

Local Plan Consultations in Warwick District

Local Plan

The Highways Agency (HA) welcomes the opportunity to make further comments on the emerging Development Strategy for Warwick District.

The HA is responsible for maintaining, operating and improving the Strategic Road Network (SRN) in England on behalf of the Secretary of State for Transport. Warwick District lies in close proximity to the SRN (A45, A46, M40 and M42)

The HA made comments on the Preferred option consultation in October 2012 following involvement in the transport modelling work undertaken on the 4 options for housing growth being pursued at that time. In those comments, it was emphasised that the Preferred Option was slightly different to the 4 options which had been modelled and that the HA would expect a further more detailed modelling exercise to be undertaken on the Preferred Option if that was to be pursued.

It is understood now that the Revised Development Strategy proposes a different Option for the location of development to that previously proposed at the Preferred Option stage and that further modelling work has been carried out in the form of Phase 3 of the Strategic Transport Assessment. This is welcomed.

The HA notes the proposal for a managed motorway scheme between M40 junctions 15 and 14 which is stated as "already committed". The HA wish to record that that there is no committed scheme. If this proposal is necessary for delivery of the plan funding and deliverability would have to be clarified. The forthcoming route based strategy will provide the evidence required to inform the HA's long term highway investment strategy.

With regards to phasing and deliverability of development, in previous comments on the Preferred Option, the HA noted that document identified the likely timeframe within which each site may be developed. The HA believes that this commentary strengthens the document as would observations on the deliverability of the proposed development sites where infrastructure is required.

The revised Development Strategy similarly gives a likely phase for each development site to come forward but again no reference is made to deliverability. The HA would reiterate the points raised in the comments on the preferred option with regards to deliverability, to ensure that the Revised Development Strategy offers sufficient comfort that the required transport / highway infrastructure to support the growth envisaged will be in place at the right time.

The HA notes the planned infrastructure improvements that will directly involve the Strategic Road Network:

No 01 – Thickthorn Roundabout A46 / A452

No 17 – Greys Mallory Roundabout

No 18 – A46 "Stanks" Roundabout

No 19 – A46 Stoneleigh Junction

Nos 21 and 22 – Europa Way

Nos. 19, 21 and 22 are on the local road network and therefore are primarily a matter for Warwickshire County Council although the HA is naturally keen to ensure that these schemes do not adversely affect the operation of the Strategic Road Network.

For proposals 01, 17 and 18 the Phase 3 modelling works shows that, as a matter of principle, these schemes are required to mitigate the traffic effects of the proposed growth. We would wish to be party to further development of these schemes to allow greater certainty on deliverability and costs.

The HA will continue to work in partnership with the Council and Warwickshire County Council as the local highway authority to ensure that the necessary infrastructure is identified, with appropriate funding and delivery mechanisms in place, to ensure a sound strategy.

CIL

The Highways Agency welcomes the opportunity to comment on the emerging CIL provisions in Warwick District. Whilst the Highways Agency is not in a position to comment in detail on the underlying valuation and market data which has informed the proposed CIL rates, it recognises that the Council is working to identify where there may be a funding gap in relation to infrastructure provision, and whether CIL receipts could provide a valuable opportunity to contribute towards this gap.

The Highways Agency is keen to ensure that it is fully involved in further discussions as the CIL charging scheme develops. This is particularly important in respect of any priority list of infrastructure projects, particularly in terms of drawing up the Regulation 123 list of CIL infrastructure and how the listed schemes would interrelate with other requirements secured via other means such as Section 106 Obligations and Section 278 Agreements and with the list of transport related mitigation schemes as set out in the revised development strategy.

The HA believe it is critical that the relevant mechanisms dovetail and are prioritised / managed effectively to ensure timely provision of the necessary infrastructure in parallel with new development to ensure that impacts arising from new development are acceptable.

The HA will continue to work collaboratively with the Council and Warwickshire County Council as the local highway authority to ensure that the necessary infrastructure is identified and deliverable.

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