

From: LocalPlan

Sent: 30 June 2017 15:22

To: [REDACTED]

Cc: Programme Officer; LocalPlan; Environment&PlanningPolicy; Fletcher, David; Ross, Ian

Subject: Telford & Wrekin Local Plan - response to query from the Inspector received 21.6.17

Dear Stuart,

Please find attached Telford & Wrekin Council's response to Mr Hetherington on 21st June 2017, with regards to the queries raised in relation to the re-appraised evidence base. The response is in two parts.

1. HRA

In response to Mr Hetherington's question, "*Can the Council confirm that the revised housing requirement of 17,280 dwellings has been subject to (i) Habitat Regulations Assessment..?*", the response to set out below:

Previous stages of the Habitat Regulation Assessment process considered housing figures significantly above the 17,280 figure which is now being proposed as a modification to the Local Plan. Document D2c-iii considered a figure up to 17,800 as well as a higher figure of 26,500. Document D3b considered in detail a scale of growth of 20,000 new homes alongside potential housing allocations. Neither of those HRA documents identified any likely significant effects resulting from these higher housing numbers.

The Council has confirmed with the consultants, Enfusion, are satisfied that the earlier stage HRA documents which considered higher housing figures are sufficient to show that there is not likely to be a significant effect on any European Designated Site as a result of the small change in housing figure from 15,555 to 17,280 as now proposed.

2. Transport modelling

This response is in answer to Mr Hetherington's question, "*Can the Council/HE confirm that the higher dwelling requirement would not have an adverse effect on either the strategic or the local road network?*" In response, the Council has sought confirmation from Highways England (re. Strategic Road Network) and the Council's Highways Authority Team (re. Local Road Network) that they are content that the revised housing requirement would not have an adverse impact on either the strategic or the local road networks. Both organisations have responded (see attached email correspondence) acknowledging the increase in housing requirement and confirming that having modelled in excess of 20,000 homes the existing evidence provides the best and most robust scenario for assessing the impact on the highway network. The overall quantum of development applied in the modelling work is set out in the evidence base previously submitted to the examination (C4a-ii, section 4.2).

Highways England have confirmed that of the infrastructure mitigation necessary to deliver the plan, "*Telford and Wrekin Council has already completed the necessary scheme at the M54 junction 4 which is referenced in the submitted IDP*". The Council, as the Local Highway Authority, have confirmed they share the same view as the Highways England in recognising that the 17,280 is within the number of units modelled, the scenario modelled remains robust and remains confident that there will not be an adverse impact on the local road network.

Strategic Highway Network (SHN)

Please find attached an email response on this matter received from the Highways England, dated 30th June 2017.

Local Highway Network (LHN)

Please find attached the email response on this matter received from Telford & Wrekin Highways Authority, dated 29th June 2017.

The Council trusts this response provides the confirmation the inspector requires. If you need anything else from the Council at this time, please let us know.

Yours sincerely

Darren Oakley
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From: Ashford, Gavin
Sent: 30 June 2017 14:39
To: Oakley, Darren
Subject: FW: Telford and Wrekin Local Plan - Query from the Inspector - 21.6.17

Appendix 1

Gavin,

Further to the email below I can confirm that Telford & Wrekin Council in consultation with Highways England modelled the highway network in 2015, to understand the impacts of housing numbers contained within the Local Plan at the time (15,555 units). The impacts on the road network of the traffic generated by the revised housing requirement of 17,280 new homes have been accounted for in the modelling work to date and a series of proposals drawn up to mitigate this, which are described in detail in the Infrastructure Development Plan and Transport Growth Strategy. As the numbers now proposed in the emerging Local Plan are still less than that modelled (17,280 as opposed to in excess of 20,000 modelled), Telford & Wrekin Council as the Local Highway Authority considers that the 2015 assessments remains robust and is confident that there will not be an adverse impact on the local road network as the Council have already modelled a higher number of homes (20,000 units +).

I hope that this is of use, please let me know if I can help further.

Regards, David

David Balme
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From: Ashford, Gavin
Sent: 30 June 2017 15:21
To: Oakley, Darren
Subject: FW: Telford and Wrekin Local Plan - Query from the Inspector - 21.6.17

Appendix 2

Gavin,

Thank you for sight of the Inspector's follow up questions in relation to the Telford and Wrekin Local Plan examination in public. The Inspector has sought further clarification from Highways England on our view on the evidence currently available that was forwarded to the Council on 2 June 2017.

We can confirm that we remain content the traffic modelling evidence in respect of the Strategic Road Network (the M54 motorway in the Telford and Wrekin Council area) considers the traffic effects of the new proposed quantum of development of 17,280 homes. We do not envisage this proposed new quantum of development having an adverse impact on the Strategic Road Network.

We base this view on the following observations:

We have considered the traffic modelling evidence paper dated October 2015 produced by Telford and Wrekin Council to support the examination in public (Document C4a-ii Telford Local Plan – Supporting Modelling & Highway Infrastructure Plan). This sets out the modelled quantum of development at that time as:-

| | |
|-----------------------|---------------|
| Completed | 3,924 |
| Committed | 12,092 |
| Resolution to grant | 1,680 |
| Shifnal | 1,438 |
| Local Plan allocation | 3,499 |
| TOTAL | 22,633 |

The outcomes from the modelling work referenced identified the Strategic Road Network infrastructure mitigation necessary to deliver the plan. Telford and Wrekin Council has already completed the necessary scheme at M54 junction 4 which is referenced in the submitted IDP.

On this basis, we are content that the evidence presented by the Council in terms of the Strategic Road Network provides a robust evidence base for the plan in terms Highways England's area of responsibility.

Regards
Patrick

Patrick Thomas, Asset Manager
Highways England | The Cube | 199 Wharfside Street | Birmingham | B1 1RN