WDC/17CC008

Application No.: WDC/17CC008

Advertised date: 19 May 2017

Applicant(s) Warwickshire County Council
Warwickshire County Council
Barrack Street
Warwick
CV34 4DF

Agent(s) Mrs Claire John
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Registered by: The Joint Managing Director (Communities) on 11 May 2017

Proposal: Development includes the relocation of Haywood Road junction on to Birmingham Road to allow for a signalisation and left and right turns out of the junction.

Site & location: Junction of A425 Birmingham Road and Haywood Road, Warwick, CV34 5AH. [Grid ref: 426874.265744].

See plan in Appendix A

Recommendation

That the Regulatory Committee authorises the grant of planning permission for the relocation of Haywood Road junction on to Birmingham Road to allow for a signalisation and left and right turns out of the junction subject to the conditions and for the reasons contained within Appendix B of the report of the Joint Managing Director (Communities)

1. Application details

- 1.1 This application proposes the realignment of the junction of Haywood Road onto the A425 Birmingham Road in Warwick. The proposal would include the signalisation of the junction which would allow both right and left turns on Birmingham Road. At present, only left turns are permitted out of Haywood Road. The proposal constitutes the realignment of approximately 100m of Haywood Road, with the junction itself joining Birmingham Road approximately 30m to the north of its existing northern most carriageway.
- 1.2 This would provide a wider access with an island between the carriageways providing a refuge for pedestrians crossing the road and to house the proposed traffic signals. In addition, the scheme proposes the provision of dedicated cycle paths to the east and west of the new junction which would link up with the existing shared footway/cycleway on the northern side of the Birmingham Road. A push button pedestrian crossing is also proposed across the realigned junction, and across Birmingham Road, just to the south of the junction. The scheme includes the provision of street lighting either side of Haywood Road and Birmingham Road.
- 1.3 The majority of the works would be conducted within or adjacent to the public highway, and could be conducted without the need to apply for planning permission under Part 9, Class A (development by highways authorities) of the Town and Country Planning (General Permitted Development) Order 2015. However, to facilitate the realignment of the junction, it is necessary to remove a number of trees to the north of the junction, which as part of a wider group, are covered by a Tree Preservation Order (TPO). As such, the applicant had the option of submitting planning application to the County Planning Authority under Regulation 3 of the Town and Country Planning General Regulations 1992 to negate the TPO, or to apply to the District Planning Authority for the removal of the TPO.
- 1.4 The proposal is part of the wider Stanks Island and Birmingham Road highway improvement works project that is being carried out under the aforementioned permitted development rights. In addition to the improvements previously outlined, the scheme proposes to widen all approaches to Stanks Island and signalise the roundabout, signalise entry to Eastley Crescent, and replace the existing roundabout where Birmingham Road joins Wedgnoek Lane with a signalised T junction.

Signalisation along this section of highway would be integrated so as to maximise capacity and reduce delays.

- 1.5 Works are proposed to commence in the summer of 2017 and be complete by winter of the same year. The works are required in order to alleviate traffic congestion around Stanks Island and Birmingham Road during peak periods. Increased traffic on the highway network has resulted in the junction of the A46 with Birmingham Road being unable to cope with traffic demands. Queuing traffic on the A46 slip road during the morning rush hour is of particular concerns, especially when it results in conflict with traffic travelling along the A46 itself. In addition, traffic is regularly seen queuing along Birmingham Road during the evening rush hour due to traffic leaving Warwick.
- 1.6 The proposed highway improvements aim to improve traffic circulation during peak periods, address traffic queues on the A46 slip roads, prepare for future predicated traffic increases, address existing queuing issues during the rush hours in Warwick, support economic growth in the area and provide improved pedestrian and cycling facilities.

2. Consultation

- 2.1 Warwick District Council Development Management – No comments received at time of writing.
- 2.2 Environmental Protection – No comments received at time of writing.
- 2.3 Warwick Town Council - No objection.
- 2.4 Rural Services – No comments received at time of writing.
- 2.5 Flood Risk and Water Management – No comments received at time of writing.
- 2.6 Principal Highway Control Engineer – No objection.
- 2.7 Ecology Services – No comments received at time of writing.
- 2.8 Cllr Holland – No comments received at time of writing.
- 2.9 Cllr Williams – No comments received at time of writing.
- 2.2 Site notices posted – 19 May 2017
- 2.3 Press notice posted on - 19 May 2017
- 2.4 16 nearest residential properties individually notified on 19 May 2017

3. Representations

- 3.1 1 representation received from the resident of 3 Haywood Road. The resident queried whether to the proposed development would encroach onto land within his ownership. It has been confirmed that the development itself would not be within the ownership of 3 Haywood Road, but there may be some encroachment onto the verge in the ownership of the property while the footway on the western side of Haywood Road is constructed. It was confirmed that the verge/embankment would be reinstated to its existing standard as part of the works.
- 3.2 The local resident was satisfied with this clarification but requested that engineers make contact when development begins to discuss the works. This has been arranged.

4. Previous Planning History

- 4.1 The site itself has no planning history as such. The land is currently verge adjacent Haywood Road and Birmingham Road. Historically the existing road served the IBM development and later Opus 40. Recently the area to the north west of the junction has been redeveloped for residential purposes, and this has been a contributory factor in the need to upgrade the junction.

5. Assessment and Observations

Location

- 5.1 The application site is located approximately 1km to the west of Warwick Town centre, and 125m to the east of Stanks Island, while the A425 Birmingham Road is one of the major thoroughfares servicing the settlement. Haywood Road takes the user through the Opus 40 site and past the IBM offices before joining Wedgnock Lane. The application site is bordered to the North West by a new residential development, some of which is still under construction. Grass verge, trees and other vegetation are located to the east and west of the junction itself. Opposition the junction, to the south of the application site are residential properties and the entrance to Eastley Crescent.

Amenity Issues

- 5.2 There is the potential for the generation of noise and dust during the construction phase of the development. It is proposed to request a dust management plan be submitted prior to the commencement of operations should the committee be minded to grant approval. The scheme would likely require best practice be employed to limit the amount of dust generated and to suppress excess dust to ensure it does not adversely impact on the amenity of nearby residents.

- 5.3 Noise generated during construction would be controlled by legislation outside of the planning remit, namely the Control of Pollution Act 1972 (and any re-enactment thereof) which stipulates noise limits for construction sites. Once construction is complete there should be no adverse impacts as a result of the development. Benefits which should arise are increased traffic flow which could improve air quality in the locality, improved street lighting and signalised pedestrian crossings which would improve pedestrian safety.

Environmental Issues

- 5.4 The development would result in the loss of 22 trees currently situated to the east of the junction, in order to facilitate the widening works. The trees form part of a wider group which separate the Birmingham Road from the recent residential development to the north. The majority of the tree would be unaffected by the development and enough would remain to provide acceptable screening to the residential properties to the north.
- 5.5 Said properties are approximately 50m to the north of the Birmingham Road, and a tree band of approximately 25m would be retained to screen views of the road and traffic. Views from the two nearest residential properties looking south east towards Haywood Road would still be screened via the retention of a tree band varying in depth from approximately 8m – 18m. It is considered that this depth of vegetation would still provide adequate screening.
- 5.6 A newly planted border hedge along the west side of the existing Haywood Road has been planted as part of the wider residential development to the north. This hedge would be lost as part of this development proposal, but it is worthy to note that it is nowhere near maturity and offers little to no biodiversity prospects in its current state. It is proposed to append a condition to any approval the committee may be minded to grant to require a planting scheme to be agreed within 6 months of the consent to ensure the border hedge and any gaps which may appear in the tree band can be infilled.
- 5.7 There will be some minor impact on biodiversity due to the loss of trees, but no protected species would be affected and the site is not in the proximity of any designated protected habit. Compensatory planting would present the opportunity to select species that would enhance biodiversity within the application site.
- 5.8 The application site is not within a flood risk zone as designated by the Environment Agency and all surface water would drain into the existing network.

Heritage

- 5.9 The nearest listed building is approximately 775m to the east of the site along the Birmingham Road. There are no scheduled ancient

monuments or conservation designations within 1.25km of the site. As such, the proposal would have no impact upon heritage assets.

Planning Policy

- 5.10 The Warwick District Local Plan adopted on the 21st of September 2007 constitutes the development plan which this proposal must be judged against in terms of planning policy.

Warwick District Local Plan

- 5.11 DP2 Amenity – the policy requires that development should not be permitted which has an unacceptable adverse impact upon the amenity of nearby residents and does not provide acceptable standards of amenity for future users. It is considered that the minimal impacts on amenity during the construction phase of the development, previously outlined in this report, could be controlled via planning condition. As such, the proposal is in accordance with the policy.
- 5.12 DP6 Access – the proposal includes pedestrian and cycle routes as part of the development in addition to the improved vehicle access to Haywood Road. The proposal has been assessed in term son highway safety and is deemed acceptable. Therefore the development is in accords with the parameters of the policy.
- 5.13 DP9 Pollution – The proposal would not give rise to unacceptable levels of air, noise, light, radiation or water pollution when measured from nearby sensitive receptors. Planning conditions are proposed to control the emission of noise and dust during construction. As such the proposal accords with the policy.
- 5.14 SC4 Supporting Cycle and Pedestrian Facilities – The proposal includes the provision, albeit in short stretches, of both dedicated cycle ways and improved footways. The cycle ways are set back from the road and both they and the improved footway. There is not considered to be any adverse impact on the environment or amenity in providing them, as such the proposal is in accordance with this policy.
- 5.15 DAP3 Protecting Nature Conservation, Geology and Geomorphology – The development would not have an impact upon any designated Site of Special Scientific Interest (SSSI), ancient woodland, nature reserve, protected; rare, endangered wildlife species, of features of geological interest. As such the development is in accordance with this policy.

National Planning Policy Framework

- 5.16 Paragraph 14 of the NPPF states that there should be a presumption in favour of sustainable development and for decision taking that means: approving development proposals that accord with the development plan without delay.

- 5.17 Paragraph 17 states that planning should proactively drive and support sustainable economic growth and support the needs of business and housing. It is considered that the highway improvements would both improve access to business in the Warwick town centre and improve access for resident of the new housing estate still under construction on the former Opus 40 site.
- 5.18 Paragraph 30 of the NPPF states that encouragement should be given to development solutions which support reductions in greenhouses gas and reduce congestion. The proposal includes improved cycle and pedestrian provision and would alleviate congestion during peak times due to the signalised junction and the wider improvements in the Stanks Island area.

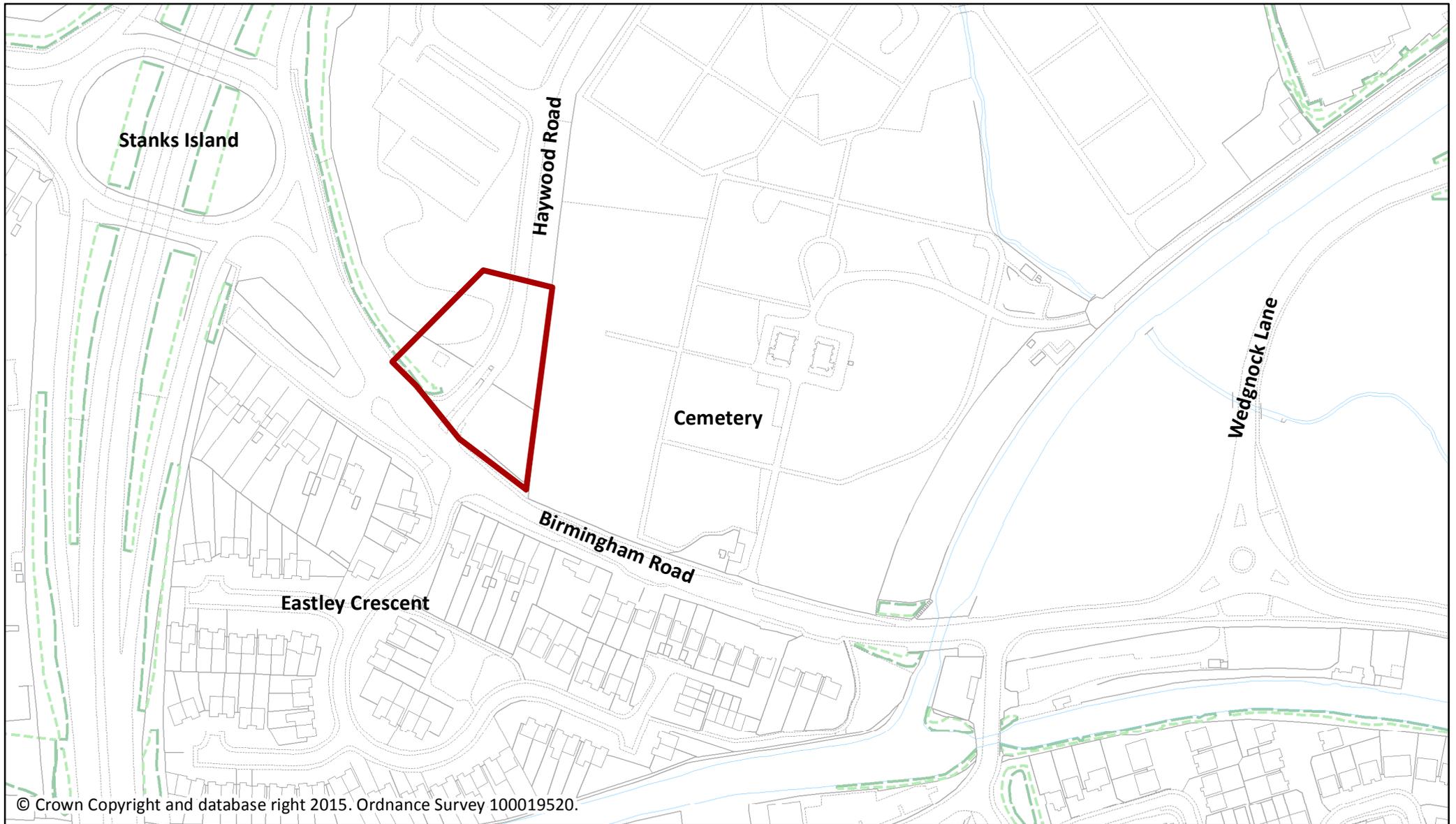
6. Conclusions

- 6.1 The application is part of a wider scheme being conducted under permitted development to improve access from the west of Warwick. The development would improve traffic flow into and out of Warwick town centre at peak times and incorporates sustainable means of transport such as the cycle way. The proposal would have very limited adverse impact on residential amenity, if any during the construction phase and it is proposed to append conditions which would mitigate them. There has been no objection from members of the public or statutory consultees and the proposal is in accordance with local and national planning policy. It is for these reasons that the application is recommended for approval.

7. Supporting Documents

- 7.1 Submitted Planning Application – Planning reference WDC/17CC008
- 7.2 Appendix A – Map of site and location.
- 7.3 Appendix B – Planning Conditions.

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Junction of A425 Birmingham Road and Haywood Road, Warwick

Regulatory Committee: 11 July 2017

Scale: 1:2500

Drawn by: Bee Yew-Booth

Dept.:Communities



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Appendix B.

Relocation of Haywood Road junction on to Birmingham Road to allow for a signalisation and left and right turns out of the junction

At:

**Junction of A425 Birmingham Road and Haywood
Road, Warwick, CV34 5AH**

WDC/17CC008

Planning Conditions.

1. The development hereby permitted shall be begun not later than 3 years from the date of this permission.

Reason: To comply with Section 51 of the planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the details submitted with application reference no. WDC/17CC008 and in accordance with the approved plans, reference no. 2017-05-11 Site Location Plan, 9.2-A46—082—057 General Layout, the application forms, the planning statement and any samples or details approved in accordance with the conditions attached to this planning permission, except to the extent that any modification is required to or allowed by or is made pursuant to these conditions.

Reason: In order to define the exact details of the planning permission granted and to secure a satisfactory standard of development in the locality.

3. No development hereby permitted shall commence unless and until a scheme for the suppression of dust during construction works has been submitted to and approved in writing by the County Planning Authority.

Reason: In the interest of public amenity.

4. Within 6 months of the commencement of the development, a planting scheme stipulating species and their location shall be submitted to and approved in writing by the County Planning Authority. Upon approval the scheme shall be implemented in the first available planting season, any plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing with the County Planning Authority

Reason: In the interest of public amenity.

Development Plan Policies Relevant to the Decision.

Warwick District Local Plan

DP2 Amenity

DP6 Access

DP9 Pollution

SC4 Supporting Cycle and Pedestrian Facilities

DAP3 Protecting Nature Conservation, Geology and Geomorphology

Reasons for the Grant of Planning Permission.

Compliance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012.

In considering this application the County Council has complied with paragraphs 186 and 187 contained in the National Planning Policy Framework.