

Technical Note

Project: Wilton Park, Beaconsfield

Subject: Summary of Submission Documents

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I Executive summary

I.1 Transport Assessment (August 2017)

1.1.1 PJA prepared and submitted a Transport Assessment on 15th August 2017 (hereafter referred to as 'PJA TA 2017') in support of the outline planning application for residential led mixed-use development scheme at Wilton Park in Beaconsfield, South Buckinghamshire (17/01763/OUT). Outline planning permission is sought for the development proposals as set out in Chapter 4 of the PJA TA 2017.

1.1.2 PJA TA 2017 established, in keeping with the parameters within the scoping note agreed in advance of submission with Buckinghamshire County Council (BCC) as Highway Authority (Transport Scoping Note, dated May 2014), the transport implications of the proposed development as set out by the criteria within the National Planning Policy Framework (NPPF).

1.1.3 The PJA TA 2017 concluded that there are no highway or transport reasons why the proposed development should not be granted planning permission. The PJA TA 2017 was published on the South Bucks District Council (SBDC) planning portal on 27th September 2017.

I.2 Transport Assessment Addendum (April 2018)

1.2.1 After the submission of the outline planning application, a response has been prepared by BCC, which was issued on 20th December 2017 (hereafter referred to as 'BCC Response 2017') and was received by PJA on 12th January 2018. The BCC Response 2017 requested the submission of additional information to address the following two reasons for refusal:

Reason for Refusal 1

“Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed on an individual and cumulative basis. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing distributor road network and will not achieve safe and suitable access contrary to the National Planning Policy Framework, Core Policy 14 of the South Bucks Core Strategy, the Wilton Park Development Brief SPD and the aims of Buckinghamshire’s Local Transport Plan 4.”

Reason for Refusal 2

“The proposed development fails to make adequate provision to allow accessibility to the site by non-car modes of travel. The development will therefore be heavily reliant on the use of the private car contrary to sustainable policies as set out in the National Planning Policy Framework, Core Policy 14 of the South Bucks Core Strategy, the Wilton Park Development Brief SPD and the aims of Buckinghamshire’s Local Transport Plan 4.”

- 1.2.2 A Transport Assessment Addendum report (hereafter referred to as 'PJA TAA 2018') and Supplementary Information Note (Modelling) have been prepared by PJA and submitted to BCC on 20th April 2018 to address BCC’s Reason 1 for Refusal set out in the BCC Response 2017.
- 1.2.3 The resultant core changes in relation to the PJA TA 2017 include an update of travel demand forecasts associated with the separate land uses proposed at Wilton Park, additional traffic count information and revised queue length analyses at modelled junctions, as well as updated modelling results of existing as well as proposed junction layouts at Pyebush Roundabout and London End junction.
- 1.2.4 A standalone supplementary note addresses BCC’s Reason 2 for refusal of the BCC Response 2017 has also been submitted to BCC on 20th April 2018 to reiterate that the proposals for Wilton Park as presented in Chapter 4 of the PJA TA 2017 are in keeping with SBDC's vision to improve the site's access by sustainable modes of transport and provide adequate infrastructure to encourage journeys to and from Beaconsfield to be undertaken by sustainable modes of transport.
- 1.2.5 Having provided additional information as requested in the BCC Response 2017, section 6.1.4 of the PJA TAA 2018 emphasises that the conclusion of the PJA TA 2017 are still valid and there are no highway or transport reasons why the proposed development should not be granted

planning permission with regard to Paragraph 32 of the NPPF and Paragraph 109 of the revised NPPF.

1.3 London End Roundabout Modelling Update Note (August 2018)

- 1.3.1 Following the submission of the PJA TAA 2018, a meeting was held between BCC, PJA and the Applicants on 11th June 2018, in which BCC continued to question the validity of observed queue survey results at London End Roundabout despite the updated empirical evidence provided as part of the PJA TAA 2018.
- 1.3.2 PJA consequently submitted the 'London End Roundabout Modelling Update' Technical Note to BCC on 01st August 2018 (hereafter referred to as 'PJA Technical Note 2018'), which reviewed and updated the junction model of the London End roundabout junction to reflect queue lengths observed by Jacobs as part of the transport assessment dated August 2016 for the Outline Business Case (OBC) for the A355 Relief Road.
- 1.3.3 In keeping with the agreed scope of the PJA TA 2017 and backed up by the PJA TAA 2018 and two accompanying Supplementary Information Notes, the PJA Technical Note 2018 concluded that following the update of queue information to the position of BCC's own assessment as part of the OBC for the A355 Relief Road, an interim development comprising 116 net additional dwellings at Wilton Park does not render any grounds for refusal under paragraph 32 of the NPPF and paragraph 109 of the revised NPPF.

1.4 A355 Relief Road Note (2018)

- 1.4.1 Following the submission of the PJA Technical Note 2018 in August 2018, PJA prepared and submitted the A355 Relief Road note to BCC on 04th October 2018. The aim of this note is to demonstrate that following the delivery and operation of the entire A355 Relief Road, the impact of development traffic associated with the entire Wilton Park scheme on the London End Roundabout is not severe under paragraph 32 of the NPPF and paragraph 109 of the revised NPPF.
- 1.4.2 In line with the current phasing plan which includes the delivery of the southern relief road section alongside Phase 2 of the Wilton Park scheme, the consenting of the Wilton Park development would expedite the delivery of this infrastructure which would then be in place with the completion of the full development at Wilton Park.

I.5 PJA Response to BCC (January 2019)

- 1.5.1 Notwithstanding the additional information presented to BCC, a formal response has been received from BCC via email on 04th January 2019 that provides an update of the County Council’s position in relation to all of the outstanding matters. Taking into consideration the latest information that PJA have provided, BCC’s response confirms what is required to address the remaining concerns, including:
- Assessment of interim impacts on London End with suitable pedestrian and cycle connectivity;
 - Demonstrating pedestrian and cycle connectivity for full Wilton Park scheme;
 - Providing additional information with regard to Pyebush Roundabout improvements; and
 - Developing an interim and full development Public Transport strategy.
- 1.5.2 PJA consequently prepared the ‘PJA Response to BCC (January 2019)’ Technical Note, which reviews and updates the junction model of the London End and Pyebush Roundabout junctions to reflect BCC’s request to validate the junction models against the observed average maximum queue data. In line with the definition of severity as set out in the PJA TA 2017 and all of subsequent technical notes submitted by PJA, the conclusion that the interim development scheme of 116 dwellings does not result in a severe impact on the surrounding road network remains valid. In addition, proposed mitigation schemes at both Pyebush and London End Roundabout that are required to accommodate traffic associated with the full development at Wilton Park provide a betterment against the future baseline scenario with and without the A355 Relief Road in place.
- 1.5.3 PJA also prepared two revised layout options of pedestrian and cycle infrastructure improvements on the A355 Park Lane approach of the London End Roundabout junction: (1) a standalone signalised crossing; and (2) the provision of a Zebra crossing. Revised modelling results demonstrate that the provision of pedestrian and cycle infrastructure improvements at London End roundabout will have no severe impact on the junction capacity once the A355 Relief Road is fully constructed and operational in keeping with the agreed definition of severity of impact set out in the PJA TA 2017. The note emphasises that the delivery of either crossing prior to the completion of the full Relief Road will result in increased journey time delays at the London End junction, though the extent of impact cannot be modelled due to shortcomings of the ARCADY modelling software predicting results of a junction that already operates beyond its theoretical capacity in the baseline scenario.

1.5.4 The concerns raised by BCC in relation to the accessibility of the site by public transport services have been addressed by PJA in a separate document in the form of a Public Transport Strategy Framework.

1.6 Public Transport Strategy Framework (January 2019)

1.6.1 Having considered the additional information submitted to the County Council and when taking into account the most recent response received by BBC (dated 04th January 2019), the framework strategy addresses outstanding concerns on the site's accessibility by public transport services.

1.6.2 The note provides a framework strategy to improve existing access to bus and rail services in Beaconsfield as out in Core Policy 14 of the South Bucks Core Strategy (2011) that requires *"a coordinated package of measures to improve accessibility, with new and enhanced routes and facilities for pedestrians, cyclists and public transport users."* A full Public Transport Strategy is expected to be a planning condition of outline planning permission (17/01763/OUT) and will be developed in upcoming meetings with local bus operators and County Council's Passenger Transport section prior to implementation

1.6.3 Given the uncertainties about the timescales for delivery of the entire A355 Relief Road, the framework document considers a phased approach towards bus service enhancements in line with the phasing plan at Wilton Park.

1.6.4 The strategy framework proposes the diversion of existing bus service 104 from the Pyebush Roundabout to serve the Wilton Park site before returning to the current route. The diversion of services, and additional morning and evening buses would need to be supported by the developer for an initial period of three years with a review at that time to meet with possible completion of the full A355 Relief Road.

1.6.5 It is proposed that a new bus stop will be provided on the Phase 1 section of the A355 Relief Road section north of the Pyebush Roundabout. The proposed bus stop will take the form of a 3m wide lay-by to protect the strategic function of the A355 Relief Road. This would reduce walk times to existing bus stops on the A40 London Road and would encourage future residents to undertake commuting journeys by bus rather than private car.

1.6.6 Once the A355 Relief Road is fully constructed and operational, a review of the existing bus network will be undertaken to optimise routing of existing services. Thus, it is envisaged that subject to consultation with local bus operators in Beaconsfield, developers and the Passenger Transport team at BCC, opportunities to implement a comprehensive Public Transport Strategy for Beaconsfield, including an extension of existing or introduction of new bus services will be reviewed following the delivery of the full A355 Relief Road.