

Andrew Collinson

From: [REDACTED]
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Cc: Andrew Collinson
Subject: Planning Application PAP/2021/0663 - Land west side of Dordon Road, Polesworth

Caution: Warning external email

OFFICIAL

Good Afternoon

As we appear to be getting closer to finishing the application I have gone through my notes to see if there is anything I have forgotten.

If I have sent this email to the wrong people, please pass it on. I submitted an amended S106 request at the end of May and I do not appear to have received a response. I am fully aware that some of the requests will not be possible, but I would appreciate a response to all the requests. The below was sent to the Borough.

WCC Transport Delivery and WCC Transport Planning have considered the following planning application and advised on the public transport related matters to be included in the highway related negotiations with the respective Developer:

North Warwickshire Borough Council

PAP/2021/0663 - Land On The West Side Of, Dordon Road, Polesworth

Outline planning permission for development of land within Use Class B2 (general industry), Use Class B8 (storage and distribution) and Use Class E(g)(iii) (light industrial), and ancillary infrastructure and associated works, development of overnight lorry parking facility and ancillary infrastructure and associated works. Details of access submitted for approval in full, all other matters reserved.

I. Bus Service Provision Requirements:

Please find attached the Section 106 developer contribution proforma in respect of Planning Ref No. PAP/2021/0663 confirming that funding is sought to provide bus service connectivity to the site at suitable shift change times on an existing inter-urban bus route serving Tamworth, Atherstone and Nuneaton.

II. On-Street Bus Stop Infrastructure Provision:



A. Provision of a Bus Turning Circle Facility on Highway with the Development:

The Developer is expected to provide a bus turning circle area on the main arterial road. The Developer must aim to ensure that the bus turning circle is within 400 metres walking distance between all of the commercial units within the site and within easy access / close proximity to the new highway access junction between the main arterial road for the proposed new commercial development close and A5 Watling Road. This will enable the bus service to penetrate the site and pick up / set down occupiers at minimal additional bus journey time for the entire route. The provision of a bus turning circle facility should be included in highway arrangements stipulated in the Section 38 Agreement to be arranged and funded by the Developer.

B. Main Arterial Road:

The Developer should ensure that the width of the carriageway on the main arterial road penetrating the site is sufficient to safely cater for two-way bus movement even accounting for parked cars.

C. Provision of On-Street Bus Stop Infrastructure:

A commitment should be placed upon the Developer to provide a high-quality bus stop adjacent to the bus turning circle facility constructed to Warwickshire Quality Bus Corridor (QBC) specification to serve occupiers of the proposed new development in line with County Council policy stipulated in the Warwickshire Local Transport Plan. The bus stop would be constructed to an enhanced specification comprising the following:

- Provision of a raised bus boarding / hard-standing area with specialised paving;
- Provision of bus stop clearway box markings on the carriageway;
- Provision of a bus stop pole (including a bus flag and timetable case attached); and
- Provision of a bus shelter.

These works should be delivered and funded by the Developer as part of Section 38 Agreement commitments.

D. Provision of Real Time Information:

- A commitment should be placed upon the Developer to ensure that the bus stop is facilitated with Real Time Information (RTI) provision, i.e. either through a display attached to interior of the bus shelter or separate bus flag type display;
- This can be delivered via the Developer commissioning Vix Technology (the supplier of the Warwickshire RTI Scheme) to assume project management responsibility - which will include undertaking liaison with Transport for West Midlands (who are responsible for managing the data relayed on the RTI displays) and the bus operator(s) to secure implementation, including compatibility between the RTI communications system for with the Coventry and Warwickshire RTI Scheme system and on-bus communications infrastructure; and
- It is anticipated that the cost of implementing the RTI provision would be in the region of £50,000 covering hardware, communications, electrical connections and VIX Technology project management fees.

The provision of RTI will provide occupiers of the proposed new development with confidence regarding using their local bus service as they would be immediately informed of the actual arrival time of the next bus, which complements the aspirations in the Warwickshire Bus Service Improvement Plan published in October 2021 detailing how the County Council will meet the bus patronage growth aspirations set out by Government in the National Bus Strategy.

The RTI provision should also be included in the commitment placed upon the Developer in the Section 38 Agreement.

E. Commuted Sums for Maintenance:

- On the proviso that the Developer will eventually seek for the County Council to enter into Highway adoption formalities, a Section 106 developer contribution of £5,000 covering the cleaning and maintenance of the bus shelter over a period of 5 years (i.e. £1,000 per annum) after adoption of the highway should be included in the Section 106 Agreement;
- The Developer should also be asked to contribute a commuted sum covering the maintenance of the RTI display at a sum of £4,000 (£800 per annum) over a period of 5 years after Highway adoption, which would need to be included in the Section 106 Agreement; and
- The Developer should also be asked to contribute a commuted sum covering the replacement of the RTI display(s) at the end of its 15-year lifespan at a cost of £2,500 for inclusion in the Section 106 Agreement, like the approach undertaken by WCC Design Services - Traffic Control and Information Systems Team when a Developer installs traffic signals as part of a new development.

F. Pedestrian Connectivity:

The Developer must ensure that excellent pedestrian facilities are in place providing connectivity between each commercial unit within the proposed site and the bus stop including construction of good quality of new tarmac / concrete specification footpaths and provision of safe crossing points.

Regards



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