

**Personal Information**

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**Summary**

Have 37 years experience in highway, traffic and transportation engineering most recently as a Senior Associate at Peter Brett Associates. Public sector expertise includes highway route assessment, highway design, traffic, accident and economic appraisal for rural and urban Highways Agency schemes. Have acted as expert witness at 6 Highways Agency road schemes. Development Control experience in Local Government advising on the highway and traffic aspects of planning applications. Have prepared Council Committee reports and provided expert evidence at planning appeals and the High Court.

Private sector experience includes development planning, highway access and car park design, traffic modelling, accident studies and transport assessment reports. Have prepared proofs of evidence for Local Plan, Unitary Development Plan and planning application Public Inquiries.

**Academic**

BSc Civil Engineering, Portsmouth, 1973

Diploma in Transportation Engineering 1975

Chartered Member of the Institution of Civil Engineers, 1977

Fellow of the Chartered Institution of Highways and Transportation, 1988

**Skills and Strengths**

Have extensive experience in advising developers, landowners and local authorities on transport and traffic matters in connection with new developments of all types and scales, including the preparation of transport assessments and travel plans, and the presentation of expert evidence at public inquiries.

With my background in Civil Engineering highway design I have a good understanding of the practical aspects of master plan design based on numerous concept layouts created for major and minor access junctions. The latest thinking within Manual for Streets is now very relevant in helping to reduce the adverse effects of 'over design', which is still promoted by many authorities.

I have considerable experience in the use of junction capacity programs and have created complex Transyt models of signalised roundabouts. Particular expertise has been gained in the use of very large Excel spreadsheets used for the traffic modelling of sites up to 2500 houses. Recent experience has involved the use of Saturn and Omnitrans traffic models.

**Professional Experience**

2010 ++	<p><b>Director of LvW Highways Ltd</b></p> <p>Formed in May 2010 in conjunction with Karl von Weber (Director). The aim in setting up the new company is to provide a <b>high quality</b> highways and transportation service to the development industry, local authority and private clients at a <b>competitive fee</b>.</p>
1999/2010	<p><b>Peter Brett Associates: Senior Associate</b></p>
2009/2010	<p><b>Metal and Waste Recycling Ltd. Planning Appeal against Enforcement Action:</b> Expert highway and traffic evidence to support the continued use of an existing scrap yard in Hitchin, Hertfordshire. Site has constructed a new fragmentiser based on 'permitted development rights' and County wishes to restrict use to the tonnage prior to construction. Present EA licences allow the processing of 260,000 tonnes of scrap per year.</p>
2008/2009	<p><b>Ashton Park, Bristol:</b> Responsible for preparation of a Transport Assessment for 9,500 houses, employment area, bus Park and Ride and Rapid Transit Bus corridor. Site is located on the southern boundary of Bristol with the larger part of the site within North Somerset. An Omnitrans model has been built for the whole of Bristol based on the 600 zone BATS3 Saturn model. Provided model development expertise and developed complex spreadsheets.</p>
2008/2009	<p><b>Portsmouth Harbour Local Development Framework - Transport Study</b></p> <p>Assessment of the effects of the proposed LDF housing and employment projections to 2026. Study has identified the impact of 40,000 dwellings and approximately 1m sq m of employment on the Strategic Road Network and demonstrated to the Highway Agency the "soundness" of the proposals. The SATURN Solent Strategic Transport Model (SSTM) has been used to test options. This was updated and future year matrices built for the 362 zone model. Responsible for model development and development of large spreadsheets including trip generation, negative exponential gravity models and Furness.</p>
2008/2009	<p><b>Wingmoor Farm Waste Management Facility, Bishops Cleeve, Cheltenham:</b> Transport Assessment for a combined waste facility catering for non-hazardous and hazardous waste, exported sand and gravel and a Materials Recovery Facility. Total tonnage per year of all uses is just under 300,000 tonnes per year. Assessment compared a minimum mitigation only scenario with a more prolonged use inclusive of landscaping finishing in 2029.</p>
2002/2007	<p><b>Featherstone Housing:</b> Transport Assessment for 1000 houses, employment area and promotion of 1500 space bus and rail based Park and Ride site on the West Coast main line just to the north of Wolverhampton adjacent to the M54. Has included vehicle, bus passenger and rail passenger models. Model based on spreadsheet analysis which was audited and approved by the HA.</p>
2002/2010	<p><b>Bournemouth Airport:</b> Various transport studies promoting a masterplan for 2.5m sq ft of Business Park and expansion of the Airport from 500,000 passengers per year to 4.5 million. Section 278 design commission for the construction of a new signalised junction into the Airport. Client – Manchester Airport Group.</p>
1999/2010	<p><b>Cardiff County Council:</b> Provided advice on development control issues relating to major developments in Cardiff. Prepared evidence and acted as expert witness at Vale of Glamorgan UDP Inquiry in relation to Cardiff Airport Access Road. Acted as expert witness at numerous development planning appeals. Coordinated two bids for appointment as consultant for 10 transport related work areas. Only consultant to be approved for all 10 areas. Widening of A470 North Road, Cardiff to incorporate bus lanes. Aim is to promote bus priority on the main radial routes and connect with a new 1500 space Park and Ride car park.</p>
2000/2009	<p><b>Monmouth:</b> Traffic study of southern section of Monmouth and preparation of Traffic Assessment report. Eight junctions were assessed based on the effects of a proposed 170 house development. Expert evidence at successful appeal in 2009. Costs claim successful against Council.</p>
2004/2007	<p><b>Taunton Deane Council:</b> Expert transport and highway witness for two 'Councillor refused' planning applications.</p>

2002/2006	<p><b>Filton Northfield:</b> Sustainable transport appraisal for redevelopment of brown field site to the north of Filton Airfield, Bristol for 2500 houses and 65,000m<sup>2</sup> B1. Consideration of all transport modes including extension of proposed Light Rapid Transit. Production of am and pm peak spreadsheet traffic model of North Bristol.</p>
1999/2004	<p><b>Waterlooville Housing:</b> Financial appraisal of a Major Development Area proposed for 2000 – 3000 houses on land to the west of Waterlooville, Havant. Study included officer workshops to determine the most likely infrastructure requirements, Commissioned by Winchester DC as part of a joint team including CBRE and Dearle and Henderson. A financial spreadsheet appraisal was produced showing that the viability was marginal based on the draft Section 106 prepared by the Council.</p> <p><b>Exeter Housing:</b> Sustainability and accessibility appraisal of competing major housing sites for developer. Evidence to be presented to two Local Plan and one Structure Plan Inquiries in relation to developers alternative sites containing up to 4000 dwellings. Developer option is 'urban extension' rather than allocated rural new settlement.</p> <p><b>Motorway Service Area M27:</b> Review of 'need' as defined in Government guidance in relation to a proposed new service area to the east of Southampton. Client - Winchester City Council.</p> <p><b>Barnwood, Gloucester:</b> Access and Movement Framework and Travel Plan for 18,580m<sup>2</sup> office relocation for British Energy.</p> <p><b>Tropicana Leisure Development:</b> Traffic and parking study for proposed £20m leisure development on Weston-super-Mare sea front.</p> <p><b>Burnham on Sea:</b> Preparation of bypass alignment associated with housing development. Organisation and analysis of traffic studies in preparation for forthcoming Local Plan Inquiry.</p> <p><b>East Devon Local Plan:</b> Traffic report for proposed 1000 house settlement east of Exeter.</p> <p><b>Bridport Local Plan:</b> Traffic report for proposed housing area to the west of Bridport in Dorset.</p> <p><b>GreenPark, Reading:</b> 209,025m<sup>2</sup> business park for Prudential Portfolio Managers. Traffic study and highway appraisal for expansion of site to accommodate 15,000 employees. Includes major improvements to Junction 11 of the M4, development of public transport 'node' and enhanced bus route network, provision of railway station and coordinated Travel Plan.</p> <p><b>Wokingham Local Plan Inquiry:</b> Preparation of evidence to protect interests of Prudential owned GreenPark Business Park in relation to proposed 2500 house development south of Junction 11 of the M4.</p> <p><b>Solent Business Park, near Southampton:</b> Preparation of Travel Impact Assessment for change of use from business to housing. Includes complex TRANSYT appraisal of motorway junction and adjacent 7 arm signalised roundabout. Public transport and non-car modes of travel are a significant issue due to peak hour congestion.</p> <p><b>Graylingwell Hospital, Chichester:</b> Preparation of detailed highway design for new access road and roundabout, for submission with housing planning application.</p>
<b>Career History:</b>	
1996/1998	<p><b>Cardiff County Council - Head of Highways Development Control.</b></p> <p>Cardiff CC became a Unitary Authority in April 1996. Seconded from Kennedy &amp; Donkin to initially head the Development Control Group for 6 months but extended to 2 years. Projects included:</p> <p><b>Culverhouse Cross Interchange:</b> TRANSYT analysis of interchange associated with retail and office development exceeding 46,450m<sup>2</sup>. Preparation of highway and traffic evidence and attendance at Inquiry as expert witness.</p> <p><b>Judicial Review at the High Court:</b> preparation of evidence and attendance at court for major retail site.</p>

	<p><b>University Hospital of Wales:</b> £40m redevelopment of hospital involving construction of new grade separated interchange onto the A48.</p> <p>Assessment of major TIAs and liaison with developers and consultants. Preparation of Highways Committee reports and planning appeal statements.</p>
1979/1996	<p><b>MRM Partnership/Rust Consulting/Kennedy &amp; Donkin Ltd:</b></p> <p><b>Regional Associate</b> responsible for a team of traffic and highway engineers carrying out major and smaller studies for the Highways Agency, local authorities and private developers. Equal involvement between major Highways Agency road, accident and traffic studies and private client Traffic Impact Studies and acting as expert witness.</p>
1979/1996	<p><b><u>Development Planning Support:</u></b></p> <p><b>Junctions 29 and 30 on the M5:</b> Junction redesign and traffic assessment related to adjacent development proposals. Attendance at Inquiry as expert witness.</p> <p><b>Hampshire Shopping Centre, Bournemouth:</b> 55,740m<sup>2</sup> retail redevelopment. Appointed by Bournemouth Council to advise Planning Committee.</p> <p><b>Graylingwell Hospital, Chichester:</b> 25,085m<sup>2</sup> office development and 800 homes. Used County SATURN traffic model of Chichester to assess effects of the proposal on 16 surrounding junctions. Acted as expert witness at appeal. Appeal successful.</p> <p><b>British Rail Property Board:</b> Superstore traffic appraisal and planning appeal, St Austell. Expert witness. Appeal successful.</p> <p><b>Housing, Honiton:</b> 450 house development taken through a successful planning appeal.</p> <p><b><u>UK Department of Transport Major Trunk Roads Schemes:</u></b></p> <p>Traffic forecasting and scheme COBA and QUADRO evaluation of numerous trunk road schemes.</p> <p>Expert traffic witness for 6 major highway improvements and bypasses including Dorchester Bypass, Charmouth Bypass and Bridport Link Road in Dorset.</p> <p>Project Manager responsible for detailed MOSS highway design and preparation of contract documents for £17m A303 Ilchester to South Petherton dual carriageway.</p> <p><b><u>Traffic Studies:</u></b></p> <p><b>A303 Ilminster bypass:</b> Behavioural study using video techniques to determine measures to reduce accidents.</p> <p><b>M4, M5, A30, A303 Regional Traffic Study:</b> Roadside interviews and preparation of SATURN model to determine transfer of traffic to dualled A30 and A303 from the M4 and M5.</p> <p><b>A30/A303 Route Corridor Study:</b> 120-mile length of A30 and A303 between the M3 and M5. Ranking system devised using data from COBA and augmented by separate environmental ranking.</p> <p><b>A14 Thetford to Kings Lynn Trunk Road:</b> low cost accident remedial study for 35 kilometres of the A14. One of 8 demonstration projects commissioned by the Highways Agency.</p>
1977/1979	<p><b>Senior Traffic Engineer at Telford Development Corporation</b></p> <p>Responsible for all Town Centre traffic and parking predictions. Worked as part of a joint planning and architectural team on the town centre development including layout for a new bus station and separate rail station.</p>
1973/1977	<p><b>Traffic Engineer at Hampshire County Council</b></p>

**Selected Public Inquiry Experience**

2009/2010	<b>Hitchin Scrap Metal Yard – Metal &amp; Waste Recycling Ltd</b>
	Enforcement action against a scrapyards in Hitchin dealing with the recycling of 250,000 tonnes of scrap metal per year. Concern by residents and Councillors over the increased use of the site by large lorries with all access provided along a residential road into the industrial area. Acting for Scrapyards.
2009	<b>Monmouth Housing</b>
	Refusal of permission for 100 houses on an allocated site in Monmouth. PBA have dealt with site since 2000 producing a number of Transport Assessments. The access to the site was proposed from the end of an existing cul-de-sac serving just under 50 dwellings. The Council and residents were concerned over safety and amenity issues. Acted for developer.
2008	<b>College Way, Dartmouth – South Hams</b>
	Refusal by South Hams District Council against a conversion into flats of an existing commercial use in Dartmouth. The Council considered that access to proposed garages was unsafe due to the proximity to a sharp bend just 30 metres from the garage access. Acted for the Council as their officers had recommended approval.
2007	<b>Drumbridges – Teignbridge District Council</b>
	The Council refused permission for a proposed service area and hotel next to the A38 at the junction that provides access to the Trago Mills retail centre. Councillors were particularly concerned over the traffic impacts on the A38 grade separated interchange, in terms of capacity and safety. Permission was refused against officer recommendation. Acted for Council.
2006	<b>Compass Hill – Taunton Deane</b>
	Refusal by Taunton Deane Council against the construction of sheltered housing on a site presently occupied by two large detached dwellings. Access was proposed from a steep section of gyratory system close to the centre of Taunton. Councillors refused permission, against officer recommendation, for safety and accessibility reasons. Acted for Council.
2006	<b>Church Road, Cardiff – Cardiff City Council</b>
	Refusal by Cardiff Council against the conversion of a residential site to sheltered housing. Safety and amenity grounds were cited by Councillors against the advice for approval by officers. Acted for Council.
2005	<b>Bournemouth Waste Local Plan – MAG</b>
	Acted for Manchester Airport Group against the proposed waste policy to site a Mechanical Biological Treatment and Refuse Derived Fuel plant on part of the Bournemouth Airport industrial area. Proposed plant was costed at £30m and included a tall chimney close to existing B1 offices and within 200 metres of the runway.
2004	<b>Gravel Extraction, Pontyclun – S&amp;S Suppliers (SW) Ltd</b>
	Access issues to an existing gravel extraction site which had been disused for a number of years. Proposal was to remove remainder of gravel and fill with inert waste over a period of less than 10 years. Residents concerned over slow manoeuvring of lorries close to a residential access road and in a location where visibility for main road traffic was restricted. Acted for developer.
2004	<b>Higher Marsh Lane, Henstridge</b>
	Highways officers recommended refusal of permission for conversion of farm buildings to a wedding and event venue due to concerns over increased traffic movements along a country lane. Argued that passing bays could be provided to mitigate against increased traffic movements. Also argued that use would be infrequent and that a condition would be acceptable restricting the number of events per year. Acted for developer.