

Document Reference 2.7S

Town and Country Planning Act 1990

Acquisition of Land Act 1981

Local Government (Miscellaneous Provisions) Act 1976

Inquiry into:

**THE COUNCIL OF THE CITY OF COVENTRY (CITY CENTRE SOUTH) COMPULSORY
PURCHASE ORDER 2022**

and

Town and Country Planning Act 1990

Stopping-up of public highway

Summary Proof of Evidence

of

Russell Vaughan

Director for Transport Planning Practice Ltd

On behalf of the Council of the City of Coventry

29 December 2022

1. INTRODUCTION

- 1.1 My name is Russell Vaughan. I am a Director at Transport Planning Practice (TPP), a company where I have worked since May 2006. Prior to joining TPP I worked in the transport planning department of Capita Symonds (formerly Symonds Group). I have a BSc in Physical Geography and a BEng in Civil Engineering.
- 1.2 TPP was appointed by Shearer Property Regen Limited ("**SPRL**") to prepare a Transport Assessment (TA) and associated supporting documentation for the Coventry City Centre South re-development. I have provided transport advice on this scheme since 2019.

2. SCOPE OF EVIDENCE

- 2.1 I give evidence on behalf of SPRL on the justification for the Council of the City of Coventry (City Centre South) Compulsory Purchase Order 2022 ("**CPO**"), and in support of the following applications for stopping up of highway pursuant to section 247 of the Town and Country Planning Act 1990 ("**TCPA**"):
- 2.1.1 Application One: Stopping Up of Rover Road and Queen Victoria Road (part) (Draft Order Ref: WM5256) (DR4.2)
- 2.1.2 Application Two: Stopping Up of Warwick Row (part) (Draft Order Ref: WM5257) (DR4.3)
- 2.1.3 Application Three: Stopping Up of Queen Victoria Road (part) (Draft Order Ref: WM5258) (DR4.1).
- 2.2 My evidence considers the traffic, highways and servicing requirements for the scheme underlying the CPO and the case in support of each of the three applications for the stopping up of highway.
- 2.3 In my evidence I consider the above matters in the context of both the currently consented scheme and also as it is proposed to be varied by way of a pending application pursuant to section 73 of the TCPA.

3. PROPOSED SCHEME

Consented scheme

- 3.1 The scheme is consented by a hybrid planning permission granted on 27 January 2022 (reference OUT/2020/2876) ("**2022 Permission**") (DR3.2(a)) as amended by s.96A non-material amendment, reference NMA/2022/2523, dated 11 October 2022 (DR3.6) (the "**Consented Scheme**").

Refined scheme

- 3.2** An application has been submitted pursuant to section 73 of the TCPA (reference S73/2022/3160) which was validated by the local planning authority on 11 November 2022 (DR3.7) ("**S73 Application**"). The S73 Application seeks to vary the conditions attached to the 2022 Permission (as amended) in order to refine the Consented Scheme ("**Refined Scheme**").

3.3 Access

Pedestrian and cycle

- 3.4** Both the Consented and the Revised Scheme provides for pedestrian and cycle access to the Site

3.5 Car and service vehicle

- 3.6** The exact number of car parking spaces will be determined at reserved matters application stage. Vehicles will be able to enter and exit the highway in a forward gear:

Cycle parking

- 3.7** For both the Consented Scheme and the Refined Scheme, cycle parking will accord with the standards set out in the Coventry Local Plan 2017, Appendix 5, Car and Cycle Parking Standards for New Development (DR3.9).

Taxi ranks

- 3.8** As part of the realignment and proposed pedestrianisation of Rover Road, the existing taxi stand for three Hackney carriages is to be re-provided on Warwick Road by utilising the loading lay-by outside the Reform Club. This lay-by will no longer be required as the majority of deliveries will be able to take place from the rear of the properties.

Car parking

- 3.9** Both the Consented Scheme and the Refined Scheme will remove all public car parking within the boundary of the Site and there is no intention to re-provide public car parking elsewhere, either within or off the Site.
- 3.10** The residential parking provision within both Schemes has been based on disabled parking requirements, operational needs, site constraints and expected requirements.

Shopmobility

- 3.11 As part of the demolition of the Barracks car park, the existing Shopmobility provision will need to be relocated. SPRL has submitted a separate detailed planning application for a new shopmobility facility on land at Salt Lane Car Park in Coventry City Centre (which is outside the Site- but nearby).

Disabled parking

- 3.12 In addition to the disabled residential parking being provided as set out above, public disabled parking provision will continue to be provided following the relocation of the Shopmobility, with Salt Lane car park providing accessible parking spaces close to the Site.

Emergency access

- 3.13 As part of the overall vehicle access design strategy for both Schemes, emergency vehicle access has been considered throughout.

Coach parking

- 3.14 White Street Coach Park is located to the north east of the Site and has capacity for seven coaches and is accessible from junction 2 of the A4053 Ringway.

Servicing

- 3.15 The proposed development (both the Consented Scheme and the Refined Scheme) will provide sufficient servicing facilities to accommodate the demand on-site and will provide on-site turning facilities where required. This is in-line with Local Plan policy AC7: *Freight* (DR3.9) and Chapter 8 of the Coventry Connected SPG (DR3.12).

4. SCHEME IMPACT

- 4.1 The trip generation for both the Consented and the Refined Schemes were based on the agreed person trip rates obtained from the TRICS database to derive person trips for each existing and proposed land use.
- 4.2 The proposed mitigation, by way of alterations to the required junctions, comprises acceptable mitigation as agreed with the Highway Authority. These designs will be refined further as part of the Reserved Matters Applications and will take into account other considerations including the Council's preferred junction types and its general approach to discouraging traffic in the City Centre.

5. CONSTRUCTION TRANSPORT IMPACT MITIGATION

- 5.1 A Demolition Traffic Management Plan (DTMP) and Construction Traffic Management Plan (CTMP) will be prepared and submitted in support of the first reserved matters application. The DTMPs and CTMPs will include vehicle routeing and the expected vehicle trip numbers and the expected number of staff per development phase. These conditions will be replicated in any permission granted pursuant to the S73 Application for the Refined Scheme.

6. COVENTRY MARKET

Consented Scheme proposals

- 6.1 The Consented Scheme comprises 10 bays adjacent to the south of the Market (only usable 6am-10am) and four in the basement accessed via the new ramp. This arrangement provides 14 bays during the AM peak and 4 van sized bays during the other periods. TPP's analysis of the Market servicing requirements demonstrated how this provision, used in conjunction with the nine bays in Area A was adequate to service the Market.

Revised Scheme proposals

- 6.2 During discussions seeking to resolve their objection to the CPO, Royal London issued SPRL with a draft Servicing and Management Plan and a Technical Note prepared by their Transport Consultant, Mayer Brown, in relation to the servicing of the Market, on 22nd November 2022 (see Appendix RV1). The Technical Note raised a number of issues which Mayer Brown had and which the latest iteration of the refined design addresses.
- 6.3 Notwithstanding that it is considered that the Mayer Brown assessment is worst case, in response to Royal London's objection SPRL have designed a revised Market servicing scheme that can accommodate 12 servicing vehicles adjacent to the Market. These 12 permanently accessible servicing bays (excluding the lay-by), in addition to the 9 bays already available in Service area A, results in 21 bays being available, ensuring that deliveries can be accommodated at all times even without a time restriction and caters for servicing arrangements above the Mayer Brown worst case assessment.

7. STOPPING-UP OF HIGHWAYS

- 7.1 There are three applications for the stopping up of highway as detailed below. Each of the three applications has been made pursuant to section 247(2A) of the Town and Country Planning Act 1990 to enable development to be carried out by the Developer accordance with planning permission for the Scheme. The public consultation for all three stopping up orders commenced on the 24th November 2022, with notices pertaining to the Public Inquiry being published / advertised on 1st December 2022. The period for submission of objections expired on 22nd December 2022.

- 7.2 The stopping up orders have been prepared in relation to both the Consented Scheme and the Refined Scheme and are applicable to both schemes as the maximum building parameters have not changed in relation to the stopping up areas, or the need for the rationalisation of the existing highway boundary.
- 7.3 All areas of highway proposed to be stopped are included within the CPO.
- 7.4 The three Stopping up Orders are:
- Application One: Rover Road (Draft Order Ref: WM5256) (DR4.2)
 - Application Two: Warwick Row (Draft Order Ref: WM5257) (DR4.3)
 - Application Three: Queen Victoria Road (Draft Order Ref: WM5258) (DR4.1)

Objections To The Stopping Up Orders

- 7.5 Six parties submitted objections in response to the Stopping-up Orders. These are all being responded to in order to remove these objections.

8. CONCLUSION

- 8.1 The Scheme is acceptable in highway terms, in particular in relation to pedestrian, cycle and vehicular access, and provides sufficient cycle and car parking, including disabled provision and electric charging facilities. The Site and the neighbouring Market can be adequately serviced, noting that these in principle arrangements can be further refined at the Reserved Matters stage.
- 8.2 The proposed mitigation for the net trip generation, by way of alterations to the required junctions, comprises acceptable mitigation as agreed with the Highway Authority. These designs will be refined further as part of the Reserved Matters Applications.
- 8.3 During construction, based on most staff arriving and departing during the typical weekday peak hours, the demolition and construction staff will have minimal impact on the local transport network
- 8.4 SPRL have designed a revised Market servicing scheme that can accommodate 12 servicing vehicles adjacent to the Market. These 12 permanently accessible servicing bays (excluding the lay-by), in addition to the 9 bays already available in Service area A, results in 21 bays being available, catering for servicing arrangements above the Mayer Brown worst case assessment.
- 8.5 Three stopping up orders have been prepared in relation to both the Consented Scheme and the Refined Scheme and are applicable to both schemes as the maximum building

parameters have not changed in relation to the stopping up areas, or the need for the rationalisation of the existing highway boundary.

- 8.1 Six parties submitted objections in response to the Stopping-up Orders. These are all being responded to in order to remove these objections.