

**To: The Deputy Leader and Members of the Planning and Development Board
Councillors Simpson, Bell, T Clews, Dirveiks, Gosling, Hancocks, Hayfield, D Humphreys, Jarvis, Jordan, Morson, Moss, Parsons, H Phillips, Reilly and Rose.**

For the information of other Members of the Council

For general enquiries please contact the Democratic Services Team on 01827 719237 via e-mail – democraticservices@northwarks.gov.uk

For enquiries about specific reports please contact the officer named in the reports.

The agenda and reports are available in large print and electronic accessible formats if requested.

PLANNING AND DEVELOPMENT BOARD AGENDA

6 JUNE 2022

The Planning and Development Board will meet on Monday, 6 June 2022 at 6.30pm in the Council Chamber at The Council House, South Street, Atherstone, Warwickshire.

The meeting can also be viewed on the Council's YouTube channel at [NorthWarks - YouTube](#).

AGENDA

- 1 Evacuation Procedure.**
- 2 Apologies for Absence / Members away on official Council business.**
- 3 Disclosable Pecuniary and Non-Pecuniary Interests**

REGISTERING TO SPEAK AT THE MEETING

Anyone wishing to speak at the meeting, in respect of a Planning Application, must register their intention to do so by 1pm on the day of the meeting, either by email to democraticservices@northwarks.gov.uk or by telephoning 01827 719221 or 719237.

Once registered to speak, the person asking the question has the option to either:

- (a) attend the meeting in person at the Council Chamber; or
- (b) attend remotely via Teams.

If attending in person, precautions will be in place in the Council Chamber to protect those who are present however this will limit the number of people who can be accommodated so it may be more convenient to attend remotely.

If attending remotely an invitation will be sent to join the Teams video conferencing for this meeting. Those registered to speak should join the meeting via Teams or dial the telephone number (provided on their invitation) when joining the meeting and whilst waiting they will be able to hear what is being said at the meeting. They will also be able to view the meeting using the YouTube link provided (if so, they may need to mute the sound on YouTube when they speak on the phone to prevent feedback). The Chairman of the Board will invite a registered speaker to begin once the application they are registered for is being considered.

- 4 **Minutes of the meeting of the Board held on 11 April 2022** – copy herewith, to be approved and signed by the Chairman.

ITEMS FOR DISCUSSION AND DECISION (WHITE PAPERS)

- 5 **Planning Applications** - Report of the Head of Development Control

Summary

Town and Country Planning Act 1990 – applications presented for determination.

- 5a **Application No: PAP/2020/0246 – Land Adjacent 15, Curlew Close, Warton**

Erection of 28 affordable dwellings including associated landscaping, car parking and other ancillary works.

5b Application No: PAP/2021/0155 - Peel House, 79 Witherley Road, Atherstone, CV9 1NA

Extension and alterations to existing dwelling and construction of 1 new dwelling with access off nursery Road.

5c Application No: PAP/2021/0695 - Highfield Farm, Farthing Lane, Curdworth, Birmingham, B76 9HE

Change of use from Guest House to C2, residential accommodation for vulnerable children & young people.

5d Application No: PAP/2021/0698 - Arden View, Tamworth Road, Fillongley, CV7 8DY

Roof extension, loft conversion, single storey rear extension, re-roof at front and rear over existing extensions to bungalow. Detached garage/ garden house at rear and extension to dropped kerb.

5e Application No: PAP/2022/0161 - Land 100 Metres West Of Hams Garden Cottage, Church Lane, Lea Marston, Warwickshire

Temporary permission for the siting of four storage containers, erection of entrance gates and posts, and change of use of land for storage purposes.

5f a) Application No: PAP/2021/0605 - Land 350 metres north-west of Marlwood Bungalow and Land east of Breach Oak Lane, Corley, Smorrall Lane, Astley

The construction of an agricultural building, renewable energy generating station comprising ground mounted photo-voltaic solar arrays together with substation and inverter/transformer station, grid connection infrastructure, grid cable route, battery energy storage, site accesses, access gates, car parking, attenuation pond, internal access tracks, security measures, other ancillary infrastructure, landscaping and biodiversity enhancements.

b) Application No: PAP/2021/0651 - Land North off Park Lane Farm, Park Lane, Astley

Construction and operation of a solar PV farm and battery storage plus ancillary infrastructure and equipment, landscaping and access for Park Lane.

The Contact Officer for this report is Jeff Brown (719310).

6 **Appeal Update** – Report of the Head of Development Control

Summary

The report brings Members up to date with recent appeal decisions.

The Contact Officer for this report is Jeff Brown (719310).

7 **Levelling Up and Regeneration Bill** - Report of the Head of Development Control

Summary

The report provides an initial summary of this new Planning Bill as set out in the recent Queen's Speech.

The Contact Officer for this report is Jeff Brown (719310).

8 **Exclusion of the Public and Press**

To consider whether, in accordance with Section 100A(4) of the Local Government Act 1972, the public and press be excluded from the meeting for the following items of business, on the grounds that they involve the likely disclosure of exempt information as defined by Schedule 12A to the Act.

9 **Tree Preservation** - Report of the Head of Development Control

The Contact Officer for this report is Andrew Collinson (719228).

10 **Tree Preservation** - Report of the Chief Executive

The Contact Officer for this report is Mike Dittman (719451).

11 **Confidential Extract of the Minutes of the meeting of the Planning and Development Board held on 9 May 2022** - copy herewith, to be approved and signed by the Chairman.

STEVE MAXEY
Chief Executive

NORTH WARWICKSHIRE BOROUGH COUNCIL

MINUTES OF THE PLANNING AND DEVELOPMENT BOARD

9 May 2022

Present: Councillor Simpson in the Chair

Councillors Bell, T Clews, Dirveiks, Gosling, Hancocks, Hayfield, D Humphreys, Jarvis, Jordan, Moss, Morson, Parsons, H Phillips and Reilly

Apologies for absence were sent by Councillor Rose however, since this arrived after the meeting had commenced the Chairman was not aware.

Councillors D Clews and M Humphreys were also in attendance and with the consent of the Chairman Councillor D Clews spoke on Minute No 3e (Application No PAP/2021/0155 - Peel House, 79 Witherley Road, Atherstone).

1 **Disclosable Pecuniary and Non-Pecuniary Interests**

None were declared at the meeting.

2 **Minutes**

The minutes of the meeting of the Planning and Development Board held on 11 April 2022, copies having been previously circulated, were approved as a correct record and signed by the Chairman.

3 **Planning Applications**

The Head of Development Control submitted a report for the consideration of the Board.

Resolved:

Note: due to the number of members of the public who had attended in relation to application PAP/2021/0155 (item e. below) the Chairman proposed and the Board agreed to consider that item first.

- a **That in respect of Application No PAP/2021/0687 (89-91 Main Road, Austrey) it was resolved that;**

- i The applicant be advised that the Council is minded to refuse planning permission for the reasons given in the report of the Head of Development Control and that as a consequence it is considered that it is expedient to issue an Enforcement Notice requiring reversion of the use of the pool to that defined by the original condition number 4.**
- ii The applicant be invited to review the proposal through reducing the use of the pool and to consider an alternative means of access.**
- iii In doing so, the applicant be advised that it is essential to provide satisfactory technical evidence to show to the Council's satisfaction that that reduced use is acceptable in highway terms.**
- iv The applicant provides robust evidence to show that the improvements to the access as agreed by the 2021 appeal decision have been completed in full, to the written satisfaction of the Local Planning Authority.**
- v The Board be notified of progress on these matters.**

[Speaker: Teresa Hames]

- b That Application No PAP/2021/0695 (Highfield Farm, Farthing Lane, Curdworth) be deferred for a site visit and further discussion with the applicant on matters raised by the board;**

[Speakers: Justin Belgeonne and Dr Chaudhry]

- c That Application No PAP/2022/0124 (12 Austrey Lane, Newton Regis) be granted subject to the conditions set out in the report of the Head of Development Control;**

[Speaker: Barrie Hope]

- d That in respect of Application Nos PAP/2021/0261 and PAP/2021/0265 (The Homestead, 82 Main Road, Austrey) the Board continues to be updated on the heritage and planning matters at this site when new information is provided, and that a subsequent report be brought to the Board outlining all new representations received following a further round of consultation on the submission of further supporting documents and plans and that a further meeting of the Planning Sub-Committee be arranged to discuss the case;**

- e That Application No PAP/2021/0155 (Peel House, 79 Witherley Road, Atherstone) be deferred for a site visit and to receive any further information on the significance of the historic wall within the application site;

[Speakers: Leigh Everitt and Ian Ritchie]

- f That Application No PAP/2020/0246 (Land Adjacent 15 Curlew Close, Warton) be deferred so that additional information can be provided to the Board;

[Speakers: Linda Roberts and Mike Baggett]

- g That Application No PAP/2021/0239 (Land Between 3 and 17 Meadow Gardens, Baddesley Ensor) be granted subject to the conditions set out in the report of the Head of Development Control but that condition 13 be amended as follows;

Notwithstanding the plans hereby approved, prior to the construction of a boundary wall, fence or gate, details of the position, appearance and materials of such boundary treatments shall be submitted to and approved by the Local Planning Authority. In particular full details, structural calculations and specifications for a retaining feature to be required along the site boundary with number 3 Meadow Gardens shall be submitted as part of the discharge of this condition. The boundary treatments as well as the retaining feature shall be completed in accordance with the approved details before the respective dwelling to which they serve are first occupied or in accordance with a timetable which shall first have been submitted to and approved in writing by the Local Planning Authority.

[Speaker: Mark Ashford]

4 Exclusion of the Public and Press

Resolved:

That under Section 100A(4) of the Local Government Act 1972, the public and press be excluded from the meeting for the following item of business, on the grounds that it involves the likely disclosure of exempt information as defined by Schedule 12A to the Act.

5 **Enforcement Action**

The Head of Development Control brought the Board up to date in respect of a number of alleged breaches of planning control on land as detailed in his report and recommended a number of actions as a consequence.

Resolved:

That the actions set out in the report of the Head of Development Control be approved.

Councillor Simpson
Chairman

**Report of the
Head of Development Control**

1 Subject

- 1.1 Town and Country Planning Act 1990 – applications presented for determination.

2 Purpose of Report

- 2.1 This report presents for the Board decision, a number of planning, listed building, advertisement, proposals, together with proposals for the works to, or the felling of trees covered by a Preservation Order and other miscellaneous items.
- 2.2 Minerals and Waste applications are determined by the County Council. Developments by Government Bodies and Statutory Undertakers are also determined by others. The recommendations in these cases are consultation responses to those bodies.
- 2.3 The proposals presented for decision are set out in the index at the front of the attached report.
- 2.4 Significant Applications are presented first, followed in succession by General Development Applications; the Council's own development proposals; and finally Minerals and Waste Disposal Applications.

3 Implications

- 3.1 Should there be any implications in respect of:

Finance; Crime and Disorder; Sustainability; Human Rights Act; or other relevant legislation, associated with a particular application then that issue will be covered either in the body of the report, or if raised at the meeting, in discussion.

4 Site Visits

- 4.1 Members are encouraged to view sites in advance of the Board Meeting. Most can be seen from public land. They should however not enter private land. If they would like to see the plans whilst on site, then they should always contact the Case Officer who will accompany them. Formal site visits can only be agreed by the Board and reasons for the request for such a visit need to be given.
- 4.2 Members are reminded of the "Planning Protocol for Members and Officers dealing with Planning Matters", in respect of Site Visits, whether they see a site alone, or as part of a Board visit.

5 **Availability**

- 5.1 The report is made available to press and public at least five working days before the meeting is held in accordance with statutory requirements. It is also possible to view the papers on the Council's web site: www.northwarks.gov.uk.
- 5.2 The next meeting at which planning applications will be considered following this meeting, is due to be held on Monday, 4 July 2022 at 6.30pm via Teams.

6 **Public Speaking**

- 6.1 Information relating to public speaking at Planning and Development Board meetings can be found at:
https://www.northwarks.gov.uk/info/20117/meetings_and_minutes/1275/speaking_and_questions_at_meetings/3.

Planning Applications – Index

Item No	Application No	Page No	Description	General / Significant
5/a	PAP/2020/0246	1	Land adjacent to 15 Curlew Close, Warton Erection of 28 affordable dwellings including associated landscaping, car parking and other ancillary works.	General
5/b	PAP/2021/0155	65	Peel House, 79 Witherley Road, Atherstone Extension and alterations to existing dwelling and construction of 1 new dwelling with access off nursery Road	General
5/c	PAP/2021/0695	102	Highfield Farm, Farthing Lane, Curdworth Change of use from Guest House to C2, residential accommodation for vulnerable children & young people	
5/d	PAP/2021/0698	119	Arden View, Tamworth Road, Fillongley Roof extension, loft conversion, single storey rear extension, re-roof at front and rear over existing extensions to bungalow. Detached garage/ garden house at rear and extension to dropped kerb	

5/e	PAP/2022/0161	127	<p>Land 100 metres west of Hams Garden Cottage, Church Lane, Lea Marston</p> <p>Temporary permission for the siting of four storage containers, erection of entrance gates and posts and change of use of land for storage purposes</p>	
5/f	<p>PAP/2021/0605</p> <p>and</p> <p>PAP/2021/0651</p>	133	<p>Land 350 metres north-west of Marlwood Bungalow and land east of Breach Oak Lane, Corley.</p> <p>Construction of an agricultural building, renewable led energy generating station comprising ground-mounted photovoltaic solar arrays together with substation, inverter/transformer stations, grid connection infrastructure, grid cable route, battery energy storage, site accesses, access gates, car parking, attenuation pond, internal access tracks, security measures, other ancillary infrastructure and landscaping and biodiversity enhancements</p> <p>Land north of Park Lane Farm, Park Lane, Astley</p> <p>Construction and operation of a solar PV farm and battery storage plus ancillary infrastructure and equipment, landscaping and access</p>	

General Development Applications

(5/a) Application No: PAP/2020/0246

Land Adjacent 15, Curlew Close, Warton,

Erection of 28 affordable dwellings including associated landscaping, car parking and other ancillary works, for

Barley Developments

Introduction

This item is referred back to the Board following the May meeting with the information that was missing from the previous report.

That report is attached at Appendix A and the missing document – the Polesworth Parish Council's commissioned Transport Statement - is attached at Appendix B.

Recommendation

As set out in Appendix A.

General Development Applications

(5/f) Application No: PAP/2020/0246

Land Adjacent 15, Curlew Close, Warton,

Erection of 28 affordable dwellings including associated landscaping, car parking and other ancillary works, for

Barley Developments

1. The Site

1.1 This is a rectangular piece of agricultural land immediately to the north of the residential cul-de-sac of Curlew Close on the north-east side of Warton. It is 0.77 hectares in area. Curlew Close has a frontage mix of eleven detached and semi-detached properties, but there is a gap on its northern side where it curves into the remainder of the Close. The Close then meets Austrey Road some 70 metres to the west. There are extensive rear gardens to the immediate north-west of the site and to the north there is open countryside.

1.2 The site is bounded by hedgerows and it slopes down towards its northern boundary.

1.3 Warton has a post office, a shop, a public house, a primary school and outdoor recreation space. There is an infrequent bus service into Polesworth and Tamworth, where there is a full range of services. The nearest bus stop is around 120 metres to the northwest on Austrey Road.

1.4 The location is illustrated at Appendix A

2. The Proposals

2.1 The proposals reported here are an amended scheme from the original proposal. That was for 34 affordable dwellings. The amendment is for 28.

2.2 The original scheme comprised 8 one-bed flats; 6 two-bed houses, 8 three-bed houses and 12 two-bed bungalows. An area of land at the far northern end would become an amenity area and existing boundary treatments would be enhanced.

2.3 The 28 affordable dwellings now proposed would comprise 8 one-bed flats, 8 two-bed houses, 6 three-bed houses and 6 two-bed bungalows. The flats would be socially rented accommodation and the remaining properties would be shared ownership – all to be managed through a Registered Provider. There is car parking shown for 59 spaces. The land in the far northern section would again include the surface water attenuation pond, the pumping station and an area of open amenity space, including off-setting.

2.4 The proposed layout is at Appendix A and some street scenes are shown at Appendix B.

2.5 This latest layout has been the subject of design review with the Council. It also addresses the detailed engineering comments of the Highway Authority arising from earlier submissions and to respond to the representations made on density and mix in the earlier scheme.

2.6 Documents accompanying the original application included the following and reference is made to any subsequent changes arising from the amended scheme.

2.7 A Housing Note has been provided which responds to the need to evidence the affordable housing need in the area.

2.8 A Transport Assessment concluded that there would be no severe impact on the local highway network. It says that the site has public transport links and that there is a range of local services within walking and cycling distance including a primary school and shops. It is proposed that the cul-de-sac would have a 20mph speed limit and appropriate visibility splays at the junction with Curlew Close. The layout enables access by refuse vehicles. The original Assessment has been updated to address the Highway Authority comments on the original submission and is supported by additional justification in the form of a Road Safety Audit and tracking plans.

2.9 The original Ecology Report concluded that all of the known designated areas were well separated from the site, with it being an arable field with boundary hedgerows and a ditch running along its north-western boundary. The majority of these hedgerows would remain and be enhanced. The site has limited potential for protected species and there was no evidence of them found on site. The amended scheme has been reviewed and the applicant has confirmed that the proposals now present the opportunity to secure bio-diversity gain including additional native tree and shrub planting; species-rich wildflower grassland and new bat roosting boxes.

2.10 A Design and Access Statement describes how the appearance and design of the amended proposal was formulated. It particularly makes reference to the improved design and enhancement of the layout through a less dense proposal with more open space.

2.11 A Design Assessment has also been submitted which concludes that the proposals as amended accord with all aspects of the recently published Building for a Healthy Life criteria.

2.12 An updated Planning Statement draws these matters together and identifies the main matters to be assessed in the final planning balance. There is particular reference to the new Development Plan.

3. Consultations

Warwickshire County Council (Highways) – It did not object in principle to the increased traffic impacts on the surrounding highway network as a consequence of the original proposal for 34 dwellings. However, it did object to the detail of much of the geometry of the proposed highway engineering in that original layout and had particular concerns about traffic entering Curlew Close from the site, as the Close is less than 5 metres wide. It requested that further details should be submitted along with Road Safety Audits. This was all submitted as additional documentation accompanying the latest

layout. The Highway Authority is satisfied with the amended layout apart from one matter – the potential for on-street parking on the initial curve of the new access leading into the development. This will be referred to later.

Warwickshire County Council (Lead Local Flood Authority) – No objection subject to standard conditions.

Warwickshire County Council (Ecology) – Objection as there is a net loss of bio-diversity arising from the development of this site. However, this could be remedied either through onsite provision when the detailed layout is approved or through an off-site contribution in lieu.

Warwick Museum – No objection subject to pre-commencement conditions requiring an agreed programme of fieldwork to be undertaken on the site.

Warwickshire County Council (Public Health)– No objection and no contribution sought.

NWBC Environmental Health Officer – No objection subject to standard conditions

NWBC Housing – No objection as there is still a need for affordable housing in the village as evidenced by the Council's own waiting list.

NWBC Tree Officer – No objection

4. Section 106 Contributions

A number of consultees have requested contributions in order to mitigate impacts arising from the proposed development. These are:

NWBC (Leisure and Community Development) - £134,621 towards enhancing existing facilities particularly for play areas and youth provision.

Warwickshire County Council (Ecology) – A scheme for off-site bio-diversity offsetting amounting to £50,644 in order to mitigate the ecology loss identified.

The George Eliot NHS Trust – A contribution of £28,158 to provide additional health care services.

Warwickshire County Council (Education) - A contribution of £74,307 towards the provision of Early Years and Secondary Education.

5. Representations

5.1 At the time of the original proposal there were 64 individual objections received from people living in Warton including some who have written more than once, covering the following matters:

- There is already too much housing being built in the village – with close to 300 new houses when the Core Strategy refers only to 45
- The Examination Inspector drew attention to this situation by specifically referring to Warton.
- Local facilities are already at capacity – schools, doctors and dentists
- Traffic through the village will increase
- Public transport is poor
- The site is outside of the village's development boundary
- There is no need for more houses as there is a five-year housing supply
- There is no local proven need for more affordable or social housing
- There is no information on the proposed tenure mix
- The proposal is not small in scale
- Recent new social housing in the village has been occupied by people from outside Warton.
- The character of the village is changing
- The recent appeal decision of refusal at the Fox and Dogs should be heeded
- The layout will lead to loss of privacy and overlooking of neighbouring property
- The Applicant's Statements contain incorrect information
- The access into Curlew Close is unsafe
- The road network is not capable of increased use
- There is on street parking in the Close and in Austrey Road
- The design is not sympathetic to the area; it's too dense and there is not enough parking space.
- Intrusion into the open countryside
- There are existing sewerage difficulties
- Loss of wildlife

5.2 The MP, Craig Tracey, also referred several letters objecting to the scheme that he had received. He asked that full consideration was given to the comments made in those letters. These have been included in the numbers recorded above.

5.3 The Polesworth Parish Council commissioned its own Transport Consultant to review the applicant's Transport Statement in respect of the original submission. A summary is attached at Appendix D. It aligns with the initial response of the Highway Authority as recorded above. No further comments have been received on the amended scheme.

5.4 In respect of the latest amended scheme, then 18 objections have been received – some of these from people who have written more than once. These refer to all of the matters summarised above in the earlier consultation responses. Additionally, there are

concerns about the revised layout – inadequate parking provision; the geometry of the access off Curlew Close into the site and impacts on the residential amenity of local residents bordering the site.

5.5 One letter of support has been received.

6. Development Plan

The North Warwickshire Local Plan 2021 - LP1 (Sustainable Development); LP2 (Settlement Hierarchy), LP9 (Affordable Housing), LP14 (Landscape), LP29 (Development Considerations), LP30 (Built Form), LP34 (Parking) and LP37 (Housing Allocations)

7. Other Material Planning Considerations

The National Planning Policy Framework 2021 – (“NPPF”)

The Fox and Dogs Appeal Decision – APP/R3705/W/19/3241218

The Wood End Appeal Decision - APP/R3705/W/19/3234056

The Newton Regis Appeal Decision – APP/R3705/W/21/3272381

The North Warwickshire Landscape Character Appraisal 2010

8. Observations

a) The Approach to be Taken

8.1 Policy LP2 of the 2021 Plan says that development in the Borough will be proportionately distributed in accordance with the Borough's settlement hierarchy. Warton is identified as a Category 4 settlement in that hierarchy. In this regard the Policy says that in Category 1 to 4 settlements, development within development boundaries will be supported in principle. Development directly adjacent to settlement boundaries may also be acceptable, including that which would enhance or maintain the vitality of rural communities, provided such development is proportionate in scale to the relevant settlement and otherwise compliant with the policies in the plan and national planning policy considered as a whole. In respect of Category 4 Settlements, then development will be supported in principle within Warton's development boundary. It continues by saying that development directly adjacent to the boundary may however also be acceptable. All development will be considered on its merits; having regard to other policies in the Plan and where development would enhance or maintain the vitality of rural communities provided it is proportionate in scale to the relevant settlement. In the case of Category 4 settlements then the policy says that this may also be for windfall housing usually on sites of no more than ten units at any one time depending on viability, services and infrastructure deliverability. Many of the representations recorded above cite the fact that this site is outside of the village development boundary and thus a refusal should follow. That is understood, but it is not a reason for refusal, given the full content of Policy LP2. The site is directly adjacent to the development boundary - consistent with Policy LP2 - and thus it is necessary to assess the

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application against the “tests” set out in that Policy and other material planning considerations, before a refusal can be considered.

b) The First Test

8.2 The first “test” is to have regard to other policies in the 2021 Plan. There are several relevant policies to be assessed in the determination of the application and it will be necessary to establish whether there is significant and demonstrable harm caused to them, if they are to outweigh the general approach set out in LP2.

i) Policies LP1 and LP14 – Quality of Development and Landscape

8.3 The NPPF requires new development to be sympathetic to local character and history, including the surrounding built environment and landscape setting; to create places that are safe and accessible, with a high standard of amenity and which will function well. This is reflected in policies LP1 and LP14 of the 2021 Plan. LP1 requires all development to demonstrate a high quality of sustainable design that positively improves a settlement’s character and appearance as well as the environmental quality of an area. LP14 requires development to conserve, enhance and where appropriate restore landscape character. The application site is within the “No Mans Heath to Warton - Lowlands” Landscape Character Area. This describes a mixed open agricultural landscape with a scattering of small red brick nucleated hill-top villages of which Warton is an example. The Assessment identifies the need to conserve and strengthen the rural character and dispersed settlement pattern and recommends that new developments should reinforce the existing settlement pattern of the existing villages. Warton in general terms is nucleated, but it has a distinct linear form in the vicinity of the application site with the majority of the built development located along the frontage to Austrey Road with small culs-de-sac on either side. It is agreed that the proposal would introduce a “depth” of new built development to the rear of Austrey Road, but in a cul-de-sac form. However, this “depth” of development would extend well beyond existing built form. It would be poorly related to its surroundings and not be attached to the dwellings fronting Austrey Road, conflicting with the general linear pattern locally. It is not considered that it could be treated as an “infill” site as it is not contained by existing built development and it would reduce the openness of the area by fact and by degree. The applicant says that the site has development on three sides – the rear gardens of the houses fronting Austrey Road and Curlew Close (Appendix A) – and therefore it should be considered as “infill”. This conclusion is not agreed. The Local Plan defines “limited infilling” within Policy LP3 in respect of the Green Belt as a site “clearly part of the built form of a settlement - ie. where there is substantial built development around three or more sides of a site”. Furthermore, Policy LP30 refers to “infill development” reflecting the prevailing character and quality of the surrounding street scene. It is not considered that the site would accord with the approach adopted in these two policies. The site is large without substantial built development around it and with open views both into and out of the site. It is therefore not considered that the proposal would accord with the NPPF or the two policies in regard to these matters and that harm would be significant in weight. Additionally, it would be unrelated and unconnected to the village as a whole. The 2021 NPPF has an increased emphasis on planning for “places” and “communities”. This site is spatially, visually and physically unconnected to the village and its built form. The recent appeal decisions referred to

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above support this reasoning. It is thus considered that the proposal does not accord with Policies LP1 and LP14 of the 2021 Local Plan as supported by the 2021 NPPF.

The harm caused is significant.

ii) Policy LP9 – Affordable Housing

8.4 The Reasoned Justification for Policy LP9 says that affordable housing needs still remain high in the Borough – on average around 267 units a year. New housing proposals should therefore cater for local affordable housing need. On greenfield sites such as this, the policy requires 40% on-site provision of affordable housing. The proposal is for 100% provision and thus the proposal fully accords with this policy. The policy also refers to a guide for the housing mix in such provision – 85% affordable rent and 15% intermediate tenure. In this case it would be 30% social rent and 70% shared ownership.

8.5 The representations received consider that there is not the local need for such provision and that recent permissions have allowed for any such need.

8.6 It is indeed the case that recent planning permissions have or will enable an additional 310 dwellings in the village. Of these then 127 are to be “affordable” - that is just over 40% in the village as a whole. However, as the Housing Officer points out, there is still a need for such provision in Warton, either from people residing in the village or from others wanting to live in the village. The Council’s latest waiting list figures (at April 2022) show 41 applicants wishing to live in the village – 2 from within Warton; 35 from applicants elsewhere in the Borough and 4 from outside. He also points out that this is an under-estimate of need, as the list only contains those who have applied to the Council for rented accommodation. He confirms that the mix of house types being proposed here would match the need as expressed through the list figures. As such, this proposal for 100% affordable housing would fully accord with Policy LP9 and assist the Borough as a whole in meeting its overall affordable housing target. Substantial weight has thus to be given to this evidence.

iii) Policy LP 16 - Ecology

8.7 As can be seen from the County Council consultation response, there would be a loss of bio-diversity on the site if the application is treated in “outline”. However, because of the increased provision of open space throughout the site within the amended scheme which can be landscaped and planted; the enhancement of boundary hedgerows and the provision of bio-diversity features at the attenuation pond, it is considered that there is scope for on-site bio-diversity gain which can be delivered through planning conditions attached to the grant of a planning permission. As such, accordance with Local Plan policy LP16 would be satisfied.

iv) Policy LP29 (11 and 12) - Drainage

8.8 Significant weight is given to the fact that there is no objection from the Lead Local Flood Authority and thus it is acknowledged that there would be no unacceptable harm caused. The fall of the land and the need to provide a sustainable drainage system for surface water means that in this case, it is necessary to locate the attenuation features and the pumping station at the northern end of the site. That has the consequence of

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maintenance vehicles having to go through the cul-de-sac to reach these features. The frequency of such movements is very limited and cannot be avoided.

v) Policy LP15 - Heritage

8.9 It is not considered that there would be any unacceptable harm caused to heritage assets

vi) Policy LP29 (9) - Residential Amenity

8.10 This Policy requires developments to avoid and address unacceptable impacts upon neighbouring amenities through overlooking, overshadowing, noise, light air quality or other pollution. It is acknowledged that there would be new development alongside the north-western, south-eastern and south-western boundaries where the site adjoins established residential property. That will lead to increased overlooking even although there is some degree of this occurring presently. There are some gable ends proposed in these locations, but it is agreed that there will also be rear elevations adjoining existing property – particularly along the north-western boundary. This can be mitigated to a degree through strengthening boundary hedgerows. There would therefore be change. Members are aware that the loss of a view is not a material planning consideration. In this case there would be some harm caused. However, that is not considered to be “unacceptable” in the terms of the policy because of separation distances and that the layout and juxta-position of houses is very similar to established as well as new development throughout the village. It is concluded therefore that there would be limited harm caused due to the numbers involved.

vii) Policy LP29 (6) – Highways

8.11 This Policy requires new development to provide safe and suitable access to the site for all users. This mirrors the approach set out in the 2021 NPPF. The NPPF continues by saying that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In this case the Highway Authority raised no objection in principle to the original submission only referring to the engineering details of the access off Curlew Close and the internal layout. The applicant has submitted his amended plan in order to overcome these matters. It is of substantial weight that the Highway Authority now has no objection in principle to the proposal or indeed to the detail of the amended plan – subject to one matter which will be dealt with below. Additionally, Members will have noted that the Parish Council commissioned an independent traffic consultant to review the initial submission. Its conclusions matched those of the County Council. No update has been submitted on the amended scheme by the Parish Council. In light of these two matters – the County Council’s “in principle” response and that of the Parish Council’s highway consultant - it is not considered that a highway refusal could be sustained given the wording of the NPPF. The proposal therefore accords with Policy LP29.

8.12 However, Members should be aware that there is still an issue to do with the potential of on-street car parking on the access into the site from Curlew Close for units 1 to 4. Because of the curve of this access, any on-street car parking could restrict forward visibility. Although these units do have off-street car parking provision close by, the Highway Authority does not think that this will be used in practice. The contrary

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argument is that the curved access and residential set back here allows for a much improved street scene that enables open space to be linked to other such space in the scheme thus providing a visible and continuous area throughout the site. This feature is considered an important design response because of the rural nature of the site and the views to be had from within the scheme – see para 8.14 below. Furthermore, there are seven more parking spaces on-site than required by Development Plan policy to provide additional visitor parking demand.

8.13 It is considered that the “planning” approach here should prevail as it better reflects the character and distinctiveness of the site. Moreover, the traffic generated from the site is not considered to be substantial and thus usage of this access would not be great enough to warrant the situation being treated as “severe” in terms of the NPPF “test”. Members may come to a different conclusion, but the issue is whether it is sufficient weight to warrant a highway refusal.

viii) **Policy LP30 and LP36 – Built Form and Parking**

8.14 It is considered that the amended scheme is a significant improvement in terms of its layout and appearance over the original submission. This is due to the lower density which has enabled significant areas of open space to be included. This is important for development on the edge of a settlement as there would not be a “hard” edge. This is also supported by having the lower buildings (bungalows) at the lowest part of the site edge. As such the proposal would accord with Policy LP30 (b) and (f). Policy LP36 deals with parking provision. Given the mix of dwellings proposed – 8 one bed; 14 two-bed and 6 three-bed properties, the car parking provision of 59 spaces exceeds the requirement set out in the Policy LP36.

ix) **The First Test – Conclusion**

8.15 As a consequence of looking at the first test under Policy LP2, it is considered that the proposal would satisfy many of the other most important policies relevant to the determination of this planning application. There would however be significant harm caused under Policies LP1 and LP14 and limited harm under LP29(9).

c) **The Second Test**

8.16 The second test is that the development should enhance or maintain the vitality of rural communities provided such development is proportionate in scale to the relevant community. In the case of Warton, this is “usually of no more than ten units at any one time, depending on viability, services and infrastructure deliverability”. In this case the proposal is for 28 and thus it would appear that the proposal would not meet this test. However, the figure is not prescriptive and it is conditioned such that the development should more importantly depend on service and infrastructure deliverability.

8.17 The key theme running through the NPPF is the promotion and delivery of sustainable development. This is reflected in the identification of the settlement hierarchy in Policy LP2 of the North Warwickshire Local Plan 2021. Warton is a Category 4 settlement in that hierarchy. So, the issue here is whether the proposal harms the spatial strategy set out in LP2 and particularly the place of Warton within it. There has been growth recently in the village and there are outstanding permissions that have yet to be taken up. Together these amount to some 310 additional units. As a consequence, further development even of the scale as now proposed in the current

application – 28 – could result in growth which goes beyond the capacity of local services and facilities and cause harm to the development strategy for the Borough. This would find support in the Settlement Sustainability Appraisal evidence submitted for the new 2021 Local Plan. It led to a figure of around 200 as being proportionate. Anything above that, would not align with that evidence base. This would therefore amount to a policy conflict, given that the NPPF and policy LP2 are the most important to the determination of this application in that they identify the key spatial approach to new development.

8.18 This conclusion needs to be reviewed. This is because of the reference to service and infrastructure delivery in the “test”. It is to be noted that the County Council as both Education and Public Health Authority and the George Eliot NHS Trust have not objected. They seek proportionate contributions towards improved infrastructure. That reduces the weight to the policy conflict referred to above. However, it does not outweigh or overcome the basic issue here - the position of Warton in the settlement hierarchy. Apart from Early Years provision, the contributions are all for improvements to services located outside of the village and these rely on private transport. Also, there is some weight to the argument that affordable housing should ideally be located in settlements which have ready access to local services and facilities and/or to regular public transport links.

8.19 Overall, it is considered that the test is not met because the proposal is not supported by the status of the village within the spatial hierarchy.

d) Policy LP2 Conclusion

8.20 Overall, therefore it is considered that the proposal does not accord with Policy LP2 of the 2021 Local Plan being unsustainable development on the basis of the number proposed; causing significant harm through its visual and landscape impacts as well as limited harm caused to neighbouring residential amenity. This now has to be weighed in the final planning balance against the benefits of the proposal.

9. The Benefits of the Proposal

9.1 The benefit of the proposal is that it would provide 28 new affordable dwellings to explicitly meet housing need. This benefit carries substantial weight. This is because the NPPF says that it is the Government’s objective to “significantly boost” the supply of homes and as such it is important that a sufficient supply of land comes forward and that the needs of groups with specific housing requirements are addressed. As a consequence, planning policies are to reflect the housing needed for different groups including those who require affordable housing. Policies LP7 and LP9 of the 2021 Local Plan are such policies. The former refers to housing for older people and LP9 requires at least 40% affordable provision on sites for greenfield development. The housing evidence above concludes that this proposal accords fully with both of these policies and thus they will carry substantial weight in the final planning balance.

9.2 Furthermore, moderate weight can be given to the additional benefits of the provision of bungalows and of a landscape led low density scheme.

10. The Final Planning Balance

10.1 The determination of this application is to come to a planning judgement based on where the balance should lie between the harms identified in para 8.20 above and the benefits identified in 9.1 and 9.2.

10.2 The importance of providing affordable housing through a scheme that fully meets the housing evidence should not be under-estimated. Substantial weight is thus to be given to this benefit which would be delivered through a Registered Provider that already operates within the Borough. However on balance, it is considered that the integrity of the Local Plan through its spatial policy would not be satisfied through this proposal.

10.3 This conclusion is a matter of planning judgement and has been reached "on balance". This is a case where that judgement is finely balanced and if Members were to attribute greater weight to the provision of affordable housing than to Policy LP2, then a different outcome would result.

Recommendation

That planning permission be REFUSED for the following reason:

1. Notwithstanding the recognised benefit of an above policy compliant provision of affordable housing, it is considered that the proposal does not accord with Policy LP2 of the 2021 Local Plan being unsustainable development as a consequence of the number of units proposed, causing significant harm through its visual and landscape impacts as well as limited harm caused to neighbouring residential amenity, thus not satisfying Policies LP1, LP14 and LP29(6) of the 2021 Local Plan and the relevant sections of the National Planning Policy Framework 2021. It is considered that on balance, the significant weight to be given to the recognised benefit, does not sufficiently outweigh the policies of the 2021 Local Plan when taken together.



TRANSPORT STATEMENT

ERECTION OF 34No AFFORDABLE RESIDENTIAL DWELLINGS (8No FLATS & 26No HOUSES).

LAND OFF, CURLEW CLOSE, WARTON, WARKWICKSHIRE.

APPENDIX B

PAP/2020/0246



JULY 2020

ON BEHALF OF POLESWORTH PARISH COUNCIL

LENNON TRANSPORT PLANNING LTD





TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Lennon Transport Planning Ltd (LTP) on behalf of Polesworth Parish Council. The Statement is intended to provide a wholly independent appraisal on behalf of the Parish Council and residents towards the current planning application for affordable housing on land off Curlew Close, Warton.

1.2 The purpose of this Statement is to satisfy both the Council and Residents of any likely highway and transportation related issues which could arise as a direct consequence of the development proposal. Similarly the Statement will be submitted to North Warwickshire Borough Council as Local Planning Authority (LPA) as a statutory consultation response on behalf of the Parish Council and as such the (LPA) and Warwickshire County Council as Local Highway Authority (LHA) will be asked give this Statement 'material weight' as they consider the development proposal in front of them.

1.3 The red dotted application site boundary and location plan is presented below in figure 1:-



(Source – Google Earth)

Figure 1: Site Location

2. SCOPE / POLICY / BACKGROUND

Scope

2.1 The brief to LTP was to provide an independent Transport Statement to assess the appropriateness of the development proposal from a highway and transportation

viewpoint. Current planning application No:- PAP/2020/0246 is being considered by the LPA and it is for 'the erection of 34 affordable dwellings including associated landscaping, car parking and ancillary works'.

2.2 As part of the planning package of submitted documents a 'Transport Assessment Report' was submitted which was prepared by RACE residential & commercial engineering. This LTP Transport Statement will not provide a direct 'critique' of that Consultants report but will contain observations and comparisons on elements of that report as required.

2.3 The scope of this TS broadly reflects the principles of DfT's 'Guidance on Transport Assessments' (GTA) (March 2007), however, this guidance was withdrawn from circulation in October 2014.

2.4 GTA essentially set out a pragmatic approach to assessing the transport impacts of a development and suggested thresholds which were noted as a useful point of reference from which to commence discussions. Its withdrawal left [Transport Evidence Bases in Plan Making](#) as one of the only transport 'guidance' document left within PPG. That document didn't replace GTA, as it was for a different spatial scale, intended to ensure that the transportation principals of development are correctly assessed at the local plan / core strategy level. However, this wasn't relevant to assessing the impacts of developments on local highway networks.

2.5 Of more relevance is PPG guidance contained within [Travel Plans, Transport Assessments & Statements](#) which was published in March 2014. It provides some guidance in terms of scope and rationale, but it is not proscriptive like the DfT guidance was. In our opinion this leaves the development transport planning industry without any robust formal government guidance at present and the removal of GTA gives Consultants more flexibility to present what they consider necessary in order for the

Highway Authority to come to an informed decision as to the appropriateness of the development proposal and whether it will result in a severe impact in traffic or safety terms?

2.6 Junction Capacity Assessments have not been included within this Transport Statement. Despite contacting the LHA on two occasions over recent weeks to enquire if there was any existing traffic survey data pertaining to the Curlew Close / Austrey Road junction (or just Austrey Road within the vicinity), we received no reply. It has also not been possible to carry out a new turning traffic count at the junction in order to then model the development related impact at the junction due to current restrictions for surveys due to the covid situation. As such detail capacity modelling of any nearby road junction has not been possible. If the LHA are in any doubt of the ability of any nearby road junctions to cope with the development related vehicular increase in capacity terms, then we recommend that they either carry out their own independent capacity testing, instruct RACE consultants to do so and / or defer making a decision on the appropriateness of development until such a time traffic surveys are permitted again post current covid situation.

Policy

National Planning Policy Framework (NPPF) (Feb 2019)

2.7 The National Planning Policy Framework (July 2018) was revised in Feb 2019 and is a material consideration in the determination of planning applications.

2.8 **Paragraph 11** of the NPPF States;

- *'Plans and decisions should apply a presumption in favour of sustainable development'*.

For plan-making this means that:

- a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - i, the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

2.9 When considering paragraph 11 of the NPPF in terms of ‘*decision taking*’ then in particular it needs to be assessed against Paragraph 108 & 109 of the Framework which are as follows:-

2.10 **Paragraph 108** of the NPPF states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.11 **Paragraph 109** of the NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.12 **Paragraph 110** of the NPPF states:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.13 **Paragraph 111** of the NPPF states:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

2.14 Manual for Streets, Manual for Streets 2 are the relevant national design guidance documents to be considered.

Existing Development / Use

2.15 The application site is located off of Curlew Close (adjacent No 15) within the village of Warton, Warwickshire. The proposed application site currently forms a roughly rectangular parcel of agricultural land. The site has an area of approximately 0.77ha. The parcel of land currently has no vehicular access to Curlew Close but does have a direct agricultural access linking to Austrey Road.

3 EXISTING LOCAL CONDITIONS

Vehicular accesses & existing highway

3.1 The parcel of land currently has no vehicular access to Curlew Close but does have a direct agricultural access linking directly to Austrey Road. There is no mention of this access or what will become of it post development if permitted in the RACE Transport



Assessment (TA)? The LHA may wish to consider 'the fate' of this access in more depth if they are minded to permit the proposal? The access is single width and leads to a track which then links to the agricultural field.

3.2 Curlew Close is a typical residential cul-de-sac which currently serves circa 13No dwellings. The existing cul-de-sac is only generally 5 metres wide. Warwickshire County Council unlike many LHA's do not have their own adopted local Highway Design Guide. Instead they rely upon national guidance contained within Manual for Streets and Manual for Streets II. Most LHA's require adopted estate roads to be 5.5 metres wide but some will allow a relaxation to 4.8 metres wide (typical example the 6C's regional midlands design guide) to serve a maximum of 50No dwellings. Whilst the perception is the existing estate road is narrow (and it also feels so when driving along the route due to parked vehicles) it does actually generally accord to design standards set out in Manual for Streets. (see relevant extracts in figure 2 below):-

7.2 Street dimensions

7.2.1 The design of new streets or the improvement of existing ones should take into account the functions of the street, and the type, density and character of the development.

7.2.2 Carriageway widths should be appropriate for the particular context and uses of the street. Key factors to take into account include:

- the volume of vehicular traffic and pedestrian activity;
- the traffic composition;
- the demarcation, if any, between carriageway and footway (e.g. kerb, street furniture or trees and planting);
- whether parking is to take place in the carriageway and, if so, its distribution, arrangement, the frequency of occupation, and the likely level of parking enforcement (if any);
- the design speed (recommended to be 20 mph or less in residential areas);
- the curvature of the street (bends require greater width to accommodate the swept path of larger vehicles); and
- any intention to include one-way streets, or short stretches of single lane working in two-way streets.

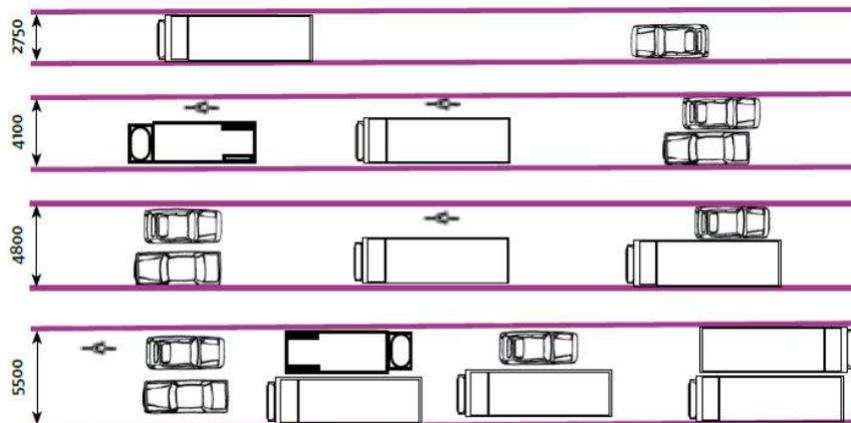


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

Figure 2: Manual for Streets specification

3.3 The LHA will need to consider in line with Mfs Para 7.2.2 if they are content that the existing carriageway width is appropriate to serve an additional 34No dwellings when considering local conditions pertaining to regular on-street parking and to cater for the refuse collection service?

3.1 Curlew Close links to the B4085 Austrey Road. The RACE TA refers to Austrey Road as 'a minor route' running between Austrey and Warton with connection to the A5, A444 and M42 and the national motorway network'. For the avoidance of doubt we make a point that a 'B' road or Class II road is not necessarily a minor route and many B roads form important strategic links and can carry significant volumes of traffic.

3.2 Both Curlew Close and Austrey Road are subject to a system of street lighting and are both subject to 30mph speed limits by virtue of that street lighting. Both routes have continuous footways to the edge of carriageway.

3.3 Appropriate visibility splays are achievable at the junction between Curlew Close and Austrey Road when considering a 2.4m 'X' distance from the edge of carriageway.

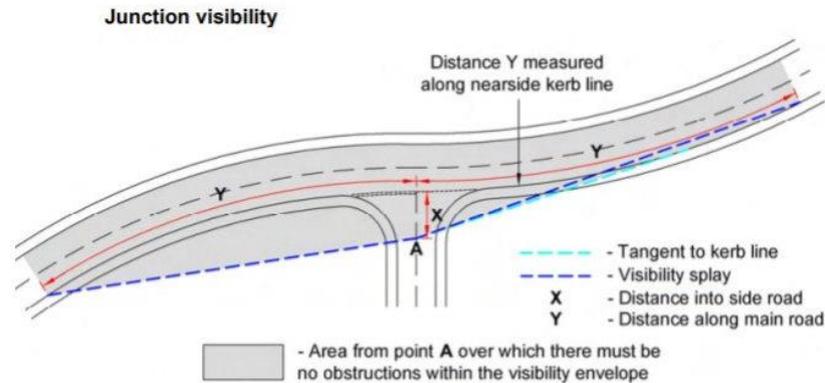


Figure 3: Typical Visibility Splay diagram

3.4 Splay lengths and the 'Y' distance are usually based on measured vehicle speeds, however, there are no 85th percentile speed readings available nor can a survey be carried out at this time due to the covid situation. RACE did not consider this junction in their assessment which would be the usual thing to do as the junction forms the secondary link between the site and the Classified road network. As RACE provided no 85th percentile data for Austrey Road speeds and we are not in a position to commission a survey then it would not be inappropriate to base the required 'y' distance value on the design speed for the major road. In this instance seeing as the speed limit is 30mph we can accept a design speed of 30mph; accordingly Manual for Streets guidance is set out below at figure 4 and 2.4m x 43m splays should be provided.

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

Figure 4: Manual for Streets visibility splay requirements

3.5 Splays in excess of 2.4m x 43m are achieved at the junction, therefore the junction design layout, width, geometry and visibility splay provision are all considered to be acceptable in design terms (see various photos at Appendix 1 showing sight lines from 2.4m back into the Close, the yellow handle in the pictures represents drivers eye viewpoint and it is clear that the splays are not encroached in to by any 3rd party land). The photos does indicate however the presence of parked vehicles within the splay to the north and the LHA will need to consider if they are content with this arrangement?

3.6 Please also find other photographs at Appendix 1 of general conditions on Curlew Close that were taken on the 25/7/20 during the LTP site visit. Parked vehicles are present inside the Close once you have turned in from Austrey Road. There is no doubt these vehicles will lead to disruption of flow along the Close and drivers will have to give way in one direction. This is not particularly desirable for any vehicle giving way travelling east into the Close as they would have to do so in close proximity to the junction which could present highway dangers.

3.7 Other photographs in the Appendix show the refuse vehicle negotiating the Close. In addition there are two pictures showing the limited site frontage to the Close. The LPA & LHA need to be absolutely confident when considering land title deeds and the

submitted details that the Applicant has indicated the redline boundary of the site accurately to reflect land within their control and that here will be no encroachment onto 3rd party land to facilitate the proposed junction arrangement?

3.8 The final photograph in the Appendix shows the existing agricultural access / track from Austrey Road.

3.9 As part of the scope of this report, Polesworth Parish Council asked us to engage directly with residents who provided a list (which is not exhaustive) of some local concerns about the highway and transportation impact of the development proposal on local roads. It is reasonable to ask via this Statement that the LHA & LPA are mindful of the following issues raised and they afford them corresponding 'weight'. The concerns are outlined in the following bullet points:-

- *The Magnolias had a garden fire last summer – 4 fire engines attended and Curlew Close was blocked for a number of hours. The impact of a house fire at either no's 16, 15, 1, 2, 3 or Green Acres would effectively cut off access to Austrey Road for 50 houses.*
- *We have photos of dustbin lorries mounting the kerb in Curlew Close to get around vehicles parked half on / off the footway. The dustbin lorries often come during 'rush hour' and effectively block the Close for 10 minutes or more. Similar issues are noted with delivery vans.*
- *The Police have been called to the Close because of vehicles parked on the road blocking access – some of these vehicles belong to residents of Austrey Road – they park in Curlew Close because of the inadequate or dangerous nature of parking on Austrey Road.*
- *There have been numerous 'dings' / 'metal on metal' collisions within Curlew Close because of parking issues. This is only going to get worse with the increased traffic.*
- *The entrance to the development is very close to the driveway to Green Acres. I'm not sure if you are aware but the driveway to Green Acres flares out with a triangle*

to the top of the drive. The owner of Green Acres is ensuring that her land is properly registered with Land Registry to make sure this small parcel of land is included. She also has a legal right of access to a 3 foot strip of land on the field side to maintain her boundary. This does not appear to have been taken into account on the plans for the development.

- The field slopes quite dramatically at the boundary with Curlew Close. I am confident that this would not meet the WCC's requirement for a level junction.
- Access out of Curlew Close is difficult due to the parked cars (generally outside no's 1 and 2) Often we have to approach the junction on the wrong side of the road, turning left or right on the wrong side. Visibility to the right at this junction is not good. Residents often have to undertaken emergency stops when they meet vehicles at this location. We have had to reverse back onto Austrey Road when we have turned left into Curlew Close, because we have met a neighbour who is more established in the mouth or closer to the mouth of the junction.
- Turning right from Austrey Road into Curlew Close is difficult because of the reduced visibility caused by the parked cars and the blind bend between no 15 and Green Acres (the location of the junction into the development)
- All roads leading from the village (Austrey Road, Orton Road, Barn End Lane) have significant lengths of road that do not have the centre white line marking indicating good passage for vehicles. All of these roads have buses driving on them and it is very difficult to pass a bus because they encroach over the crown of the road's camber. This forces cars off the metalled surface of the roadway onto the verge. The drop can be as much as 10 inches at times especially during the winter. All of these roads regularly have tractor and horse traffic (something you would expect in a village environment) and these will cause 'traffic jams' with vehicles queueing to pass or waiting for the tractor to turn into a field.
- Austrey Road / Maypole Road junction outside the Top shop is particularly difficult. There is significant on road parking at this location mainly from houses that have no frontage or people stopping to go into the Top Shop. When approaching this

area from the Maypole Road / Little Warton Road / Barn End Road, climbing the hill, direction you need to look under the parked vehicles for indication of oncoming traffic which would have priority over your need to overtake the parked cars

- The junction of Orton Road and Barn End Road (close to the current Cornfields development) is a very big accident blackspot. Barn End Road has the priority (although this was wrongly painted last year and had to be burnt off) and drivers often fail to give way when approaching from Orton Road. The junction is signed and has 'rumble strip' markings on its approach from Polesworth. A petition has been sent to WCC for junction improvements and I understand that WCC accept it needs to be improved. Their suggestion is signage. Residents do not think this is acceptable as signage currently is being ignored. We feel it needs changes to the road layout to open up the mouth of the junction and to have a proper roundabout there.
- Most traffic at rush hour goes towards the A5 for its links to the M42, Nuneaton and Tamworth. The route would be via Barn End Road via Warton Lane to the junction at The Smithy Farm Shop. This is a very difficult junction for visibility and there are queues here. Drivers turn left here towards Pinwall for its junction with the A5 if you are heading towards Nuneaton. The Pinwall junction is notoriously difficult to exit. For drivers who head towards the M42 and Tamworth, you head towards Spon Lane over a weak single lane bridge towards the roundabout where the old Grendon tip used to be (now a housing estate being built).
- An alternative route to Tamworth (and particularly the train station) is along Austrey Road, No Man's Heath Lane to Ashby Road. Again there are a number of blind bends and difficult junctions. Austrey is also indicated for the maintenance depot for HS2 and traffic here will significantly increase should this go ahead.
- All roads out of Warton flood in the winter, particularly Spon Lane, Austrey Road, Barn End Road, Ashby Road.

- *The buses to Tamworth (to access the train station to Birmingham, Derby and Nottingham) are 'hourly' at odd times. As far as I am aware they have not changed during Covid Lock down.*
 - *The first bus is 7:15am arriving Tamworth Depot 7:49 am, then 8:10am, 9:27am, 10:35am, 11:47am.*
 - *The last bus from Tamworth depot is 6:36pm with preceding services at 5:26pm and 4:11pm.*
- *There are no suitable buses to Nuneaton to cater for higher education. The children of one resident in the Close has to stay with relatives close to the A5 during term times in order to access Nuneaton's colleges.*
- *There are additional bus services that stop in Polesworth but this would entail residents walking along unlit roads particularly during the winter.*
- *There are no real train service from Polesworth (it stops northbound once per day and there is no Southbound service)*

Personal Injury Accidents

3.10 Personal Injury Accident (PIA) data has been assessed using the Crashmap database to consider the existing safety situation on the immediate local road network. Patterns displayed in the data can be assessed with regards to the proximity, frequency and severity of incidents that have occurred that may require further in-depth consideration. There have been No recorded PIA's along Curlew Close or within the immediate vicinity of the Curlew Close / Austrey Road junction within the last 5 years.

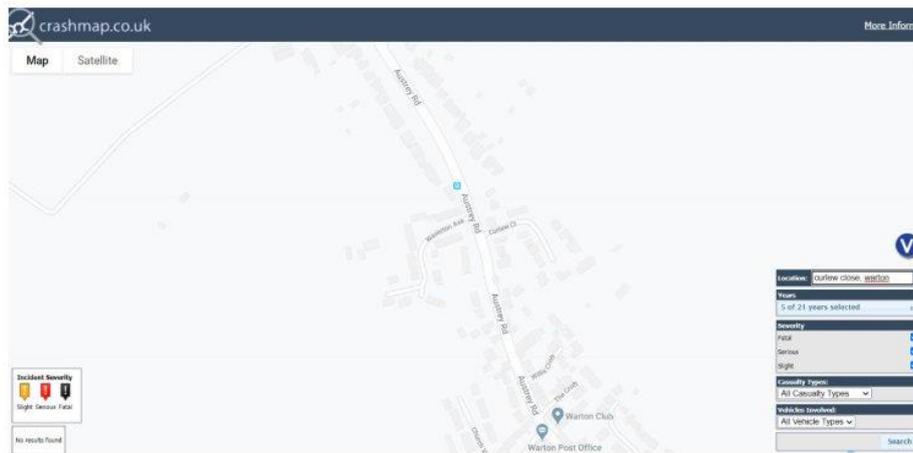


Figure 5: Recorded PIA Data

4 PROPOSED DEVELOPMENT

Amount & Layout

4.1 The proposal is for the demolition of the 34No residential dwellings. The housing schedule is in the following terms:-

- 08 x 1 bed 2 person FLAT
- 04 x 2 bed 4 person HOUSE
- 08 x 3 bed 5 person HOUSE
- 12 x 2 bed 4 person BUNGALOW
- 02 x 2 bed 4 person HOUSE

4.2 The proposed housing layout can be viewed via the LHA's planning portal online.

<http://planning.northwarks.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=118604>

The housing layout is not presented in this report so as not to infringe any copyright restrictions. The proposed vehicular access is taken from the sites south easterly corner where it shares a highway boundary with the Close. The RACE TA does not

describe the appropriateness of the proposed junction layout or internal highway arrangements when measured against relevant policies or design standards other than to state the following:-

- New development roads will be designed with a speed limit of 20mph
- Visibility splays will be at 2.4 by 25m within the development and 2.4 by 43m at the junction with the 30mph Curlew Close.
- Parking provided at a level agreed with the Highways Authority and compliant with the "North Warwickshire Local Plan Submission: March 2018".

4.3 The bullet points above do accord with Manual for Streets guidance and it will be the roll of the LHA to scrutinise the intended layout to ensure it reaches their own future road adoption requirements in terms of layout and design? In terms of a brief appraisal of the design then we suggest that the LHA should consider the following points worthy of note:-

- the tracking for a refuse vehicle on the main Shared Surface road serving plots plots 21 to 30 is very tight due to the tight centre line carriageway radius and and due to the geometry of the proposed turning head which could lead to overrunning of verges / maintenance verges with a subsequent detriment to the Highway.
- The other Shared Surface road serving plots 10 to 16 does not have a turning head. An alternative design incorporating a turning head should be considered for road adoption purposes to provide appropriate turning for all vehicles using the shared surface and avoid lengthy reversing manouvres on a proposed section of highway where vehicles and pedestrians will be sharing the same road space.

- Access to the Bin storage area for plots 1 to 4 could get blocked by parked vehicles and is not ideally placed as the refuse vehicle would have to park in the junction to service this area. Parking spaces 1 & 2 are accessed in part through the junction radius and visibility to and from emerging vehicles so close to the junction will possibly be obscured by planting. Further consideration needs to be given to the parking and bin storage strategy in this location.
- Parking space No19 is considered to be too close to the junction and is accessed through the radius.
- There is a level difference between Curlew Close and the application site. A highway layout design must be established which satisfies maximum gradient requirements. The usual design standard is for longitudinal fall not to exceed 1:30 for the first 10 metres into the side road.
- Carriageway centre line radius should be defined by tracking.

Off Street Car Parking Standards

4.4 The RACE TA suggests that the proposed level of car parking aligned with standards contained within the North Warwickshire Local Plan submission (March 2018) without demonstrating what those standards were which would be usual practice in terms of a TA demonstrating compliance with evidence.

4.5 Therefore to carry out that exercise, we must consider Appendix 4 of the Local Plan [file:///C:/Users/matt/Downloads/11. Appendix 4 Parking Standards 2 %20\(1\).pdf](file:///C:/Users/matt/Downloads/11. Appendix 4 Parking Standards 2 %20(1).pdf) which requires the following in terms of car parking for C3 residential dwellings:-



C3	Residential	0 in the Core Shopping Area 1 in the Market Town Centres Elsewhere in Borough 1 space for 1 bedroom properties plus 0.5 for visitor parking. For 2+ bedroom properties, 2 spaces	Not relevant
----	-------------	--	--------------

Figure 6: Local Plan Appendix 4 – Residential Parking Standards

4.6 When considering the aforementioned, then 2No off street visitor parking spaces are required within the curtilage of each block of flats which are absent from the design. This could lead to on street parking occurring particularly in close proximity to junctions and bends which would not be in the interests of highway safety. The LHA will wish to consider this omission seriously.

4.7 Each house will be provided with its own 2No off street parking spaces which satisfies requirements.

4.8 The National Planning Policy Framework (NPPF) replaced almost all former Planning Policy Statements/Guidance documents, including Planning Policy Statement 4: Planning for Sustainable Growth (PPS4) and Planning Policy Guidance 13: Transport, which included guidance and policies for parking standards. NPPF was then updated in Feb 2019 and maximum parking standards are recognised. Paragraph 105 of the revised NPPF sets out that when LPAs are setting parking standards, they should take the following into consideration:

- a. the accessibility of the development;
- b. the type, mix and use of development;

- c. the availability of and opportunities for public transport;
- d. local car ownership levels; and
- e. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.9 The RACE TA provides no evidence as to why a reduced amount of off street parking should be accepted for the proposed flats? In our opinion, there is a shortfall in off street parking provision for the flats when considering Local Plan requirements which should be satisfied when considering NPPF guidance in the interests of highway safety.

5 **ACCESSABILITY & SUSTAINABILITY**

Pedestrian Infrastructure

5.1 The proposed development needs to be able to support sustainable transport initiatives saved within the Local Plan in terms of its proximity to local amenities. The site is supported by continuous footway links providing a connection to nearby services / facilities, which is positive. The surrounding local footway network does however have undulating topography in places which could form a barrier against tris on foot for more vulnerable users such as the elderly.

5.2 Guidelines for Providing for Journeys on Foot (Institution of Highways and Transportation 2000) suggests that for commuters and school pupils without mobility impairment walking to local amenities, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance. Walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6km).

5.3 Figure 7 below identifies a 1km walking radius from the centre of the site. It can be seen that the whole of Warton village is accessible. The local store and post office and the Warton Club and are approximately 300 metres away and The Office PH is a little further on around the corner. Warton Nethersole Primary School is approximately 500 metres from the site.

5.4 The LHA & LPA will consider the range of local amenities available within the village against accessibility policy.

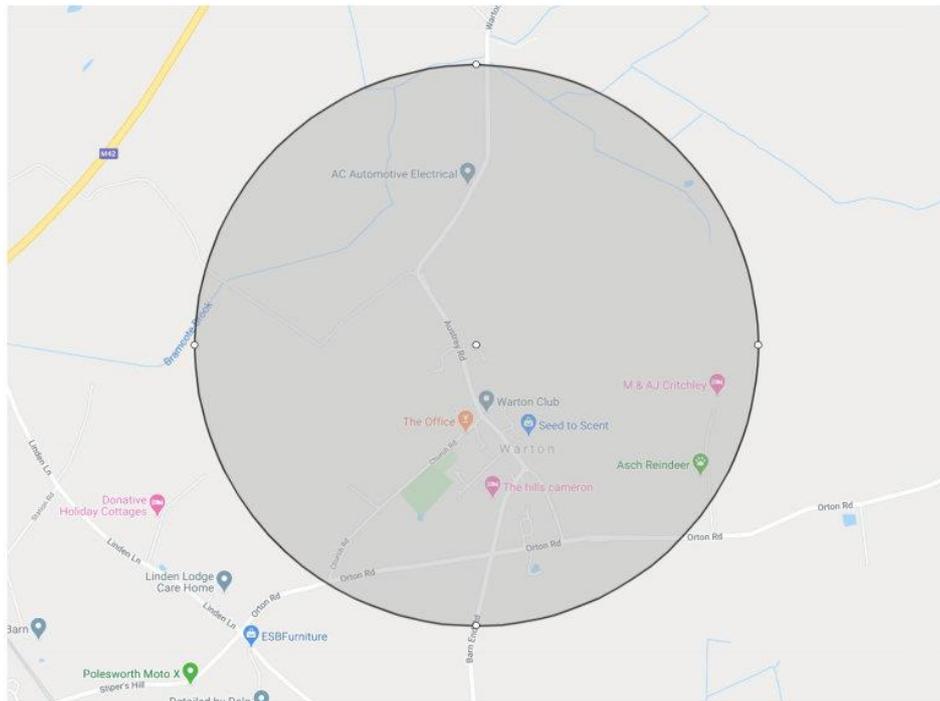


Figure 7: 1km Pedestrian Catchment Area

Cycle Facilities

5.5 NPPF Guidance suggests that cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work. Figure 8 below shows the cycle catchment based on a 5km distance from the centre of the application site.

5.6 Within the catchment area there are links to other local settlements including Polesworth but not the major regional centre of Tamworth where the majority of employment uses are situated within the vicinity. This could be a negative consideration for the LHA & the LPA. Nearly all cycling will be carried out on carriageway in this rural setting where there are not separate cycle facilities available.

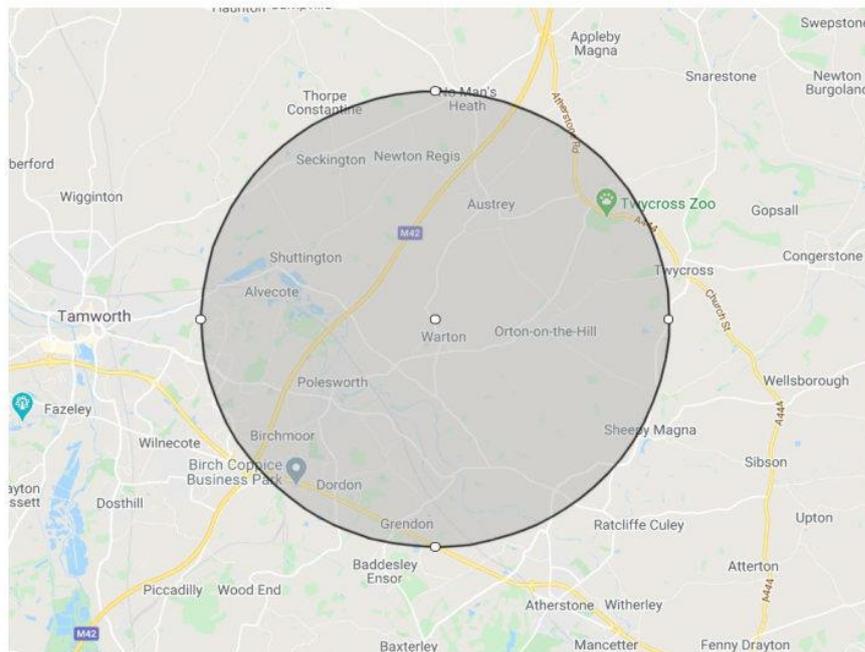


Figure 8: 5 km Cycle Catchment Area

Bus Provisions

5.7 The site is in an relatively remotely accessible location in terms of public transport provision. Service number 786 provides a maximum hourly bus service running between Tamworth via Austrey, Newton Regis, Shuttington & Amington (see timetable attached at Appendix 2). The LHA & LPA will measure the level of provision against saved accessibility policy. In conclusion the village of Warton is not well served by accessible public transport provision and as such future residents could be more reliant on trips via private vehicle which is not in accordance with Policy contained in paragraph 110 of the NPPF.

6 TRAFFIC IMPACT / TRIP GENERATION

Proposed Development

6.1 The TRICS 7.7.1 database has been scrutinised to provide a relevant sample of comparator sites, sites in the regions of Greater London, Ireland, Scotland and Wales were omitted and sites were only chosen of a similar scale.

6.2 The filtering exercise also only chose sites comparable in scale to the application site and considered mixed developments of dwellings and flats.

6.3 Figure 9 below provides a summary of the residential trip rates. The full TRICS outputs for the proposed development are attached at Appendix 3.

Development	Peak	Trip Rates		Total Peak Trip Generation		
		In	Out	In	Out	Total
8 Flats	AM (0800-0900)	0.057	0.149	0.456	1.192	1.648
	PM (1700-1800)	0.190	0.115	1.520	0.920	2.440



Development	Peak	Trip Rates		Total Peak Trip Generation		
		In	Out	In	Out	Total
26 Dwellings	AM (0800-0900)	0.185	0.423	4.810	10.998	15.808
	PM (1700-1800)	0.351	0.216	9.126	5.616	14.742

Figure 9: TRICS Summary Proposed Development

6.4 The proposed development is forecast to result in circa 17No vehicular trips in each peak hour.

6.5 Whilst the RACE TA used different parameters (they used some comparator sites with far higher densities) the output results are aligned with both the RACE TA and this LTP Transport Statement predicting in the region of 17No peak hour traffic movements. The trip generation forecast in both statements are therefore robust and can be relied upon. The LHA must consider if they feel this in acceptable amount of additional vehicle movements?

7 SUMMARY

7.1 This Transport Statement has been prepared by Lennon Transport Planning (LTP) Ltd on behalf of Polesworth Parish Council and therefore local residents to consider the highway and transportation related impact of this residential development proposal served via Curlew Close.

7.2 After examination we are generally satisfied that the existing junction between Curlew Close and Austrey Road meets appropriate design standards including visibility splay provision in excess of 2.4m x 43m in each direction. Some parking takes place within these splays which the LHA must consider if 'on balance' forms enough of a reason to object to the proposal or require highway mitigation measures?

7.3 Curlew Close is approximately 5 metres wide for its entire length which is below usual modern day estate road widths of 5.5 metres. Manual for Streets does not prescribe carriageway widths but instead provides examples for a range of design widths showing which vehicles can pass in each case. For instance, it is very tight for a larger vehicle (box van or similar) and a car to pass at a 4.8m width. At 5.5m width the same manoeuvre is more comfortable and this amount of width is also needed to accommodate passing for two larger vehicles (see figure 2). As Wark's CC does not have its own prescriptive design guidance in terms of highway width and geometry requirements, it is they who must decide if they are content for an additional 34No dwelling to be served via Curlew Close which is 5 metres wide only?

7.4 Personal Injury Accidents (PIA's) have been investigated within the vicinity of the application site. It is clear that there is no current persistent personal injury accident problem within the vicinity.

7.5 Local Plan off street parking standards are generally satisfied in the proposed design; however, there is a shortfall of 4No visitor spaces for the 8No flats. 2No visitor spaces are shown from the northerly shared surface road but these are considered to be too remote from the flats to be used effectively. As a result, unacceptable on street parking could take place in and around bends and junctions within the highway to the detriment of highway safety.

7.6 The proposed internal road layout and parking spaces have been considered and some design and safety issues have been identified with regard to the lack of turning head for a shared surface road, poor parking space design, poor bin storage area design and overrunning of service margins by refuse vehicles.

7.6 It has been demonstrated via TRICS analysis that the proposal if permitted will be likely to result in circa 17No vehicular traffic movements in each peak hour. The LTP & RACE TRICS traffic impact predictions align and should therefore be considered as

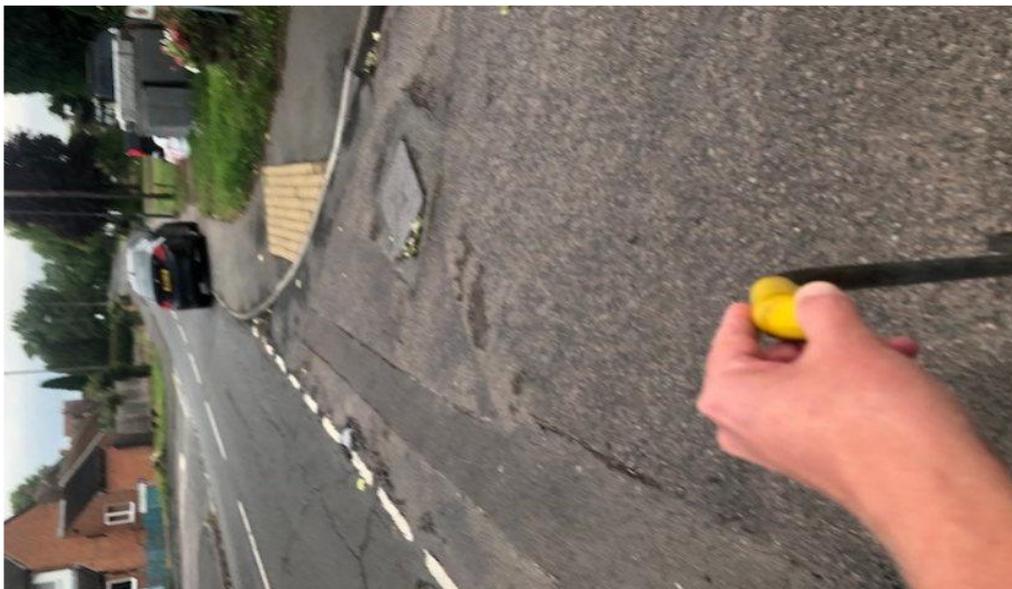
robust. It is for the LHA & LPA to consider whether this level of additional vehicular traffic is satisfactory in highway and residential amenity terms?

7.7 Examination of walking and cycling opportunities has been undertaken. Walking to local amenities (albeit limited to one shop and PH's) and the local primary school seems to be a viable alternative. Although this may not be the case for more elderly residents due to the local topography. The cycle catchment area encapsulates Polesworth but not Tamworth. Local roads do not have dedicated cycle lane facilities either on or off street. Many local roads are also narrow country lanes without centre line warning markings which can prohibit their use for less confident cyclists. Cycling would therefore be a less likely model choice for commuting or for attending secondary schools and beyond. Public Transport provision is poor with generally less than an hourly service and only provides a limited service to Tamworth. The LHA must therefore consider whether the proposal for the allocation for more housing in this part of Warton is acceptable when measured against saved sustainable transport policies in the Local Plan and when measured against paragraphs 108 & 110 of the NPPF?

7.8 This has been an entirely independent assessment of the current planning proposal; we were however commissioned by the Parish Council so we encourage the Local Planning Authority and Local Highway Authority to consider the contents of this Transport Statement on behalf of the Parish Council as they work through the decision making process in respect of this residential development proposal.



Appendix 1: Existing Highway Arrangements















Appendix 2: Bus Timetable

Monday to Friday - towards Tamworth Town Centre Corporation St

	786	786	786	786 ¹	786 ²	786	786	786
Tamworth Town Centre Corporation St	0855	1115	1335	1445	1445	1610	1725	1835
Amington Surgery	0905	1125	1345	1455	1455	1620	1735	1845
Stonydelph Sandy Way	0910	1130	1350	1500	1500	1625	1740	1850
Dordon Polesworth School	--	--	--	1515	--	--	--	--
Polesworth Ankerside	0920	1140	1400	1520	1510	1635	1750	1900
Austrey Main Road	0934	1154	1414	1534	1524	1649	1804	1914
Shuttington Stores	0943	1203	1423	1543	1533	1658	1813	1923
Amington Surgery	0948	1208	1428	1548	1538	1703	1818	1928
Tamworth Town Centre Corporation St	1000	1220	1440	1600	1550	1715	1830	1940

¹Term Time Only ²Only During School Holidays

Monday to Friday - towards Tamworth Town Centre Corporation St

	785	785 ¹	785 ²	785	785
Tamworth Town Centre Corporation St	--	--	--	1005	1225
Amington Surgery	--	--	--	1015	1235
Shuttington Stores	0700	0745	0755	1020	1240
Austrey Main Road	0709	0754	0804	1029	1249
Polesworth Ankerside	0723	0808	0818	1043	1303
Dordon Polesworth School	--	0819	--	--	--
Stonydelph Sandy Way	0733	0828	0828	1053	1313
Amington Surgery	0738	0833	0833	1058	1318
Tamworth Town Centre Corporation St	0750	0850	0850	1110	1330

¹Term Time Only ²Only During School Holidays

Saturday - towards Tamworth Town Centre Corporation St

	786	786	786	786	786	786
Tamworth Town Centre Corporation St	0855	1115	1335	1445	1615	1725
Amington Surgery	0905	1125	1345	1455	1625	1735
Stonydelph Sandy Way	0910	1130	1350	1500	1630	1740
Polesworth Ankerside	0920	1140	1400	1510	1640	1750
Austrey Main Road	0934	1154	1414	1524	1654	1804
Shuttington Stores	0943	1203	1423	1533	1703	1813
Amington Surgery	0948	1208	1428	1538	1708	1818
Tamworth Town Centre Corporation St	1000	1220	1440	1550	1720	1830

Saturday - towards Tamworth Town Centre Corporation St

	785	785	785	785
Tamworth Town Centre Corporation St	--	--	1005	1225
Amington Surgery	--	--	1015	1235
Shuttington Stores	0700	0800	1020	1240
Austrey Main Road	0709	0809	1029	1249
Polesworth Ankerside	0723	0823	1043	1303
Stonydelph Sandy Way	0733	0833	1053	1313
Amington Surgery	0738	0838	1058	1318
Tamworth Town Centre Corporation St	0750	0850	1110	1330



Appendix 3: TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
09	NORTH	
	CB CUMBERIA	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 14 to 40 (units:)
 Range Selected by User: 10 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

WYG Executive Park, Avalon Way Leicester

Licence No: 705102

Secondary Filtering selection:

Use Class:

C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000 2 days
 20,001 to 25,000 2 days
 25,001 to 50,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000 1 days
 50,001 to 75,000 2 days
 75,001 to 100,000 1 days
 125,001 to 250,000 1 days
 250,001 to 500,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 6 days

This data displays the number of selected surveys with PTAL Ratings.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.063	6	29	0.115	6	29	0.178
08:00 - 09:00	6	29	0.057	6	29	0.149	6	29	0.206
09:00 - 10:00	6	29	0.069	6	29	0.092	6	29	0.161
10:00 - 11:00	6	29	0.057	6	29	0.098	6	29	0.155
11:00 - 12:00	6	29	0.080	6	29	0.086	6	29	0.166
12:00 - 13:00	6	29	0.075	6	29	0.046	6	29	0.121
13:00 - 14:00	6	29	0.075	6	29	0.092	6	29	0.167
14:00 - 15:00	6	29	0.103	6	29	0.121	6	29	0.224
15:00 - 16:00	6	29	0.092	6	29	0.063	6	29	0.155
16:00 - 17:00	6	29	0.115	6	29	0.069	6	29	0.184
17:00 - 18:00	6	29	0.190	6	29	0.115	6	29	0.305
18:00 - 19:00	6	29	0.161	6	29	0.092	6	29	0.253
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.137			1.138			2.275

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRF) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 14 - 40 (units:)
 Survey date date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

WYG Executive Park, Avalon Way Leicester

Licence No: 705102

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.011	6	29	0.017	6	29	0.028
08:00 - 09:00	6	29	0.006	6	29	0.011	6	29	0.017
09:00 - 10:00	6	29	0.011	6	29	0.011	6	29	0.022
10:00 - 11:00	6	29	0.000	6	29	0.000	6	29	0.000
11:00 - 12:00	6	29	0.000	6	29	0.000	6	29	0.000
12:00 - 13:00	6	29	0.000	6	29	0.000	6	29	0.000
13:00 - 14:00	6	29	0.000	6	29	0.006	6	29	0.006
14:00 - 15:00	6	29	0.000	6	29	0.000	6	29	0.000
15:00 - 16:00	6	29	0.000	6	29	0.000	6	29	0.000
16:00 - 17:00	6	29	0.000	6	29	0.000	6	29	0.000
17:00 - 18:00	6	29	0.029	6	29	0.011	6	29	0.040
18:00 - 19:00	6	29	0.006	6	29	0.006	6	29	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.062			0.125

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRF) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

WYG Executive Park, Avalon Way Leicester

Licence No: 705102

Calculation Reference: AUDIT-705102-200608-0643

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02 SOUTH EAST		
KC KENT		1 days
03 SOUTH WEST		
WL WILTSHIRE		1 days
04 EAST ANGLIA		
CA CAMBRIDGESHIRE		1 days
05 EAST MIDLANDS		
LN LINCOLNSHIRE		1 days
06 WEST MIDLANDS		
ST STAFFORDSHIRE		1 days
WK WARWICKSHIRE		1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY NORTH YORKSHIRE		2 days
08 NORTH WEST		
CH CHESHIRE		1 days
LC LANCASHIRE		1 days
MS MERSEYSIDE		1 days
09 NORTH		
TW TYNE & WEAR		1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 8 to 28 (units:)
 Range Selected by User: 8 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	9
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 12 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 12 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	<p>CA-03-A-05 DETACHED HOUSES EASTFIELD ROAD PETERBOROUGH</p> <p>Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i></p>	<p>CAMBRIDGESHIRE</p> <p><i>Survey Type: MANUAL</i></p>
2	<p>CH-03-A-08 DETACHED WHITCHURCH ROAD CHESTER BOUGHTON HEATH</p> <p>Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i></p>	<p>CHESHIRE</p> <p><i>Survey Type: MANUAL</i></p>
3	<p>KC-03-A-05 DETACHED & SEMI-DETACHED ROCHESTER ROAD NEAR CHATHAM BURHAM</p> <p>Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i></p>	<p>KENT</p> <p><i>Survey Type: MANUAL</i></p>
4	<p>LC-03-A-30 SEMI-DETACHED WATSON ROAD BLACKPOOL</p> <p>Edge of Town Centre Residential Zone Total No of Dwellings: 24 <i>Survey date: FRIDAY 14/06/13</i></p>	<p>LANCASHIRE</p> <p><i>Survey Type: MANUAL</i></p>
5	<p>LN-03-A-03 SEMI DETACHED ROOKERY LANE LINCOLN BOULTHAM</p> <p>Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i></p>	<p>LINCOLNSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
6	<p>MS-03-A-03 DETACHED BEMPTON ROAD LIVERPOOL OTTERSPOOL</p> <p>Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i></p>	<p>MERSEYSIDE</p> <p><i>Survey Type: MANUAL</i></p>
7	<p>NY-03-A-08 TERRACED HOUSES NICHOLAS STREET YORK</p> <p>Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: MONDAY 16/09/13</i></p>	<p>NORTH YORKSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
8	<p>NY-03-A-13 TERRACED HOUSES CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND</p> <p>Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 16/05/17</i></p>	<p>NORTH YORKSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
9	<p>ST-03-A-06 SEMI-DET. & TERRACED STANFORD ROAD WOLVERHAMPTON BLAKENHALL</p> <p>Edge of Town Centre No Sub Category Total No of Dwellings: 17 <i>Survey date: FRIDAY 09/05/14</i></p>	<p>STAFFORDSHIRE</p> <p><i>Survey Type: MANUAL</i></p>

WYG Executive Park, Avalon Way Leicester

Licence No: 705102

LIST OF SITES relevant to selection parameters (Cont.)

- | | | | |
|----|---|------------------------|------------------------|
| 10 | TW-03-A-02
WEST PARK ROAD
GATESHEAD | SEMI-DETACHED | TYNE & WEAR |
| | Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16 | | |
| | Survey date: MONDAY 07/10/13 | | Survey Type: MANUAL |
| 11 | WK-03-A-03
BRESE AVENUE
WARWICK
GUYS CLIFFE | DETACHED HOUSES | WARWICKSHIRE |
| | Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23 | | |
| | Survey date: WEDNESDAY 25/09/19 | | Survey Type: MANUAL |
| 12 | WL-03-A-02
HEADLANDS GROVE
SWINDON | SEMI DETACHED | WILTSHIRE |
| | Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27 | | |
| | Survey date: THURSDAY 22/09/16 | | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CH-03-A-11	House Type
LN-03-A-04	House Type
NF-03-A-01	House Type

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	19	0.095	12	19	0.324	12	19	0.419
08:00 - 09:00	12	19	0.185	12	19	0.423	12	19	0.608
09:00 - 10:00	12	19	0.153	12	19	0.153	12	19	0.306
10:00 - 11:00	12	19	0.180	12	19	0.189	12	19	0.369
11:00 - 12:00	12	19	0.176	12	19	0.207	12	19	0.383
12:00 - 13:00	12	19	0.257	12	19	0.221	12	19	0.478
13:00 - 14:00	12	19	0.221	12	19	0.185	12	19	0.406
14:00 - 15:00	12	19	0.198	12	19	0.293	12	19	0.491
15:00 - 16:00	12	19	0.329	12	19	0.257	12	19	0.586
16:00 - 17:00	12	19	0.333	12	19	0.252	12	19	0.585
17:00 - 18:00	12	19	0.351	12	19	0.216	12	19	0.567
18:00 - 19:00	12	19	0.302	12	19	0.225	12	19	0.527
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.780			2.945			5.725

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRF) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 8 - 28 (units:)
 Survey date date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	19	0.023	12	19	0.036	12	19	0.059
08:00 - 09:00	12	19	0.014	12	19	0.045	12	19	0.059
09:00 - 10:00	12	19	0.018	12	19	0.005	12	19	0.023
10:00 - 11:00	12	19	0.000	12	19	0.018	12	19	0.018
11:00 - 12:00	12	19	0.000	12	19	0.000	12	19	0.000
12:00 - 13:00	12	19	0.027	12	19	0.014	12	19	0.041
13:00 - 14:00	12	19	0.009	12	19	0.000	12	19	0.009
14:00 - 15:00	12	19	0.000	12	19	0.014	12	19	0.014
15:00 - 16:00	12	19	0.018	12	19	0.005	12	19	0.023
16:00 - 17:00	12	19	0.032	12	19	0.014	12	19	0.046
17:00 - 18:00	12	19	0.036	12	19	0.032	12	19	0.068
18:00 - 19:00	12	19	0.032	12	19	0.005	12	19	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.209			0.188			0.397

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRF) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.



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