SUPLEMENTARY REPORT for Planning and Development Board – 3 Feb 2025

PAP/2022/0423

Land to the south of Watling Street, Caldecote, CV10 0TS

Outline planning permission for extension to MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E (g)), storage (Class B8), new spine road, car parking, landscaping and enabling work for

ERI MTP Ltd

1 Introduction

1.1 This application was referred to the January Board meeting, but on the receipt of a Supplementary Report, the Board deferred making a decision. The reason for this was that that report included new matters that had been submitted by an objector prior to the meeting, but which the Board had not previously seen. In order to give time for a considered response, a determination was deferred. One of these matters was a suggested alternative highway proposal for the Drayton Lane junction with the A5. This was described as being for a re-location of that junction together with installation of traffic lights.

1.2 The published report for the February Board meeting said that further details of this alternative had now been received from the objector. However, that differed from that anticipated – it now being for traffic lights at the existing Drayton Lane location, rather than for a new signalised junction at a different site. This was referred to the applicant and to the three Highway Authorities, but at the time of the publication of the Board's February agenda, no responses had been received. As a consequence, it was recommended that a further Supplementary Report be circulated before the February meeting.

1.3 This is that report.

1.4 For the benefit of Members, the January Report is at Appendix A - without its Appendices for convenience – and the January Supplementary Report is at Appendix B. The February published Board report is attached at Appendix C – again without its Appendices. Members are reminded that the Appendices to A, B and C do still remain as an integral part of the overall Officer's Report.

2 The Objector's Suggested Highway Alternative

2.1 The current alternative as reported in the February Board agenda is to signalise the existing Drayton Lane junction with the A5 and to include alterations to the road lane markings. Hence the suggested re-location of the junction is no longer being promoted by the objector. The background to the latest suggestion is outlined in the Technical Note at Appendix D. A plan illustrating this is at Appendix E.

3 Updated Responses

3.1 The applicant was notified of this further suggested alternative. He has confirmed that he does not wish to amend or alter his current proposals for these two junctions – the traffic lights at Woodford Lane and the movement restrictions at Drayton Lane. The alternative in Appendices D and E have thus not been submitted by him to the Borough Council as a further amendment.

3.2 As a consequence, there has been no formal re-consultation with the three Highway Authorities. However, they were asked to review their earlier responses in light to the criticism set out in paras 1.3 to 1.5 of Appendix D, where the objector's transport consultant considered that those earlier responses might be "flawed". That invitation has resulted in the following initial response from National Highways:

"Having begun review of the DTA Technical Note, it is apparent that there are a number of deficiencies within the design and model assumptions, some of which appear to have been highlighted within the Milestone review of the TN. Therefore, revision of the design and model corrections within the TN would be required before the outputs could be validated by National Highways. Conclusions drawn from the current iteration of the drawings and model within the current TN are likely to be inaccurate".

(The Milestone review is that of the applicant).

4 Observations on the Alternative Highway Suggestion

4.1 The alternative at Appendices D and E is not a further amendment submitted by the applicant to his last proposal as described in Section 2 of Appendix A. It has not therefore been referred to the three Highway Authorities through a formal re-consultation. The proposals set out in Appendix A thus remain as the scheme that is to be determined. It is the scheme too, that all of the Highway Authorities have not objected to. Members are advised therefore that there is not a substantive highway reason for refusal for the current proposals.

4.2 However, the objector is indicating that the National Highways assessment is "flawed" as indicated within Appendix D. The initial response from National Highways is as above, but a full substantive response is still awaited. If that follows the indications in the initial response above, then the objector will almost certainly wish to comment.

4.3 In these circumstances it is considered that in the interests to transparency, that the objector should have the opportunity to respond to the final comments of National Highways. In this case the matter would be brought back to the March Board.

5 Observations on the NPPF Para 200 matter.

a) The Objector's position

5.1 The matter here is that the objector is concerned that the highway arrangements currently under consideration would materially affect his business and would therefore lead to "unreasonable restrictions" being placed on his business operations, referring to the "agent of change" content in para 200 of the NPPF. The published officer report included the background to his case at para 6.20 of Appendix A, but this was then supplemented by further information as circulated in Appendix B. In summary his case is that:

i) the restrictions would result in very significant diversions, and this is quantified in terms of mileage and cost to customers based on the customer profile of the business, and

ii) the consequent reduction in customers would result in the overall business becoming loss-making in as few as five months based on the business's current financial position.

b) The Applicant's Position

5.2 The Applicant is aware of the content of Appendix B and has a forwarded two letters at Appendices F and G.

c) Further Correspondence

5.4 The objector has reviewed the content of Appendices F and G and has submitted a further letter at Appendix H.

6 Observations

6.1 The Board is required to review the "agent of change" matter in light of all of the additional information now submitted. The previous report - para 6.22 of Appendix A – explained why the information then supplied would not be considered to give rise to unreasonable restrictions as a matter of planning judgment. Officers have reviewed that conclusion in light of the latest information.

6.2 The previous report acknowledged that there would be an impact on the business and that would be more immediate in the short term, but that it was not considered to be unreasonable and particularly in the medium to longer term – para 6.22 of Appendix A. There are some matters to do with the recent information submitted. Firstly, it is considered that it appears to treat all of the customers as a single "group". However, not all customers will be affected by the restrictions - some will not, and others will have shorter distances to travel. As a consequence, there appears to be no differentiation between those customers that would be affected and those that would not. Secondly, it is understood that "business customers" may well visit the site more frequently than domestic customers, but the figures show that something in the order of

45% of business customers visit only once a month or more infrequently. Thirdly, the objections appear to be based on “distances” and not on time – some journeys may be longer but may be quicker in time. Fourthly, there is an assumption that if customers are lost, they would not be replaced. There is no allowance made for new customers – whether domestic or commercial - who would wish to use the storage facility. There will be local “growth” in this area – the MIRA developments themselves and the new residential developments planned in Atherstone and Nuneaton. Fifthly, there is reference to the experiences of Drayton Lane being closed in 2014, but this was a complete closure at Drayton Lane, and so is not representative of the present proposed partial closure. Finally, as indicated in the previous report, it is considered that the demand for storage space will remain and that this will still be the case, after the implementation of the proposed road alterations at Drayton Lane.

6.3 Members are also referred to Appendix G – being the applicant’s response to the objectors’ case as set out in Appendices A, B and D. This provides a more detailed analysis of the objector’s case. Of note here is the potential difficulty in using a national “metric” for looking at trips, as opposed to using more bespoke figures related to the actual operation. This suggests a discrepancy between the figures derived from the national metric, with the actual evidence submitted with the case put forward by the objector to the Hinckley and Bosworth BC at the time of his application to that Authority to expand his business.

6.4 Members will note that there are differences between the perceived impact on the objector’s business between the applicant and the operator. It is therefore a matter to assess where the balance lies. The NPPF refers to “unreasonable restrictions” and that is the “test” that Members should apply here. Based on all of the information received, the overall view is that officers would not change the guidance given to Members, such that the position has not changed from the conclusion of the previous report. In other words, it is acknowledged that there would be likely to be an impact in the short term, but that once the highway measures are implemented, customers will adjust accordingly.

6.5 That report also outlined the position if the Board did consider that the proposed Drayton Lane road changes would result in “unreasonable restrictions”. That indicated as a matter of planning judgement, that the outcome of the final planning balance lay with the grant of a planning permission. That has not changed with the receipt of the additional information.

Recommendation

That the Board defers determination until the 3 March Board meeting in order to receive the final comments from National Highways and from the objector.

General Development Applications

(5/b) Application No: PAP/2022/0423

Land to the south of, Watling Street, Caldecote, CV10 0TS

Outline planning permission for extension to MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E(g)), storage (Class B8), new spine road, car parking, landscaping and enabling works for

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1. Introduction

1.1 This application was referred to the Board's February meeting, when it was resolved to grant planning permission subject to the withdrawal of all objections from the three Highway Authorities, agreed planning conditions and the completion of a Section 106 Agreement including the Heads of Terms as outlined in that report. The conditions referred to, were to be agreed by the Chairman, the Opposition Spokesperson and the local Ward Members. If any of the highway objections remained, then the matter would be referred back to the Board.

1.2 Matters have moved on since February and these have all focussed on attempting to resolve one of the highway issues. The referral back to Board is due to amended proposals having been submitted, which have not been previously considered by the Board - the resolution above being based on the proposals as seen by the February Board. These new proposals are supported in principle by the three relevant Highway Authorities.

1.3 This report will describe the amended proposals and provide the background to their submission.

1.4 The receipt of these amendments has led to there being a re-consultation with the relevant statutory agencies as well as the local communities and businesses who had previously submitted representations. The report will outline the new representations received.

1.5 Additionally, it refers to the very recent revision to the National Planning Policy Framework in December 2024.

1.6 Due to the length of time since the initial ecological survey work of the application site was undertaken – 2021/22 – the applicant has undertaken a further survey to establish whether there has been any material change on the site, given that the application remains undetermined. This concluded that there has been no significant change.

1.7 The opportunity has also been taken to prepare a full Schedule of Conditions and to provide more detail on the 106 Agreement.

1.8 For the convenience of Members, the February Board report is attached in full at Appendix A.

2. The Amendments Proposed

2.1 The proposed changes only affect the proposed highway alterations to the Woodford Lane and Drayton Lane junctions with the A5. The remainder of the proposals, as considered at the February meeting, are wholly unchanged.

2.2 The previous report set out the highway issues at that time – see paras 4.30 to 4.46 of Appendix A. The majority of those paragraphs dealt with the off-site proposals for the two junctions referred to above. During the course of the application, consideration had been given by the three Highway Authorities involved – National Highways and the Warwickshire and Leicestershire County Councils - to a number of differing proposals for these two junctions. These included traffic lights and restrictions on turning movements. The final position proposed and reported to the February meeting was however that there be no physical alterations to these junctions, but that instead speed restriction cameras be installed along the length of the A5 here.

2.3 It appeared that at that time, the three Highway Authorities would not object to this arrangement, and hence the wording of the recommendation to the Board in paragraph 1.1 above.

2.4 The Police however expressed concerns to the Highway Authorities. They said that the accidents that occur here are almost wholly due to traffic turning right out of Woodford Lane and crossing over the west bound carriageway of the A5, and not to the speed of traffic on the A5. In other words, speed restrictions would not mitigate the risk to drivers in making these movements. Moreover, speed traffic counts had found that the present 50mph limit was not being materially exceeded in any event.

2.5 As a consequence, the three Highway Authorities and the Police have been engaged in reviewing all of the previous options that had already been considered. This has resulted in the submission of amended proposals for these two junctions, in lieu of speed cameras on the A5.

2.6 The proposals are now:

- The installation of traffic signals at the Woodford Lane junction, and consequential
- alterations to the central reservation of the A5 at the Drayton Lane junction such that there are only "left – in" and "left – out" movements permitted.

2.7 The plan showing these arrangements is at Appendix B.

2.8 A much fuller account of these proposals is to be found in the updated Transport Assessment submitted with the amendment and attached here at Appendix C. This update also looks at consequential traffic movements. Additionally, the applicant has provided more detail on anticipated traffic flows on the A5 as well as details on the new Red Gate roundabout arrangements – see Appendix D.

2.9 A Stage One Road Safety Audit has been undertaken with a Brief as agreed between the Highway Authorities and the consultation responses below have taken this into account. This is attached at Appendix E.

3. Consultations

National Highways – No objection subject to conditions.
Warwickshire County Council – No objection subject to conditions and a Section 106 request towards public transport provision.
Leicestershire County Council – No objection subject to conditions
Hinckley and Bosworth Parish Council - No response received.

4. Representations

Mancetter Parish Council – No objection. The accident record at the Woodford Lane junction is thought to have led to increased traffic through Mancetter in order to avoid it. The lights will make it safer and thus should reduce traffic using the alternative.

Hartshill Parish Council – No objection.

Witherley (including Fenny Drayton and Ratcliffe Culey) Parish Council – No response received.

Five representations have been received in support of the proposed amendments – saying that they will improve safety and reduce traffic through Fenny Drayton.

Another two representations have said that a roundabout junction is needed on the A5 for these two junctions and that the junction from Fenny Drayton onto the A444 needs improvements.

Fourteen representations have been received from established agricultural and commercial businesses as well as their customers in Fenny Drayton on the grounds that the proposals will mean longer journeys for business travel, thus adding to costs and affecting the viability of their businesses. A briefing note in respect of one business, expanding on this is attached at Appendix F together with supporting letters at Appendices G and H. These also question the highway evidence to support the alterations.

5. The Development Plan and Other Material Planning Considerations

5.1 There has been no change to the Development Plan since the February Board meeting.

5.2 The Hinckley and Bosworth Borough Council has published its initial draft proposals for a review of its Local Plan – Regulation 18 status. This includes a proposed new settlement on the north side of the A5 between Fenny Drayton and the existing MIRA site.

5.3 The Government published a consultation paper on proposed changes to the National Planning Policy Framework (the NPPF) in July 2024. Following this, the resulting changes were published in December 2024 and thus references to the NPPF in this report will be to this latest edition. There is extra emphasis in Section 6 on, "Building a strong and competitive economy" in respect of facilitating development to meet the needs of a modern economy and capitalising on the performance and potential of areas with high levels of productivity. The only other changes that might affect this proposal are to paragraph numbers.

6. Observations

a) Introduction

6.1 The Board has resolved to grant planning permission here subject to the three Highway Authorities withdrawing their respective "holding" objections. That has now occurred, but with different highway proposals for the two off-site junctions onto the A5. As a consequence, it is necessary to establish whether there are any adverse highway impacts resulting from these changes, that would necessitate re-consideration of the recommendation to grant planning permission. Those impacts revolve around two matters – whether there would be consequential adverse highway and/or environmental impacts elsewhere on the highway network and secondly, whether there would be any adverse impacts on the viability of the established businesses as a consequence of this "agent of change" – i.e. the traffic controls and movement restrictions. The latter issue arises due to the objections received as summarised above. Each matter will be looked at in turn.

b) Highway Impacts

6.2 When alterations to these two junctions were first proposed, there was concern expressed locally, that the consequential restrictions to vehicle movements would result in the diversion of traffic, as drivers would seek alternative routes, so as to avoid the new "restrictions". In short, that they would increase traffic through Mancetter, Fenny Drayton and Witherley. The subsequent withdrawal of these alterations had muted these concerns. However, some of these are now re-introduced with the latest amended proposals.

6.3 The three Highway Authorities support these proposals by confirming that they are required as a result of the increased traffic generated by the MIRA development which would necessarily travel on the A5, thus exacerbating existing road safety concerns at these two junctions – particularly at Woodford Lane. In this respect the full impact of the MIRA proposals west of the site on the A5 during the morning peak hours (0700 to 1000 hours) and in the evening peak period (1600 to 1900 hours) is expected to increase traffic numbers by 20% and 14% respectively. The predicted figures for Woodford Lane are 19% and 2%, with the Drayton Lane figures showing a decrease of 37% and 19% respectively. These figures assume that the proposed alterations to the two junctions are as set out in this report. They are considered to be material by the three Highway Authorities concerned and as a consequence, they require off-site mitigation at the Woodford Lane junction because of its poor safety record.

6.4 All of the Authorities agree too that the alterations proposed have to be taken together as a "package", in order to materially improve safety. In other words, the Woodford Lane lights require the consequential alterations at Drayton Lane. It is said that once the lights are operational at Woodford Lane, traffic approaching Drayton Lane from the east will either be accelerating away from the lights or maintaining speed if not caught by the lights. Traffic approaching Drayton Lane from the west will either be maintaining its speed or slowing down on approach to the lights. This results in the gaps in the traffic for those turning right out of Drayton Lane particularly difficult to judge, given the proximity of the two junctions. When increased flows as a consequence of the MIRA development are added in of the size indicated in para 6.3, there will be fewer gaps and thus the likelihood of greater risk taking. Hence the package as a whole is needed, because of the proximity of the two junctions and the differing vehicle speeds approaching from both the east and the west along the A5, so as to control traffic flows and queuing through this stretch of the A5, with the expected increase in traffic consequential to the MIRA development. As a consequence, National Highways is saying that without the Drayton Lane restrictions, there would be an unacceptable impact on highway safety and thus that the development proposed should be refused planning permission, in line with para 116 of the NPPF.

6.5 It is agreed that these alterations may have impacts on the wider highway network because they introduce new "restrictions" and "controls" on existing travellers who may choose to divert to other routes. This is because of the perceived delays at the traffic lights at the Woodford Lane junction and the restricted turning movements at Drayton Lane. However, the applicant's modelling concludes that queuing in the Lanes at the two junctions would not be materially worse at peak hours than at present. The queuing that results would however result in far safer traffic movements at the junctions. For instance, the movements at Woodford Lane would not be restricted – but they would be controlled and thus the risks associated with turning movements across the A5 carriageway would be materially lessened. They would still allow for all turning movements as now. Hence a consequential material increase in traffic through Mancetter would not be expected – as agreed too, by the Mancetter Parish Council. Movements at Drayton Lane would be restricted so as to prevent

crossing the A5 in either direction. There would be some increased traffic movements through Fenny Drayton – although perhaps limited to movements associated with destinations in Drayton Lane itself, including both agricultural vehicles and some HGV's associated with the Storage Business here. On the other hand, traffic that would now use Drayton Lane travelling south down the A444 or Fenns Lane from the Stoke Golding direction to travel west on the A5, thus avoiding the Redgate roundabout, would be removed from the village, along with traffic that now travels north along Woodford Lane wanting to travel north up Drayton Lane, also wishing to avoid the Redgate roundabout. Overall, therefore it is considered that on balance the restrictions would lead to less traffic along Drayton Lane with displaced traffic using the A5 and the A444. This conclusion is agreed by the Leicestershire County Council as Highway Authority for this part of the network.

6.6 Those objecting have suggested that there is no highway reason to link the current proposed alterations to the MIRA proposals – there not being a significant accident record at the Drayton Lane junction, unlike the Woodford Lane junction, with no evidence to show that the proposals are a mitigation measure directly related to the MIRA proposals as is required by the NPPF. As indicated above, all three Highway Authorities consider that there will be a material increase in traffic movements on the A5 as a direct result of the MIRA proposals – indeed the use of the A5 is likely for the majority of the resulting new traffic movements. The Authorities recognise that the Woodford Lane junction has a significant accident record and thus the increased flows would exacerbate this road safety concern. The measures at this junction are thus justified so as to materially reduce that risk. The Drayton Lane alterations are directly consequential to the Woodford Lane proposals in order to control traffic flows through this whole section of the A5, such that the traffic lights are able to fulfil their function. It is considered that greater weight should be given to the responses from the three Highway Authorities here given their statutory status and the evidence on which their responses has been based – the modelling and the Road Safety Audit.

6.7 The limited response from local residents as recorded above, suggests support for the alterations here saying that there would likely be an overall reduction in traffic through Fenny Drayton.

6.8 The commentary above deals with traffic movements and displacement as a whole, and the potential impacts on the wider highway network. However, the objectors in Appendix F also conclude that no assessment has been undertaken of the impact on the very local network in Fenny Drayton itself, of displaced traffic that currently uses Drayton Lane to gain access to the business. It also identifies five "reasonable alternatives" for access arrangements onto the A5 which are said would not cause harm to existing businesses in Drayton Lane or to local residents. These matters also need to be addressed.

6.9 Leicestershire County Council has concluded that the changes to the two junctions would displace traffic onto the A5 and the A444, thus materially reducing traffic overall in Drayton Lane. However, as indicated by the objector,

there will also be traffic, displaced by the restrictions, which currently visits the commercial premises referred to above that would now have to use Drayton Lane. Firstly, this would be traffic attending those premises which would normally be turning right into Drayton Lane from the A5. That traffic would have to use the proposed new roundabout and then onto the A444, thus travelling to the premises through Fenny Drayton. Secondly, traffic leaving the premises which would normally turn right out of Drayton Lane onto the A5 west, would also need to divert through the village onto the A444 and then through the Red Gate roundabout onto the A5. The objectors are saying that there would thus be more traffic travelling through the village and that this would include HGV's. It is agreed that there would be some displacement as described above, but significantly, this would not be of such a scale as to make-up for the overall reductions in traffic using Drayton Lane as indicated above – paragarph 6.3. The Highway Authorities are saying that overall, there would still be a reduction in traffic travelling through the village – particularly the loss of the peak-hour traffic currently using Drayton Lane as a "short-cut" to avoid to the Red Gate roundabout. Additionally, customers travelling to and from the premises would not all be doing so on a daily or regular basis, and this is not a case where the route through Fenny Drayton would be the only access to the premises. Thus, all of the current traffic visiting the premises will not now all be routed through the village. The objector's concern is understood, but it is not considered to carry substantial weight for these reasons.

6.10 It is now necessary to look at the five alternative suggestions that have been put forward by the objectors.

6.11 The first is to agree to the Woodford Lane lights but leave matters as they are at Drayton Lane because there is no equivalent road safety record here and there has been no highway justification to show that the Drayton Lane restrictions arise directly from the introduction of the lights. The Highway Authorities would not support this option on safety grounds. This is set out above in paragraphs 6.3 and 6.4. The introduction of lights at Woodford Lane would alter driver behaviour, traffic flows and speeds such that the Drayton Lane junction, if left as it is would become a safety issue that National Highways would consider as being unacceptable. In other words, it would transfer the current Woodford Lane safety issue to Drayton Lane. It is their combined view that the proposals now being considered need to be treated as a "whole" and that without both elements, objections would be maintained to the overall MIRA proposals.

6.12 The second is to introduce appropriately sequenced traffic lights at both junctions, citing the situation further west on the A5 where there are lights at the Birch Coppice and Core 42 junctions. There are concerns with this option because of the build-up of queues on the A5 as well as the two Lanes. There is very likely to be a consequential transfer of traffic from both Woodford Lane and Drayton Lane traffic through Mancetter and Fenny Drayton in order to avoid the two sets of lights. There are no equivalent transfer routes at Birch Coppice.

6.13 The third is to have lights at Drayton Lane and left-in and left-out restrictions at Woodford Lane. In other words, to "reverse" the current proposals. The issue here is that the displaced traffic from the Woodford Lane junction would be likely to materially increase travel through Mancetter drawing objections from the local community. It neither addresses the accidents that have occurred at Woodford Lane from left-turning traffic into the A5.

6.14 The fourth is to replicate the design of the present Red Gate roundabout here thus to recreate a roundabout incorporating the two existing junctions. This would still not address the current "rat-running" through Fenny Drayton at peak hours. There is also the matter of whether there would be sufficient land for a whole new-roundabout of this design within the Highway.

6.15 The final one is to construct a conventional roundabout at the end of Drayton Lane and have a left-in and left-out at Woodford Lane. The objectors say they could provide the land to accommodate this option. As above, this would still not reduce the "rat-running" through Fenny Drayton and the restrictions at Woodford Lane would displace traffic through Mancetter.

6.16 Notwithstanding the comments made above, this is not to say that the alternatives suggested above do not have highway or road safety merit. They have been suggested in "good faith" to try and benefit all parties. However, the proposals come about in response to a planning application and not from a highway improvement scheme promoted by a Highway Authority. Therefore, they have to be determined under planning terms. The key consideration is thus whether they can be justified as off-site highway mitigation as a direct consequence of the overall MIRA development proposal, such that they are proportionate in scale to those consequences. The three highway Authorities have said that they are. There may be other highway solutions to resolving road safety issues at these two junctions, but this is the one that is being proposed through a planning application and the one that therefore has to be determined on its own merits.

6.17 Drawing together all of these matters, the starting point is to say that all three Highway Authorities are supporting the overall package of highway alterations associated with the MIRA proposals. These include the present changes to the two A5 junctions. This support is based on an agreed modelling assessment of the traffic implications of the MIRA proposals on the A5 and A444 and also the agreed response to a Stage One Road Safety Audit for the two junctions. These show material increases of traffic on the A5 and at Woodford Lane. Given the agreed road safety issues at the Woodford Lane junction, there is an agreed need to deliver a safer junction here. The three Authorities too agree that this has to be accompanied by movement restrictions at Drayton Lane if the overall highway alterations are going to be safer and accommodate the extra traffic. Substantial weight is given to this position.

c) Other Highway Impacts

6.18 There are on-going concerns about retention of all of the existing access arrangements at the existing Redgate roundabout into the commercial premises here. There has been no change to the proposals here since they were last considered by the Board in February – the ability to access all existing movements into and out of the premises are retained, albeit with some limited diversions. The arrangements are illustrated at Appendix D. As a consequence, there is no need to re-consider the recommendation in this respect. Recommended condition 5 below includes the Redgate alterations which enable these movements, and condition 25 as recommended, requires completion prior to any occupation of the MIRA site.

d) Para 200 of the NPPF

6.19 Members are aware of the "agent of change" issue raised by this paragraph of the NPPF. It was not proposed for alteration in the current Government consultation on its review of the NPPF. The paragraph says that planning decisions should ensure that new development can be integrated effectively with existing businesses and community facilities. Existing businesses should not therefore have "unreasonable restrictions" placed on them as a result of new development permitted after they were established. In this case there are existing lawful agricultural businesses in Drayton Lane as well as a commercial storage business. The proposed movement restrictions at Drayton Lane would necessarily prohibit some movements at this junction that these businesses now undertake – those that entail the crossing of the A5. In particular, there would be no right hand exits from Drayton Lane travelling west along the A5 and right hand turns into Drayton Lane from the A5. Both would entail travelling further, so as to use the proposed new roundabout to the east at the Redgate Inn. The proposals would also prohibit north/south crossing movements out of Woodford Lane and into Drayton Lane. Representations have been submitted objecting to the proposals because of these lengthened journeys – the increase in travel costs, time delays and thus the impact on the viability of these businesses.

6.20 The representations are fully outlined in Appendices F, G and H. Here Members will see that the storage business is lawful and has permission to expand. It caters for both domestic and commercial clients with a potential expansion for up to 2400 customers. Household storage makes up around 66% of the space available. In respect of the business storage space, it is said that 60% of that is used by "local small businesses and start-ups" and that this is the only storage space that they have. The businesses using the premises are said to support some 340 FTE jobs. The Company's planning permissions are not restricted through planning conditions controlling hours of operation - it has 24/7 access; there are no routeing agreements or are the number and type of vehicle controlled. The customer base is local – Tamworth, Nuneaton and Hinckley - and it is said that 90% are within ten miles of the store – see Section 3 of Appendix F. Customers mainly use the A5 and hence it is argued that unfettered access to the site is "imperative" given that there is a significant turnover of customers and

that renewing and replacing them is a continual business concern. This is expanded in Section 5 of Appendix F.

6.21 These matters are acknowledged. Members should attach weight to them. It is important to look at this in the context of the NPPF policy guidance. This says that existing businesses should not have "unreasonable restrictions" placed on them as a consequence of new development. There will be movement restrictions here and that will impact on this particular business – its accessibility; its marketability and also increased costs arising from increased travel by customers. The issue is whether they would be "unreasonable". There is no guidance on what might be unreasonable or not, and as such, each case needs to be assessed on its own merits and that is a matter of planning judgement.

6.22 On balance, it is considered that in this case, the restrictions would not be unreasonable for a number of reasons. Firstly, the diversion involved is between two and three miles from between the two junctions, down the A5 to the new roundabout, north along the A444 and then into the premises via Fenny Drayton – see Appendix D of Appendix F. Looking at the customer base provided by the objector, then for a customer based in the Tamworth and Atherstone areas travelling to the premises, there would be no additional distance as they would still be able to turn left from the A5 into Drayton Lane. However, leaving the premises would involve the extra distance, assuming they were travelling back to Tamworth or Atherstone. For customers coming from Woodford Lane, then there would be the need to divert on the arrival journey, but not on the return journey. For customers coming east along the A5 from the Nuneaton and Hinckley areas, some of the travel distances could well be shorter, or at least similar, using the A444 arriving at the site rather than the A5, and using ether route on departure. Customers from the north would still use the routes as now. It is thus considered that the diversions would not affect all journeys to and from the premises and thus not affect the whole of the present customer base. Secondly, customers travelling to and from the premises would not be doing so on a frequent basis – e.g. daily – because one of the purposes of the business is storage for longer periods of time. Thirdly, future customers are very likely to adapt to the change once it is implemented. Fourthly, there is no evidence to suggest that the business itself has its own transport fleet that might be directly affected through increased travel costs. Fifthly, there is no evidence to suggest that there will be an increase in business running costs or overheads as a direct result of the restrictions. Sixthly, it is considered that there is a strong demand for storage space, evidenced by the permission to expand, and this will always be present, such that any loss of customer base is likely to recover. Overall, therefore it is agreed that there will be an impact, more particularly in the short term, but that it is not considered to be "unreasonable" for the reasons given and particularly in the medium to longer term.

6.23 Members are invited to come to a different conclusion and if so, they should evidence the reasons why that judgement has been reached.

e) Conditions

6.24 The recommendation below now includes a schedule of planning conditions including those recommended by the Highway Authorities.

f) Section 106 Agreement

6.25 Members will be aware that the content of Section 106 Agreements is the subject of statutory tests. These are that any obligation must be necessary to make the development acceptable in planning terms; they must be directly related to the development and finally they must be fairly and reasonably related in scale and kind. From these and from experience with other cases, Members will know that contributions and requests that might be suggested to rectify existing issues or matters that are outside of the control of the applicant, would not pass these tests.

6.26 The February Board report – at Appendix A – includes a paragraph at paragrah 4.62 in respect of a public transport contribution in order to secure improvements to local bus services to support the forecast demand arising from this development. This amounts to £1,355,474 spread over five years from the date of the first occupation for business purposes of the first building to be completed under the planning permission. That report found that this satisfied the tests and therefore it would be appropriate to include this in any Agreement. Nothing has changed in the period between then and now, to alter that conclusion.

6.27 The February report at paragraph 6.64 also took an initial view on the training element of any 106 Agreement, arguing that it too would comply with the relevant tests. Similarly, there has been no change in circumstances between then and now and as such the promotion of access to manufacturing skills and training from North Warwickshire residents to build on established apprenticeship schemes and appropriate links to courses at nearby Colleges and Schools.

6.28 There is also a request for a contribution towards the processing of Traffic Regulation Orders associated with the proposed highway alterations. As these are directly related to implement these alterations it would be "fair and reasonable" to include this in the 106. The applicant agrees. Members will be updated on the value of the contribution at the meeting.

7. Conclusion

71. It is important to put this report into context. It is not a report to determine whether the proposed alterations to these two junctions should be granted planning permission or not. Neither is it an assessment as to whether the proposals are the only highway solution to a road safety issue. They are part of a much wider package of off-site highway alterations proposed to mitigate increased traffic generation arising from the overall MIRA proposals. The Board has already resolved to grant planning permission for those proposals subject to

there being no objection from the three Highway Authorities. Revised off-site highway proposals for these two particular junctions have now been submitted as part of the overall highway package for off-site works and all three Authorities have confirmed formally that they have no objections. As such, the resolution could be taken forward with the grant of planning permission.

7.2 However, the previous report at Appendix A did refer to the "agent of change" matter, but that was not considered to be a material consideration of weight at that time, because no "movement restrictions" where being proposed and thus no traffic displacement was anticipated. This matter has now changed, such the "agent of change" becomes a material planning consideration of significant weight because of the evidence submitted by the affected businesses.

7.3 As indicated above, it is not considered that the proposed highway changes would cause "unreasonable restrictions", in the terms of paragraph 200 of the NPPF. However, in order to ensure full transparency, it is also necessary for the Board to consider the alternative – that is, the restrictions being treated as "unreasonable". In this alternative, there is still a planning balance to be assessed. A judgement needs to be made as to whether the weight given to that "harm" would outweigh any planning benefits or other planning considerations that apply to the overall MIRA proposal. In this case, it is considered not for two reasons. Firstly, the MIRA proposal arises from a land allocation within an up-to-date adopted Local Plan. It is an allocation to meet a specific and primary industrial and employment requirement in that Plan of some substance, which has no alternative site. The benefits arising from the delivery of this allocation also extend well beyond the Borough. It is wholly in line with paragraphs 85 to 87 of the NPPF in this respect. Secondly, the impact of this proposal has the benefit of delivering an off-site highway improvement at the known accident "hot-spot" at Woodford Lane, such that road safety is materially improved. The three statutory Highway Authorities involved all confirm that these improvements necessarily require the consequential movement restrictions at Drayton Lane. On balance, it is considered that these two benefits outweigh any harm that would be arise as a consequence of the Drayton Lane highway proposals. In these circumstances the recommendation below is made.

Recommendation

That planning permission be GRANTED subject to the conditions as set out below and to the completion of a Section 106 Agreement based on the matters included in this report.

Standard Conditions

1. Details of the appearance, landscaping, layout and scale (hereinafter called the "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before any development takes place and the development shall be carried out as approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004, and to prevent an accumulation of unimplemented planning permissions.

2. If the development hereby permitted is to be constructed in more than one phase, details of the proposed phases of construction shall be submitted to the Local Planning Authority for approval prior to, or at the same time as the first application for approval of the reserved matters. The Phasing Plan shall include details of the separate and severable phases or sub phases of development. Development shall be carried out in accordance with the approved phasing details, or such other phasing details as shall subsequently be submitted to and approved in writing by the Local Planning Authority.

   REASON

   To comply with Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004, and to prevent an accumulation of unimplemented planning permissions.

3. The first application for approval of the reserved matters shall be made to the Local Planning Authority not later than three years from the date of this permission. All applications for approval of reserved matters shall be made to the Local Planning Authority not later than eight years from the date of this permission.

   REASON

   To comply with Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004, and to prevent an accumulation of unimplemented planning permissions.

4. The development hereby permitted shall take place not later than two years from the date of approval of the last of the reserved matters to be approved.

   REASON

   To comply with Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004, and to prevent an accumulation of unimplemented planning permissions.

   Defining Conditions

5. The development hereby permitted shall not be carried out except in complete accordance with the following approved plans and documents:

   a) The Site Location Plan – 21092/SGP/XX/00/DR/A/111001D
   b) The Parameters Plan – 21092/SGP/XX/00/DR/A/111003 L

c) The Transport Assessment (17059/TA) (as updated by TAA(i), TAA(ii) and TAA (iii)) and Highway Plans – 17059/GA/01G; VIS/01A, GA/02E, VIS/02A, GA/03C, VIS/03, GA/04D, VIS/04, GA/05F, VIS/05, GA/06E, VIS/06, GA/07D, VIS/07, GA/08K, VIS/08C, GA/10C and VIS/10, GA/13B, VIS/13.
d) The Surface Water Drainage Strategy (ref:13833/WIE/ZZ/XX/DR/92003 and 92004, revision P05 dated 6/1/23.
e) The Archaeological Trial Trench Evaluation dated February 2023 undertaken by Headland Archaeology.

REASON

In order to define the extent and scope of the permission.

6. The development hereby permitted shall provide for no more than a maximum figure of 213,500 square metres of floorspace (GIA) for uses within Use Classes B2, B8 and E (g) (ii) of the Town and Country Planning (Use Classes) Order 2020 (as amended).

REASON

In order to define the scope and extent of the planning permission.

7. Any storage and distribution uses, within Use Class B8 of the Town and Country Planning (Use Classes) Order 2020 as amended, shall be uses that are ancillary or clearly secondary to the primary uses of the development hereby approved as defined under Condition 6 above.

REASON

In order to define the scope and extent of the planning permission.

8. The reserved matters shall be designed in general accordance with the parameters plan approved under condition 5 (b). In particular, the layout for Zones 20 and 30 as defined by that Plan and any unloading areas being located along the southern edge of each of these two Zones shall demonstrate that noise can be mitigated to 5dba below existing recorded background levels.

REASON

In order to define the implementation of the permission so as to reduce the risk of adverse noise impacts.

9. Any reserved matters application shall include a Noise Impact Assessment detailing the proposed measures to mitigate emissions of noise arising from the use and activity associated with any building and its curtilage within the application site. This Assessment shall particularly have regard to the potential noise impacts for neighbouring residential property as well for the village of Caldecote. This Assessment shall be carried out in accordance with BS4142:2014 plus A1:2019.

REASON

In order to define the implementation of the permission so as to reduce the risk of adverse noise impacts.

10. All access arrangements into, through and out of the site together with all off-site highway alterations shall be carried out in accordance with the plans approved under Condition 5 (c).

REASON

In order to define the scope and extent of the planning permission.

Pre-Commencement Conditions

11. No built development shall take place until a Construction Environmental Management Plan (CEMP) has first been submitted to and approved in writing by the Local Planning Authority, in consultation with Leicestershire County Council, Warwickshire County Council and National Highways, for each phase of the development. The Plan shall provide for:
    a) A Construction Travel Management Plan (CTMP) including construction phasing,
    b) The parking of vehicles for site operatives and visitors.
    c) The routing for vehicles accessing the site associated with the construction of the development and signage to identify the route.
    d) The manoeuvring of vehicles within the site.
    e) Loading and unloading of plant and materials used in the construction of the development, including top-soil.
    f) The location of the site compounds.
    g) Storage of plant and materials.
    h) The erection and maintenance of security hoarding fencing.
    i) Wheel washing facilities.
    j) Measures to control the emission of dust and dirt during construction.
    k) Measures to control and mitigate disturbance from noise.
    l) A scheme for the recycling/disposal of waste resulting from the construction works.
    m) Any on-site lighting as required during construction.
    n) Measures to protect existing trees and hedgerows proposed for retention.
    o) Delivery, demolition and construction working hours.
    p) The means by which the terms will be monitored, details of a contact person and the procedure for reporting and resolving complaints.

    The approved CEMP shall be adhered to throughout the construction period of each phase.

    REASON

    In the interests of highway safety and the residential amenity of the local community.

12. No development within any phase shall take place until full details of the finished floor levels, above ordnance datum, of the ground floor(s) of the proposed buildings, in relation to existing ground levels have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

REASON

In the interests of reducing potential landscape and visual harm

13. No development within any phase shall take place until details of all external lighting relevant to that phase has been submitted to and approved in writing by the Local Planning Authority. The details shall be accompanied by an Impact Assessment in order to show that there are no adverse impacts arising from any proposed light source or from the glow of light arising from each phase. The Assessment shall also include an analysis of the cumulative impact of lighting arising from the whole site. In particular external lighting being installed on the southern-most elevations of the buildings to be erected in Zones 20 and 30 as defined by the Parameters Plan approved under Condition 2(b) above, shall be required to be justified for the purposes of health and safety and/or security only. The lighting shall be installed, operated and maintained at all times in accordance with the approved details.

REASON

In the interests of reducing the risk of adverse harm to the residential amenity of the local community.

14. No development within any phase of the development hereby approved shall take place until a Landscape and Ecological Management Plan ("LEMP") for that phase has first been submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall be in general accordance with the approved Parameters Plan approved under condition 5. The LEMP shall include:

a) a description and evaluation of the features to be managed;
b) ecological trends and constraints on site that might influence management,
c)the aims, objectives and targets for the management,
d) descriptions of the management operations for achieving the aims and objectives,
e) prescriptions for management actions,
f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a thirty-year period),
g) Details of the monitoring needed to measure the effectiveness of management,
h) Details of each element of the monitoring programme,
i) Details of the persons or organisations(s) responsible for implementation and monitoring,

j) Mechanisms of adaptive management to account for necessary changes in the work schedule to achieve the required aims, objectives ad targets,

k)Reporting procedures for each year 1, 2, 5, 10, 20 and 30 with bio-diversity net gain reconciliation calculated at each stage,

l) Where necessary, the legal and funding mechanisms by which the long-term implementation of the LEMP will be secured by the developer, and the management body(ies) responsible for its delivery,

m) How contingencies and/or remedial action will be identified, agreed and implemented in the event that monitoring under (k) above shows that the conservation aims and objectives set out in (c) above are not being met so that the development still delivers the full functioning bio-diversity objectives of the originally approved scheme.

The details in that Plan shall then be implemented on site and be adhered to at all times during the lifetime of the development.

REASON

In the interests of enhancing and protecting bio-diversity.

15. No development shall commence on site until a detailed surface water drainage scheme for the whole site, based on sustainable drainage principles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

a) Evidence to show that the discharge rate generated by all rainfall events up to and including the 1 in 100 year (plus an allowance for climate change) critical rain storm is limited to the Qbar greenfield run off rate of 4.32 l/s/ha for the site in line with the documents approved under condition2 (d) above.

b) A detailed assessment demonstrating the on-site water courses suitability as a receptor for surface water run-off from the development. This assessment shall include:

- A condition survey of the watercourse and evidence of any remedial measures identified as necessary;
- A review of flood risk impacts from the watercourse demonstrating consideration for downstream receptors off site in the context of the proposals,
- Evidence demonstrating that all development and surface water infrastructure is outside the anticipated fluvial flood extent.

c)Drawings/plans illustrating the proposed sustainable surface water drainage scheme. The documents approved under condition 2(d) above may be treated as a minimum and further source control SUDS should be considered during the detailed design stages as part of a "SUDS management train" approach to provide additional benefits and resilience within the design.

d) Detailed drawings including cross sections, of proposed features such as infiltration structures, attenuation features and outfall structures. These should be feature-specific demonstrating that such surface water drainage systems are

designed in accordance with the SUDS Manual CIRIA Report C753 and cross sections should demonstrate that all SUDS features will be accessible for maintenance whilst also providing an adequate easement from the on-site watercourse.

e) Provision of detailed network level calculations demonstrating the performance of the proposed system to include:

- suitable representation of the proposed drainage scheme, details of design criteria used (including consideration of a surcharged outfall) with justification of such criteria,
- simulation of the network for a range of durations and return periods including the 1 in 2 year, 1 in 30 year and 1 in 100 year plus 40% climate change events,
- together with results demonstrating the performance of the drainage scheme including attenuation storage, potential flood volumes and network status for each return period,
- and evidence to allow suitable cross- checking of calculations and the proposals.

f) The provision of plans such as external levels plans, supporting the exceedance and overland flow routing provided to date. This overland flow routing should:

- demonstrate how run-off will be directed through the development without exposing properties to flood risk;
- consider property finished floor levels and thresholds in relating to exceedance flows, and
- recognition that exceedance can occur due to a number of factors such that exceedance management should not rely on calculations demonstrating no flooding.

Only the scheme that has been approved in writing shall then be implemented on site.

REASON

To reduce the risk of increased flooding and to improve and protect water supply.

16. Prior to the commencement of development of any relevant phase agreed through Condition 2, a SuDS plan and drainage strategy shall be submitted and approved by the Local Planning Authority in consultation with the Highway Authority for the A5 Trunk Road junction improvements and subsequently implemented as approved. The SuDS is to be installed according to the approved SuDS plan and maintained for the lifetime of the development."

REASON

In the interests of highways safety.

17. No development shall take place on site including any site clearance or preparation prior to construction, until a Written Scheme of Investigation (WSI) for a programme of archaeological evaluative work for each phase of the development, excluding that part of the site included in the evaluation approved under condition 2 (e) above, has been submitted to and approved in writing by the Local Planning Authority. The programme of archaeological evaluative fieldwork and associated post-excavation analysis and report production and archive deposition detailed within the approved WSI shall be undertaken as required in accordance with a programme specified in the WSI. A written report detailing the results of this fieldwork shall also be submitted to the Local Planning Authority in accordance with the approved programme. The findings from the archaeological evaluative work shall inform each reserved matters submission.

    REASON

    In the interests of understanding the archaeological value of the site.

18. Where necessary, and as informed by the findings of the archaeological evaluative work undertaken in the WSI, no development within any phase of the development shall take place until an Archaeological Mitigation Scheme (AMS) if appropriate, has been submitted to and approved in writing by the Local Planning Authority. The AMS should detail the strategy to mitigate the archaeological impact of the proposed development either through further fieldwork (for which a further WSI may be required) and/or through the preservation on site of any archaeological deposits. The AMS shall inform each reserved matters submission.

    REASON

    In the interests of understanding the archaeological value of the site.

19. No development within any phase shall take place until the fieldwork relevant to that phase detailed in the WSI and AMS has been completed in accordance with the programme(s) specified therein. Any post-excavation analysis, publication of results and archive deposition shall be undertaken in accordance with the approved WSI and AMS.

    REASON

    In the interests understanding the potential archaeological value of the site.

20. No phase of the development hereby permitted shall commence until a scheme for the provision of adequate water supplies and fire hydrants necessary for fire fighting purposes relevant to each phase, has first been submitted to and approved in writing by the Local Planning Authority. Only the approved scheme shall then be implemented within the relevant phase.

    REASON

In the interests of public safety.

21. Notwithstanding the details submitted, no development in any phase shall commence until such time as a Green Travel Plan to promote sustainable transport modes of travel has been submitted to and approved in writing by the Local Planning Authority. Before the first use of each phase of the development, the Plan shall be implemented in accordance with the relevant approved details.

REASON

To reduce the dependency on car travel to and from the site, in the interests of sustainability and highway safety

Pre-Occupation Conditions

22. There shall be no occupation of any building hereby approved for business purposes within any phase of the development, until a Drainage Verification Report for the installed surface water drainage system based on the Drainage Strategy approved under condition 2 (d) and the system as approved under Condition 14 has been submitted to and approved in writing by the Local Planning Authority. It should include:
    a) Demonstration that any departures from the approved design are in keeping with the approved principles.
    b) As built photographs and drawings
    c) The results of any performance testing undertaken as part of the application process,
    d) Copies of all statutory approvals such as Land Drainage Consent for Discharge,
    e) Confirmation that the system is free from defects, damage and foreign objects.

The report should be prepared by a suitably qualified independent drainage engineer.

REASON

To ensure that the development is implemented as approved and thereby reducing the risk of flooding.

23. There shall be no occupation of any building hereby approved for business purposes within any phase of the development until a site-specific maintenance plan for the approved surface water drainage system has been submitted to and approved in writing by the Local Planning Authority. It shall include:

- The name of the party responsible, including contact names, address, email address and phone numbers.
- Plans showing the locations of features requiring maintenance and how these should be accessed,

- Details of how each feature is to be maintained and managed throughout the lifetime of the development,
- Provide details of how site vegetation will be maintained for the lifetime of the development.

REASON

To ensure that the maintenance of sustainable drainage structures so as to reduce the risk of flooding.

24. No phase of the development hereby permitted shall be occupied for business purposes until the roads serving that phase, including footways, private drives, means of accessing plots, car parking and manoeuvring areas have been laid out and substantially constructed in accordance with details first submitted to and approved in writing by the Local Planning Authority. Areas for the parking and manoeuvring of vehicles shall be retained for these purposes at all times thereafter.

REASON

In the interests of highway safety.

25. Prior to the occupation of any built development hereby permitted, the scheme of works to improve highways access as shown in general accordance with drawing ref:

- 17059/GA/02 Rev E (Proposed A5 - A444 Link Road and Off-Site Mitigation)
- 17059/GA/08 Rev K (Proposed A5 - A444 Link Road and Off-Site Mitigation)
- 17059/GA/10 Rev C (A5 Watling Street / Higham Lane and Nuneaton Lane Mitigation)
- 17059/GA/13 Rev B (A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme)

(or revisions of these drawings as agreed with the planning authority) should be completed and open to traffic, unless otherwise agreed via a phasing plan (pursuant to Condition 2).

REASON

In the interests of highway safety.

Other Conditions

26. No site security fencing shall be erected on or within 1 metre of any public footpath (unless closed by legal Order.

REASON

In the interests of maintaining unobstructed public access.

27. No works involving the disturbance of any surfacing of any public footpath or proposals to resurface any public footpath shall commence until details of such works are first submitted to and approved in writing by the Local Planning Authority. Only the approved works shall then be implemented on site.

REASON

In the interests of maintaining unobstructed public access.

28. No advertisement as defined by the Town and Country Planning (control of Advertisements) (England) Regulations 2007 shall be installed or displayed on any southern facing elevation of any building to be erected in any of the three Zones identified on the plan approved under Condition 2(b) above.

REASON

In the interests of the visual amenities of the area.

29. Any contamination that is found during the course of construction within any phase of the development hereby approved, that was not previously identified shall be reported immediately to the Local Planning Authority. Development within that phase shall be suspended where directly affected by the contamination and a risk assessment carried out and submitted to the Local Planning Authority. Where unacceptable risks are found, remediation and verification schemes shall be submitted to the Local Planning Authority. Work shall then only resume or continue on the development in that phase, in accordance with the schemes that have been approved in writing by the Local Planning Authority.

REASON

In the interests of reducing the risk of future pollution.

PLANNING AND DEVELOPMENT BOARD – SUPPLEMENTARY REPORT

6 JANUARY 2025

PAP/2022/0423

Land to the south of Watling Street, Caldecote, CV10 0TS

Outline planning permission for extension to MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E (g)), storage (Class B8), new spine road, car parking, landscaping and enabling works for

ERI MTP Ltd

1. Introduction

1.1 The determination of this application is to be dealt with at the Board's January meeting and the officer's report has already been included in the published agenda.

1.2 However, this Supplementary Report has been tabled at short notice following a formal request from one of the objectors to the proposed development, which is said to introduce new evidence not presently available in the published officer report. The Chairman has agreed to it being made available prior to the meeting.

1.3 Members are asked to refer to the main report when reading this Supplementary Report.

2. Background

2.1 The main report deals with an amendment to off-site highway mitigation measures at the Woodford Lane and Drayton Lane junctions onto the A5 as a consequence of the overall MIRA development proposals. All three Highway Authorities have no objection to these measures.

2.2 However, an objector who operates a lawful Self Storage business in Drayton Lane objected. This first matter was that he claimed that the measures at the Drayton Lane junction were not shown to be directly related to a likely highway impact arising of the development at MIRA and therefore that they were not needed. The second matter was that the proposals, if they went ahead, were of such significance to the travel patterns of his customers that the viability of his business would be affected by this "agent of change". It would lead to "unreasonable restrictions" being placed on his business.

2.3 The main report responded to these matters, finding that the Drayton Lane proposals were an essential element of the Woodford Lane proposals, such that they had to be dealt with together as a "package" and not as individual proposals. It also assessed whether the consequential changes to the travel patterns of the customers of the Storage Business would be unreasonable or not, finding that as a matter of planning judgement they would not.

2.4 The objector has reviewed the main report and submitted a rebuttal, in the form of a request for the determination to be deferred and has submitted additional information with that request.

2.5 Advice has been taken and this has led to this Supplementary Report and to its recommendation to defer.

3. The Request

3.1 This is attached at Appendix A being a letter from the objector's solicitor. It raises two matters.

3.2 The first is to provide additional information on the impact of the change in travel patterns as a consequence on the additional travel times and thus increased costs caused by customers who would no longer be able to turn right into Drayton Lane from the A5 and those who would no longer be able to turn right out of that Lane onto the A5. This is attached at Appendix B, and it is agreed that it is new information.

3.3 The second expands on the highway justification for the Drayton Lane proposals. The main report refers to five options which are said would provide mitigation arising from the MIRA proposals and still retain all of the current turning movements at Drayton Lane so as not to lead to additional travel for customers. The letter refers to a "new" option, based on the having the two junctions signalised. However, because of the distances between the present two junctions, greater separation is proposed. This would be achieved by diverting the Drayton Lane junction further to the west across land owned by the objector. Appendix A outlines that National Highways officers have indicated that they "would be interested to see a drawing proposal for traffic signals" at both junctions. The letter makes the point that the applicant's Traffic Assessment of 2022 dealt with the two-signal scheme for each junction individually, but not as a combined scheme. It is agreed that this "option" is new information.

4. Observations

4.1 The letter does introduce new information which the Board has not seen before. A recommendation of deferral is thus made below.

4.2 Members and officers will then be able to assess Appendix B, if this recommendation is agreed, such that a commentary can be provided for the Board when the matter returns to it.

4.3 As can be seen too, the objector's transport consultant will need some time to prepare a drawing of the location of the new junction and provide the modelling evidence to show that it can be safely implemented in combination with the signals at Woodford Lane. When this is submitted, the three Highway Authorities will need to be re-consulted along with the local Parish Councils. The applicant too will have to have the opportunity to respond to the content of Appendices A and B. As a consequence, it is unlikely that the matter will be dealt with at the Board's next meeting.

Recommendation

That in light of the receipt of new information as identified in this report, determination of the application be deferred until a later Board meeting.

LODDERS

North Warwickshire Borough Council
Council House
South Street
Atherstone
CV9 1DE

Date: 23 December 2024

Our ref: SJA/VL/EXT00001/00014

By email only to:
jeffbrown@northwarks.gov.uk

Dear Mr Brown

Site: MIRA Technology Park South Site
Planning Application: PAP/2022/0423
The Applicant: ERI MTP Ltd
Our Client: Extra Room Self Storage & Drayton Grange Farm

We refer to our recent correspondence in relation to the Planning Application which is due to be heard at Planning Board on 6 January 2025.

Following receipt of National Highways' letter dated 19 December 2024 to Our Client's MP, Dr Luke Evans MP, Our Client spoke with Mr Russell Gray, a Spatial Planner at National Highways on 20 December. During their conversation, I am instructed that Mr Gray highlighted two important points:

1. **Customer Impact Assessment**
   It was noted that whilst MIRA's proposal would result in a c.3.5km detour for storage customers, Extra Room Self Storage's presentation did not clearly indicate how many customers would be affected or the cumulative impact of this diversion. This information was considered to be important for assessing the impact of the proposal on Our Client's businesses.

2. **Two Signals with Increased Junction Separation**
   Mr Gray said that he would be interested to see a drawing proposal for traffic signals at both the Woodford Lane junction and the Drayton Lane junction but with a greater separation between the two junctions. This greater separation can be achieved by redirecting Drayton Lane across land owned by Our Client.

Our Client has now prepared a further presentation for the Planning Board which deals with the first point above but additional time is required to address the second point. Our Client's highways consultant has advised that whilst MIRA's original 2022 Transport Assessment modelled the two-signal scheme for each junction individually, it did not assess them as a combined scheme. Developing a model and drawing for a two-signal scheme with increased junction separation, based on the traffic data provided by MIRA, would require approximately two weeks to complete.

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Given the above and to allow sufficient time for the modelling and drawing to be produced following the Christmas break, we kindly request that the Planning Application is deferred to a later date. A deferral would also ensure that Board members have all the requisite information, including responses from the three Highways Authorities, to be in a position to fully consider the Planning Application before making their decision.

Please confirm safe receipt of this letter by email.

Yours sincerely

[redacted]

Victoria Longmore
Partner and Head of Planning and Highways
For and on behalf of Lodders Solicitors LLP

[redacted]

national highways

Our ref: 23257077
Your ref: LE25426

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Dr Luke Evans MP
luke.evans.mp@parliament.uk

19 December 2024

Dear Dr Luke Evans

Drayton Lane Traffic Layout

Thank you for your email dated 6 December 2024, following my response dated 18 November (ref: 23224335), sent on behalf of your constituent, [redacted], regarding concerns of a revised traffic layout for the proposed MIRA development: PAP-2022-0423 on Drayton Lane.

I appreciate the additional comments [redacted] has provided and understand his concerns about the impact on his businesses.

I'd like to reassure [redacted] that we have carefully reviewed the impact of the proposed MIRA development on businesses and local communities. As a statutory consultee for the strategic road network (SRN), our role is to assess potential impacts in line with the National Planning Policy Framework, DfT Circular 01/2022, and other relevant government transport guidelines. Planning consultations are managed by the planning authority, and if a Traffic Regulation Order (TRO) is needed, for example to prevent right turns, a separate public consultation will take place.

We agree that Drayton Lane is not currently a major safety concern, however, Woodford Lane is and addressing its safety impact is necessary. All highway authorities, including ourselves, Warwickshire, and Leicestershire have independently and thoroughly reviewed the proposed mitigation measures, along with traffic signals at Drayton Lane and a right-turn ban. We have all deemed the proposal acceptable and appropriate and over the past two years, we have modelled and assessed various scenarios for banning right turns and signalising both junctions. Our assessment indicates that installing signals at Woodford Lane will not create gaps in traffic. In fact, it is likely to make it more difficult for drivers to judge gaps, as traffic will be accelerating or decelerating in response to the proposed signals.

I understand [redacted] question regarding why a left-in, left-out option at Woodford Lane, along with signalisation at Drayton Lane, cannot be implemented, especially since there are no existing businesses along Woodford Lane to be impacted. This option was reviewed and discounted by the highway authorities due to its unacceptable impacts on Woodford Lane. Implementing this option would displace more traffic towards Mancetter, leading to a significant reduction in capacity and a notable increase in queues and delays on the B4111 approach to Mancetter Island, which was deemed unacceptable. Additionally, it does not address the substantial accident record at the Woodford Lane junction, including several severe incidents involving vehicles turning left out of Woodford Lane.

While we understand the reference to successful signalisation at other locations, the circumstances at this location differ significantly due to factors, such as the distance between junctions, and the types of traffic movements involved. Our signals engineering team has thoroughly investigated this option and concluded that signalising both Woodford Lane and Drayton Lane would result in an unacceptable impact on the SRN. Therefore, we do not believe that signalisation at both junctions would be viable without compromising traffic flow and safety.

Finally, while an island may indeed be considered the optimal solution for managing traffic on this section of the network, the developer has met the planning requirements by proposing a scheme that effectively mitigates the impact of the development. This scheme has been independently reviewed and found acceptable by all three highway authorities. In addition, the developer is implementing further mitigation measures at several other junctions on the SRN ensuring a comprehensive and effective overall traffic management strategy.

I understand this may not be the outcome [redacted] was hoping for however, I trust the information I've provided has been useful. As mentioned in my last response, the final decision on the development's planning application lies with North Warwickshire Borough Council. Local businesses, including Peter's, will have the opportunity to submit their representations during the planning consultation process.

If [redacted] would like to discuss his concerns further, our Spatial Planner, Russell Gray, would be happy to speak with him directly to address them. Russell can be contacted by email at russell.gray@nationalhighways.co.uk or by telephone on 0300 470 3028. Alternatively, our correspondence address is National Highways, The Cube, 199 Wharfside Street, Birmingham, B1 1RN.

Yours sincerely

[redacted]

Victoria Lazenby
Regional Director

1. Diversion Impact on Customers

The Applicant's proposal for the Drayton Lane junction with the A5 will cumulatively result in 1) very significant diversions for Extra Room Self Storage customers, and 2) unnecessary and substantial environmental harm

Data in Appendix A has been used to calculate the diversionary impact of the proposed junction change at Drayton Lane on customers and staff. There will be:

- A weekly diversion totalling **6,443km** (4,003 miles)
- An annual diversion totalling **335,042km** (208,185 miles)

These diversions amount to:

- **23,176 litres** of additional fuel*
- **46,872Kg** of additional CO2 per annum*
- **A disproportionate negative impact on local small and start up businesses reliant on the storage facility**

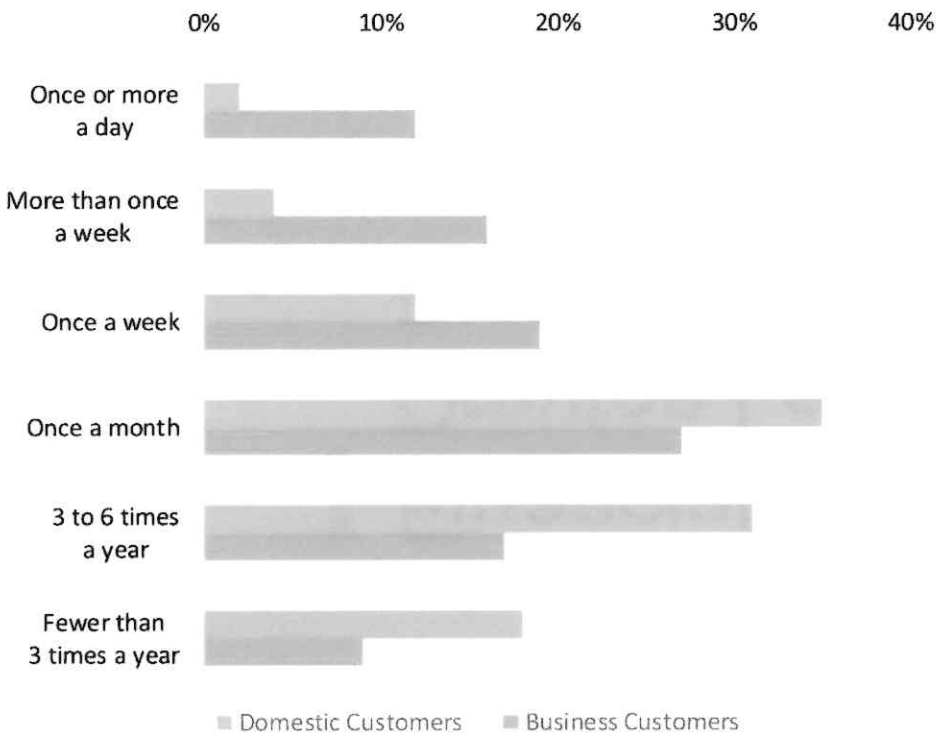
These figures do not include the financial and environmental cost from the displacement of thousands of existing general road users of Drayton Lane (including Fenny Drayton village residents) and vehicles accessing Drayton Grange Farm

The proposal will result in a diversion for customers and staff of in excess of 330,000km per year (208,000 miles)

* **Source:** OpenCO2.net

Appendix A – Diversion Impact on Customers

How often people access their storage unit



Source: UK Self Storage Association Annual Industry Survey 2024
Extra Room Self Storage is an accredited member of the UK Self Storage Association

Impact on diverted storage customers

- Customers to Extra Room Self Storage will need to make a 3.5Km diversion each time they visit their storage unit if MIRA's proposal for a "left in and left out" at the Drayton Lane junction with the A5 is implemented
- Using the data opposite, the combined weekly trips for 2,000 Extra Room Self Storage customers, together with courier deliveries and staff movements total 1,841 one-way trips
- This equates to:
  - A weekly diversion of 6,443km for these 1,841 trips
  - An annual diversion of 335,042km
- The chart opposite highlights that business customers, who access their units more frequently than domestic customers, will be disproportionately affected
  - Consequently, business customers most of which are local small and start up businesses, essential to the economic growth of the local economy, will face the most significant financial burden due to increased time and fuel costs

Financial impact of the Drayton Lane junction restriction on Extra Room Self Storage

1. Summary

The proposed Drayton Lane restriction is forecast to have devastating financial consequences for Extra Room Self Storage

Extra Room Self Storage has built a financial model to test a number of scenarios and their financial impact on the business

Over the last 20 years, Extra Room Self Storage has taken on bank loans to fund its expansion and meet the growing local demand for storage

Business scenarios have been modelled to assess the company's ability to continue to meet its obligations to pay the interest and repayments on these bank loans

Current financial projections, show a successful, profitable business generating healthy cashflows, meeting all bank obligations with surplus funds available for re-investment in the self storage and farming operations (Appendix A)

However, with the junction restriction in place and the consequent reduction in the number of customers moving into storge each month:

- **Best case scenario:** the business will become loss making after 8 months, will not generate money for re-investment and will be unable to meet its bank loan obligations from cash flow (Appendix B)
- **Worst case scenario:** the business will become loss making after just 5 months, will not generate money for re-investment and will be unable to meet its bank loan obligations from cash flow (Appendix D)

2. Financial Model Assumptions

Three business scenarios have been modelled

Around 100 customers vacate their storage unit each month.

To maintain occupancy at the storage facilities we must therefore attract 100 new customers each month

We have modelled 3 scenarios for the reduction in the number of people choosing to use Extra Room Self Storage due to the 3.5km diversion and the more complicated route to get to the stores:

- **Best case scenario:** 25% reduction in new customers (Appendix B)
- **Base case scenario:** 30% reduction in new customers (Appendix C)
- **Worst case scenario:** 35% reduction in new customers (Appendix D)

These estimates are informed by 20 years of operational experience and an observed 64% reduction in move ins when the Drayton Lane junction with the A5 was temporarily closed in 2014 and customers had to access the stores via Fenny Drayton village

The following pages show the impact on:

- **The number of customers in storage**
- **Revenue**
- **Net cash flow**

For comparison, the first 3 pages (Appendix A) show how we expect the business to perform if full access to the A5 at the Drayton Lane junction is maintained in both directions (i.e. *the status quo*)

Appendix A

Status Quo

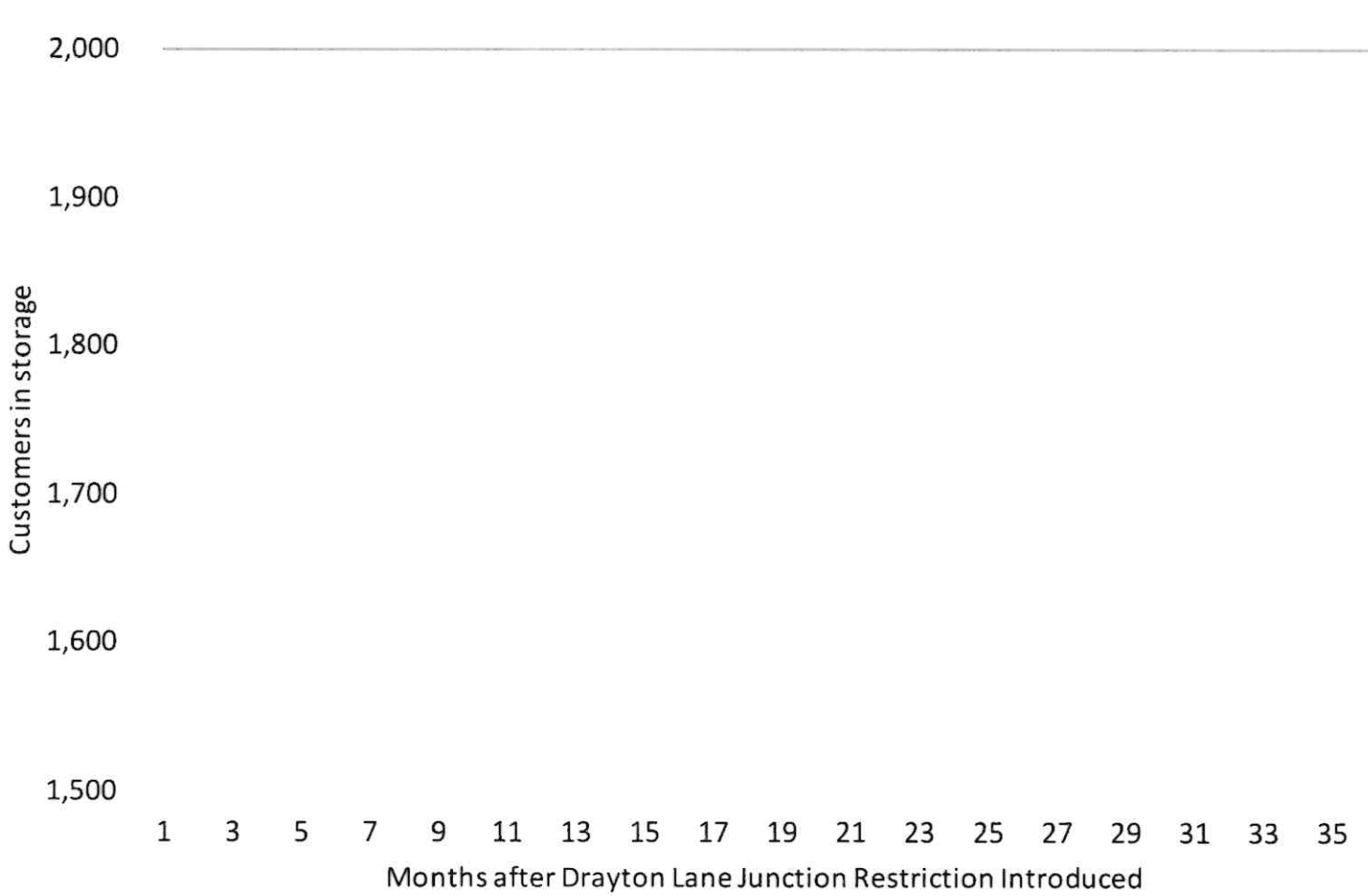
Full access to the A5 in both directions is maintained

0% reduction in new customers moving into storage

A.1 Full Access to the A5 is Maintained

Maintain 100 new customers moving into storage each month

The number of customers in storage stays constant at 2,000

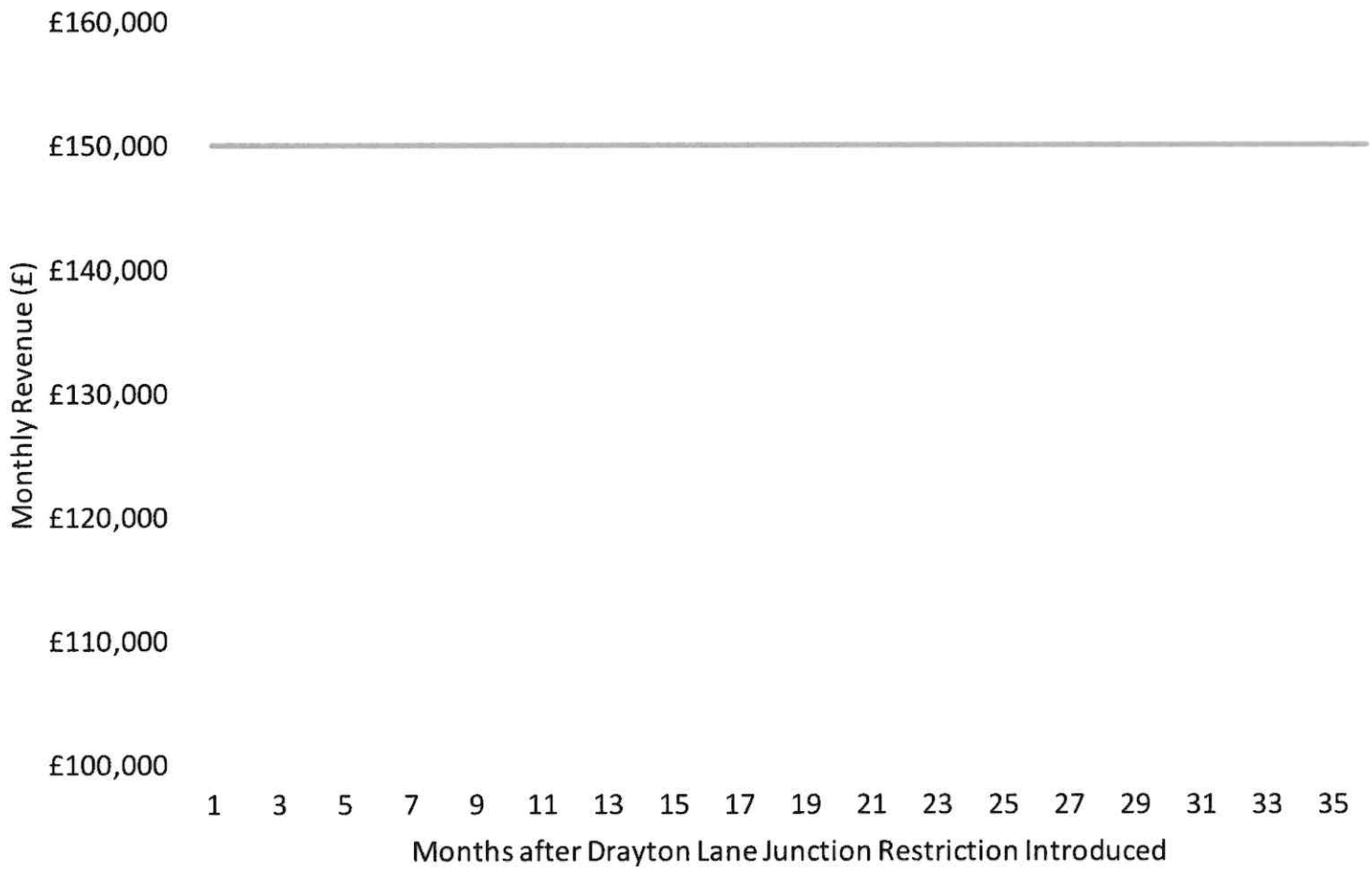


A.2 Full Access to the A5 is Maintained

Maintain 100 new customers moving into storage each month

Revenue over time (£)

Revenue stays constant at £150,000 per month



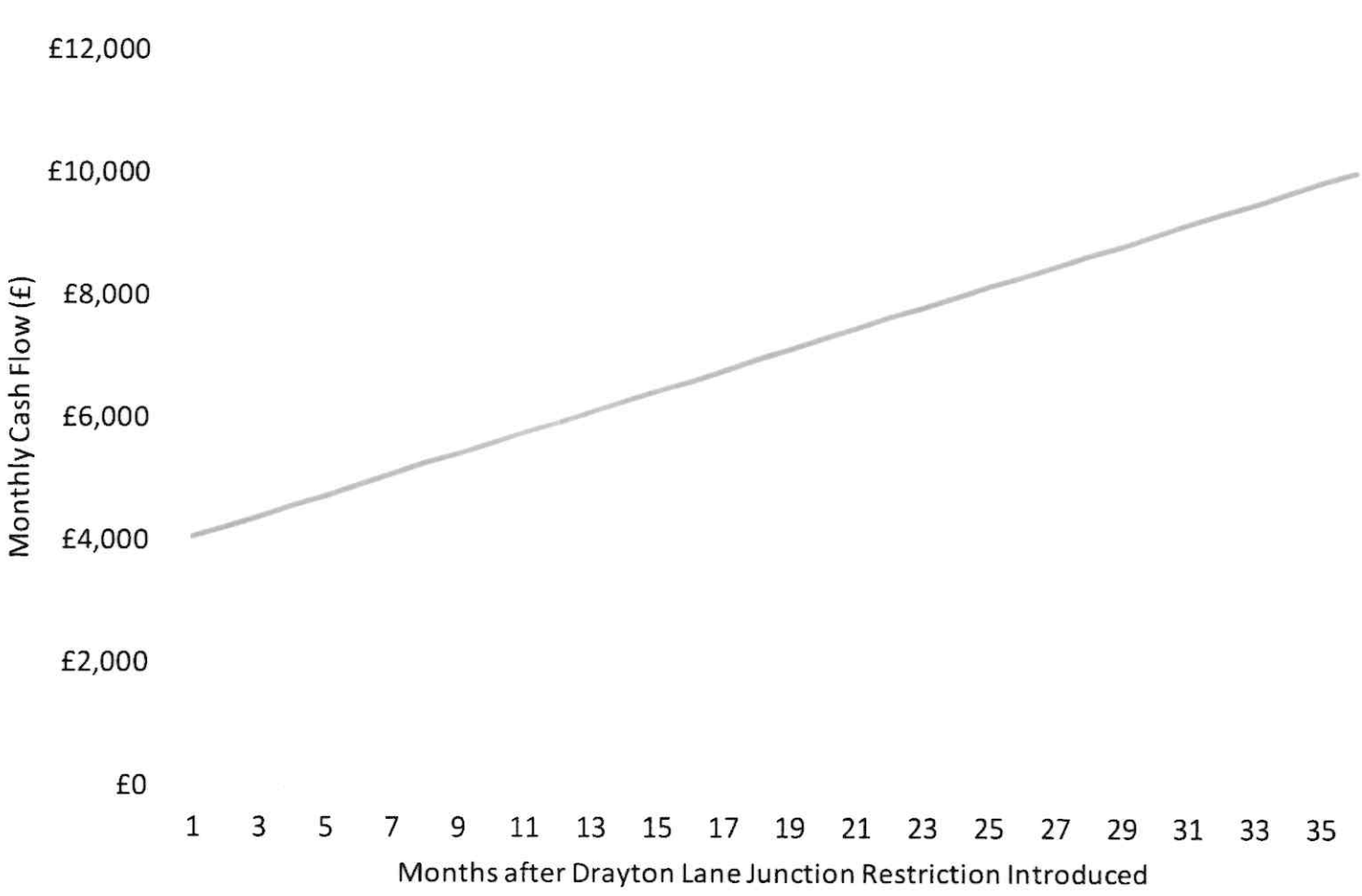
Extra Room
Home & Business Self Storage

A.3 Full Access to the A5 is Maintained

Maintain 100 new customers moving into storage each month

Cash flow grows over time.

All bank obligations are met and surplus cash flow can be used for re-investment in the self storage and farming businesses



Extra Room
Home & Business Self Storage

Appendix B

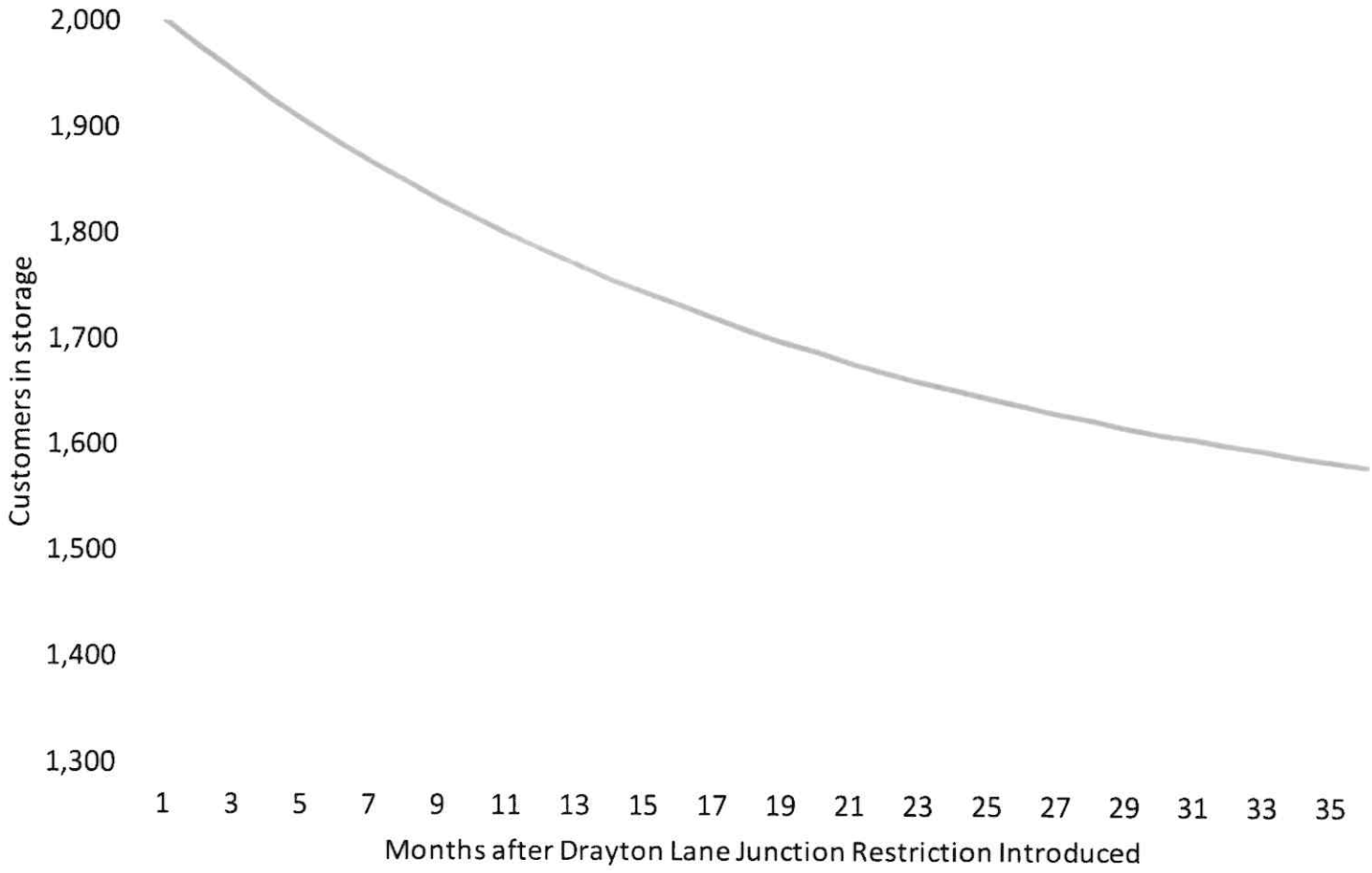
Best Case Scenario

25% reduction in new customers moving into storage

B.1 Best Case Scenario

25% reduction in new customers moving into storage

The number of customers in storage falls over time

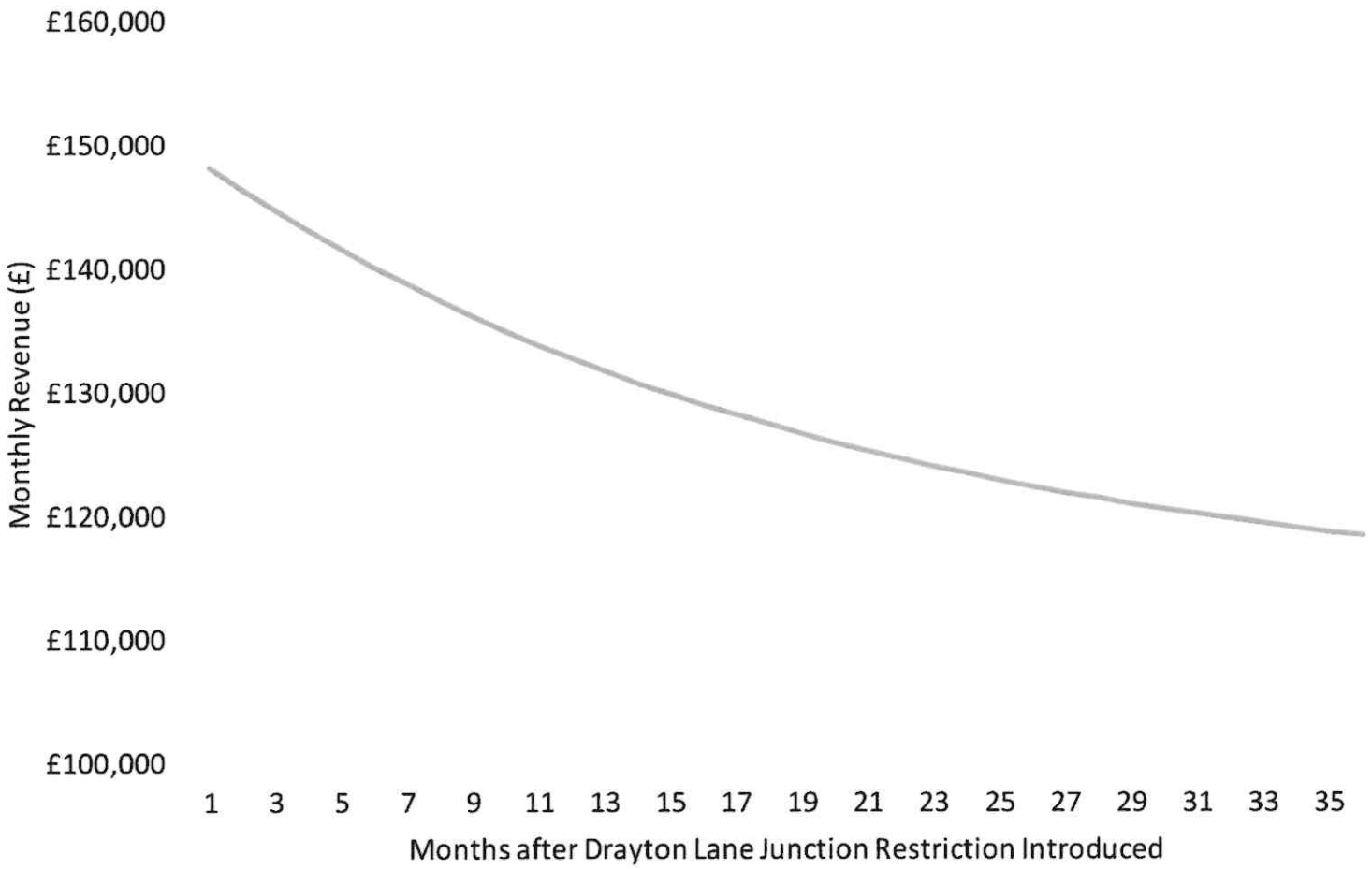


B.2 Best Case Scenario

25% reduction in new customers moving into storage

Revenue over time (£)

Monthly revenue falls over time



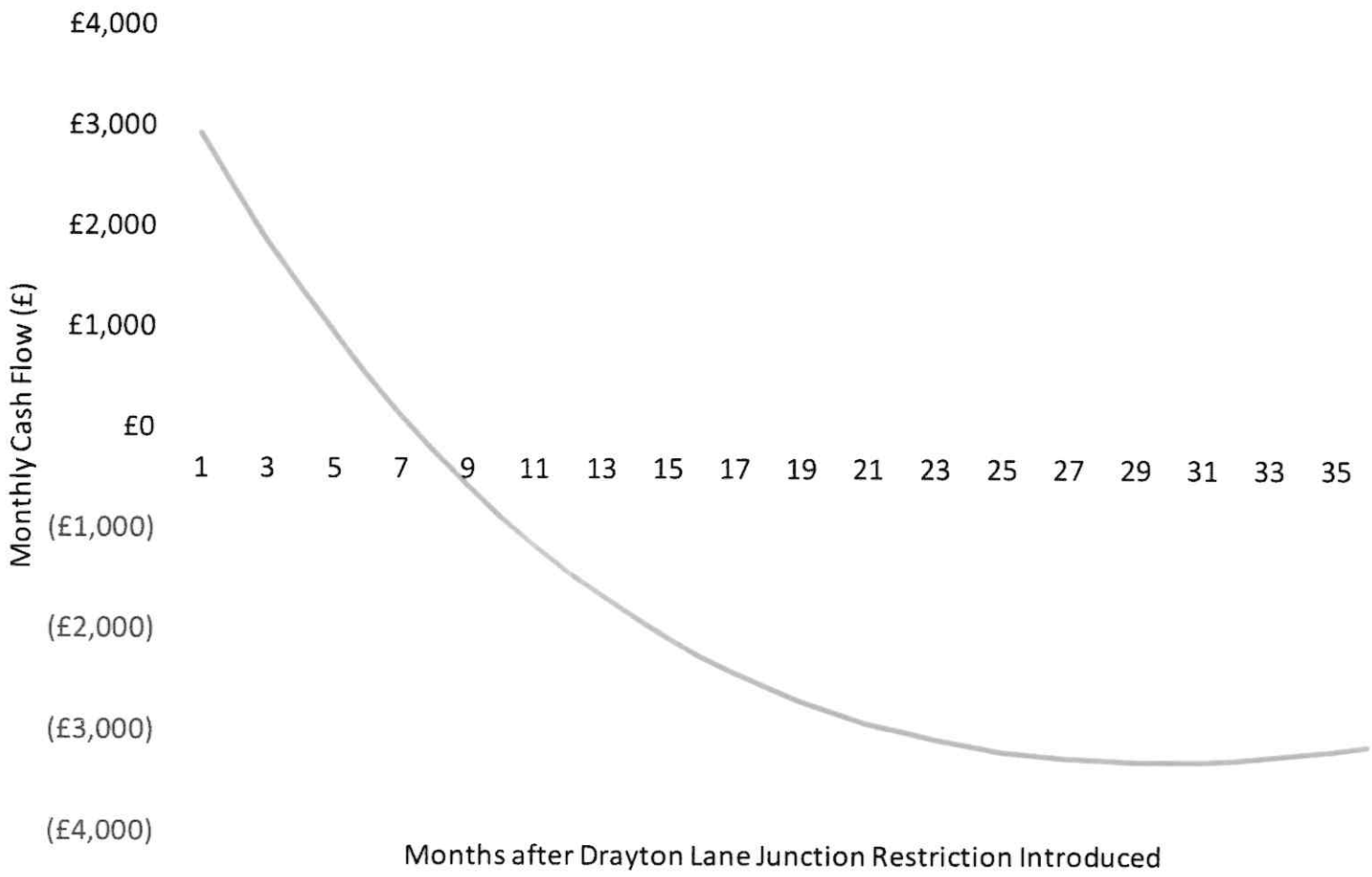
B.3 Best Case Scenario

25% reduction in new customers moving into storage

The business starts to lose money after 8 months.

After 8 months, no money is available for investment and the business is unable to meet its bank loan obligations from cash flow.

Cash flow over time (£)



Appendix C

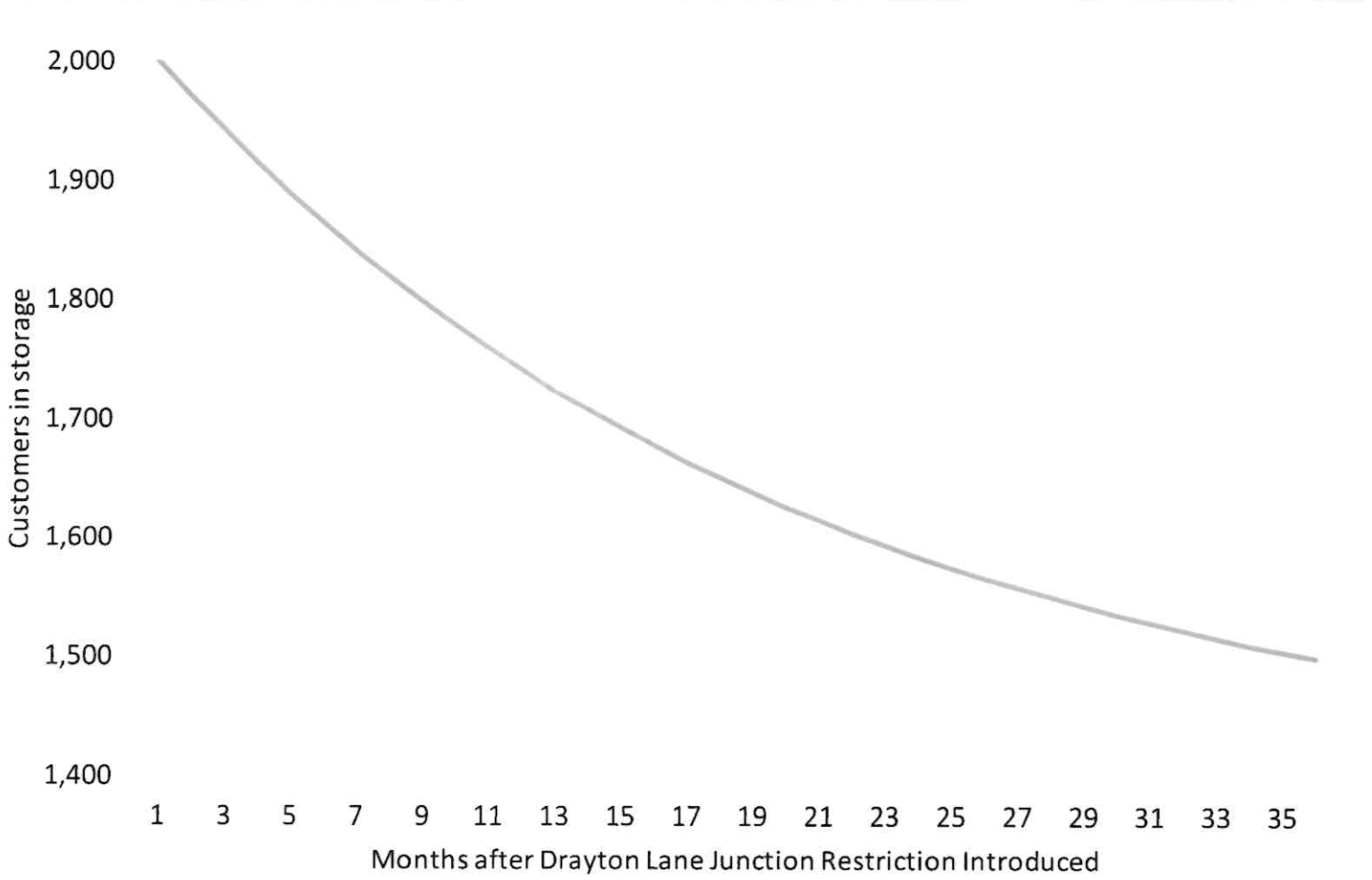
Base Case Scenario

30% reduction in new customers moving into storage

C.1 Base Case Scenario

30% reduction in new customers moving into storage

The number of customers in storage falls over time

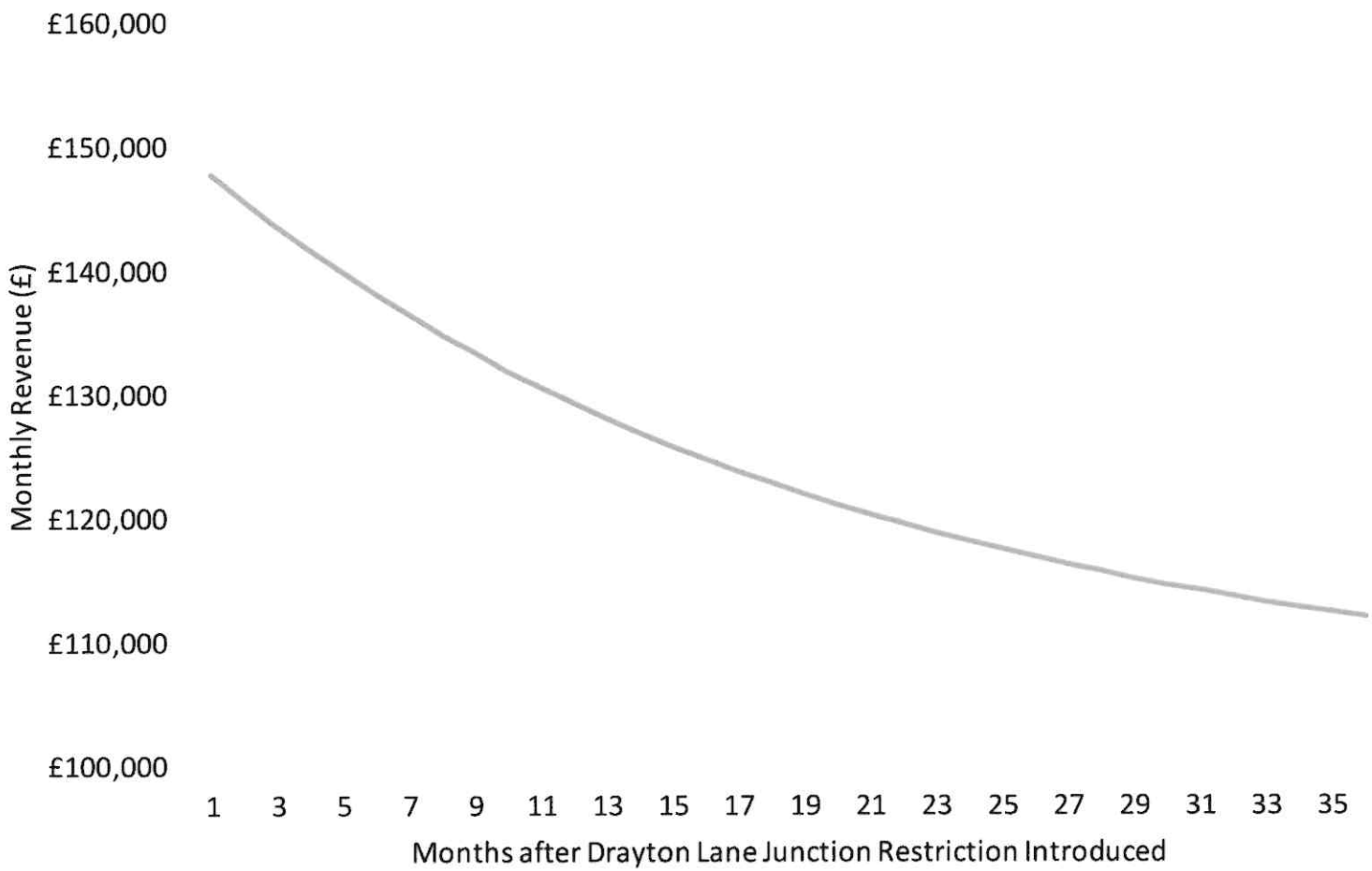


C.2 Base Case Scenario

30% reduction in new customers moving into storage

Revenue over time (£)

Monthly revenue falls over time



Extra Room
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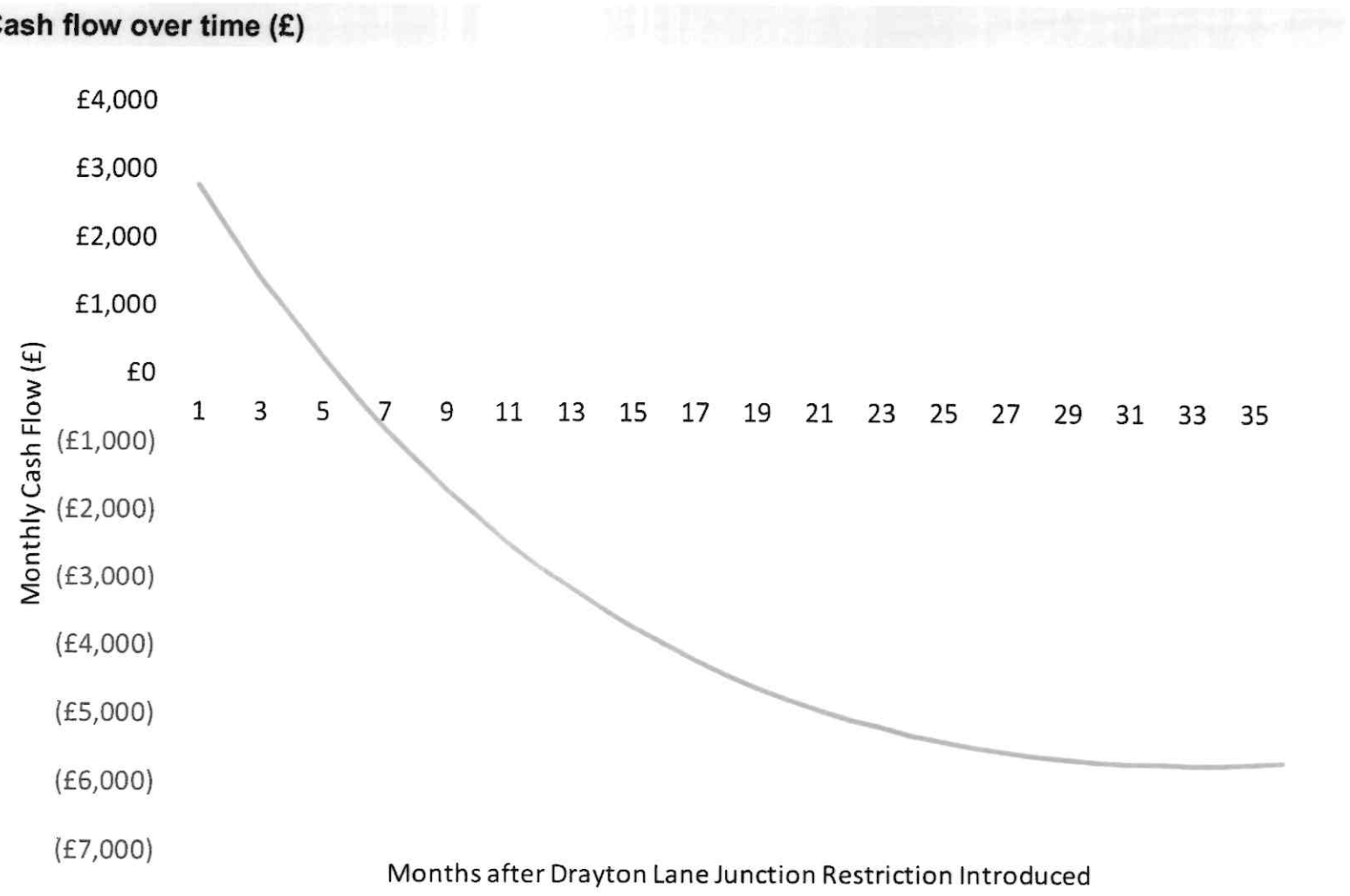
C.3 Base Case Scenario

30% reduction in new customers moving into storage

The business starts to lose money after 6 months.

After 6 months, no money is available for investment and the business is unable to meet its bank loan obligations from cash flow.



Appendix D

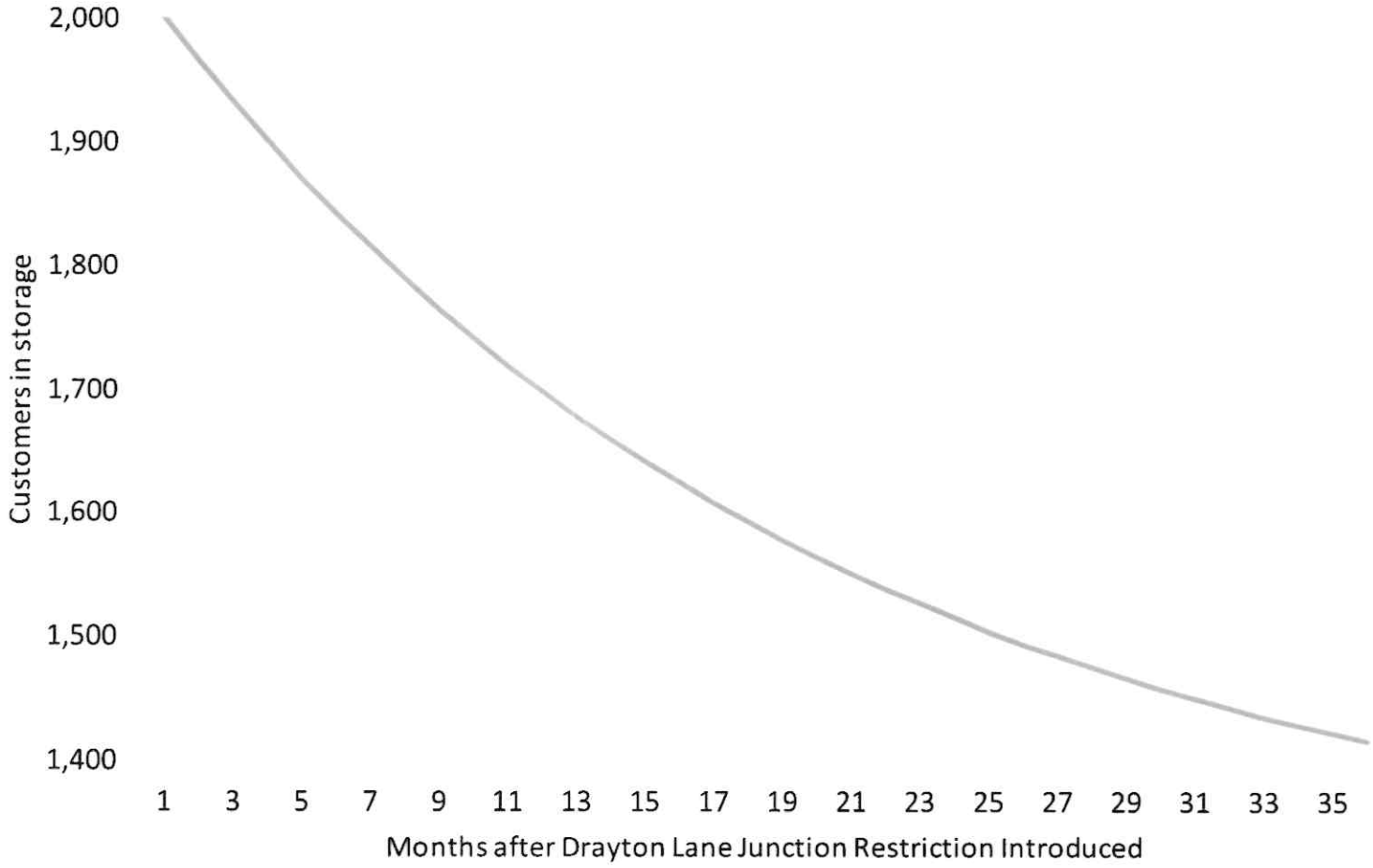
Worst Case Scenario

35% reduction in new customers moving into storage

D.1 Worst Case Scenario

35% reduction in new customers moving into storage

The number of customers in storage falls rapidly over time

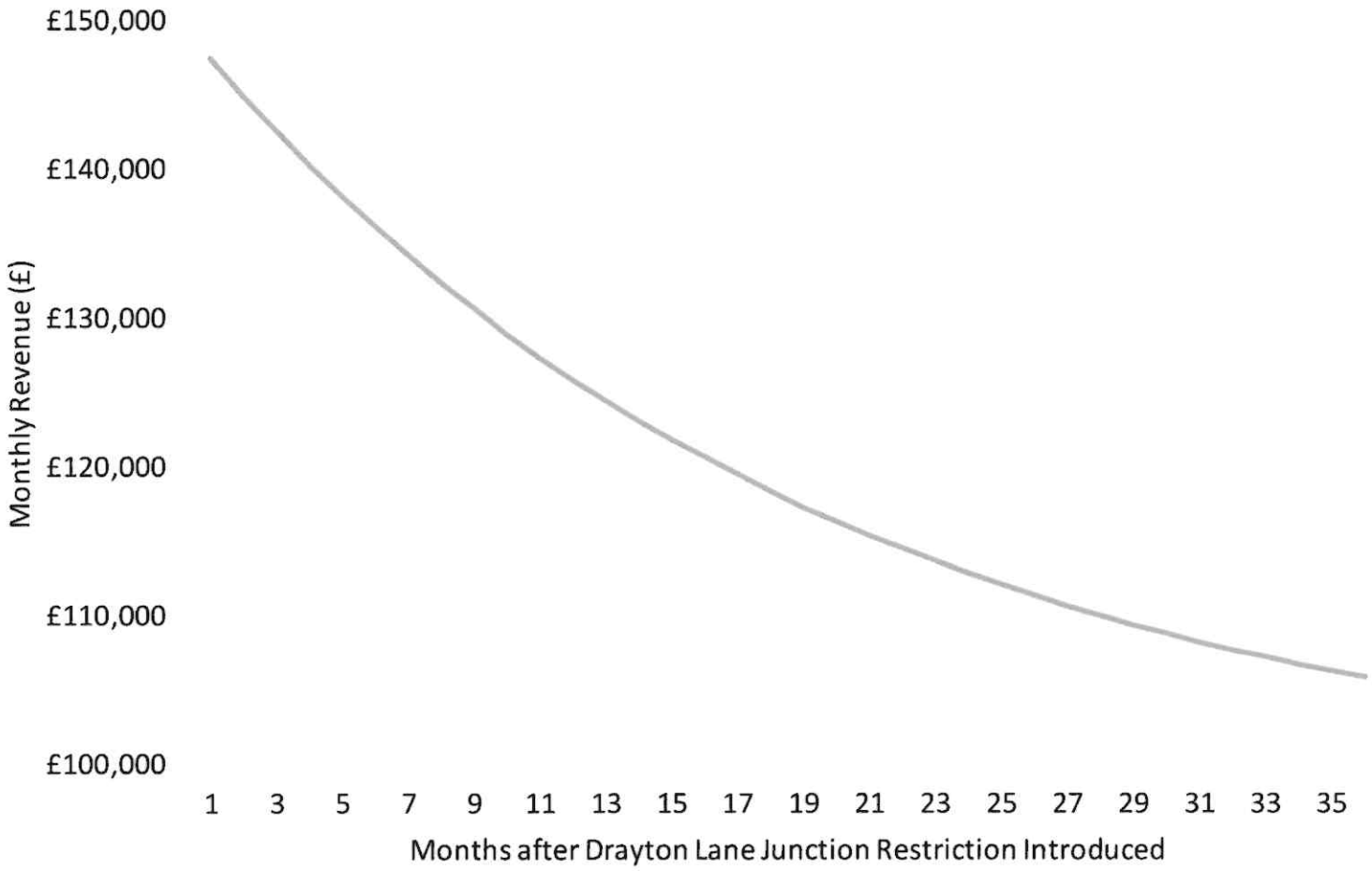


D.2 Worst Case Scenario

35% reduction in new customers moving into storage

Revenue over time (£)

Monthly revenue falls rapidly over time



Extra Room
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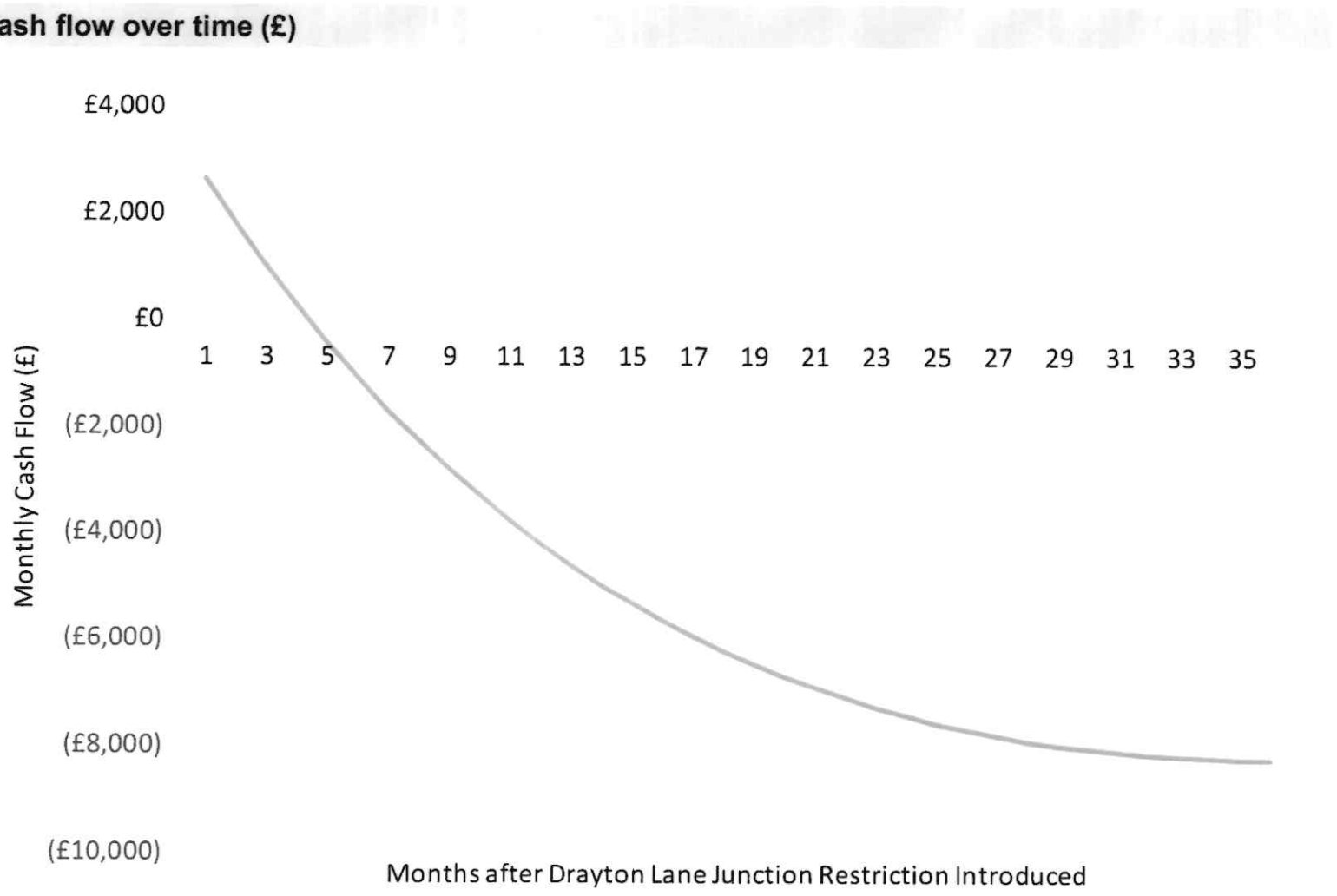
D.3 Worst Case Scenario

35% reduction in new customers moving into storage

The business starts to lose money after just 5 months.

After 5 months, no money is available for investment and the business is unable to meet its bank loan obligations from cash flow.



General Development Applications

(6/k) Application No: PAP/2022/0423

Land to the south of, Watling Street, Caldecote, CV10 0TS

Outline planning permission for Extension of MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class Eg); storage (Class B8); new spine road; car parking, landscaping and enabling works - All matters reserved for

ERI MTP Limited

1. Introduction

1.1 This application was referred to the January Board meeting, but on the receipt of a Supplementary Report, the Board deferred making a decision. The reason for this was that that report included new matters that had been submitted by an objector prior to the meeting, but which the Board had not previously seen. In order to give time for a considered response, a determination was deferred.

1.2 For the benefit of Members, the previously published report – without its Appendices for convenience – is attached at Appendix A and the Supplementary Report is at Appendix B. That contains the new matters referred to above.

Members are reminded that the Appendices to Appendix A, do still remain as an integral part of the overall Officer's Report.

1.3 Members will recall that the two new matters related to:

i) The suggestion by the objector that an alternative highway measure to those presently proposed for the two junctions onto the A5 should be assessed and considered. This would involve the signalisation of both junctions, but with a greater separation distance between them – the Drayton Lane junction thus being re-located further to the west towards Atherstone. The objector says that he owns land that could accommodate this arrangement.

ii) The objector is concerned that the highway arrangements currently under consideration would materially affect his business and would therefore lead to "unreasonable restrictions" being placed on his business operations, referring to the "agent of change" content in paragraph 200 of the NPPF. This is because in his view those arrangements would mean that many of his customers would have to travel further, and this would affect the viability of his business because existing customers might be lost, or new ones not added, as a consequence of increased travel costs. The published officer report included the background to his case at paragraph 6.20 of Appendix A, but this was then supplemented by further information as circulated in Appendix B.

2. Further Updated Information

2.1 The objector has now submitted details of his alternative. However, this is different to that which was expected under paragraph 1.3 (i) above.

2.2 That was for the prospect of two sets of traffic signals, but with the set at Drayton Lane being re-located in order to accommodate a greater separation distance from the lights at Woodford Lane. It is now being suggested that the Drayton Lane junction could be signalised WITHOUT relocation.

2.3 This is fully explained in his Technical Note at Appendix C.

2.4 The objector explains that the Highway Authorities modelled the proposals here as separate junctions, and that the outcome indicated that there would be a "queuing" issue. The objector therefore considers that the Highway Authorities "inappropriately discounted the opportunity" to model traffic lights at both junctions together. The objector's proposal includes double lanes, so as to address this matter – see Appendix D.

3. Present Position

3.1 The details as now set out in Appendix C have been forwarded to the applicant and to the three Highway Authorities for any comments. It must be stressed that at present, the suggestion as set out in Appendix C, is not part of the applicant's proposals and that it has not been submitted by him as a further amendment. As a consequence, no formal re-consultation with the Highway Authorities has taken place.

3.2 However, with the suggestion being made by the objector that the Highway Authorities earlier consultation responses might be based on a "flawed" analysis, they have been asked for any comments.

3.3 These have not been received at the time of preparing this report and hence the Board will be updated at its meeting.

4. Observations

a) Highway Matters

4.1 Until the applicant confirms his position, it is not possible to advise Members further. No response has been received since the preparation of this report. A further Supplementary Report will thus need to follow. That too can bring Members up-to-date on any responses from the Highway Authorities.

b) Paragraph 200 of the NPPF

4.2 If the applicant further amends his proposals, then the three Highway Authorities will be formally re-consulted. If there are no highway objections and the applicant is satisfied with any associated planning conditions, then that will need to be put to the objector, to see if the objection is to be withdrawn. If that is the case, then the paragraph 200 issue would appear to carry no weight.

4.3 However, if the applicant makes no further formal amendments, the Board will have to assess the paragraph 200 issue.

4.4 Rather than giving advice to the Board at this time, in the absence of the Highway Authorities' comments, it is considered prudent to provide such advice within the anticipated Supplementary Report. Members however are asked to review the objector's case in Appendices A and B, as well as the initial officer advice in Appendix A.

Recommendation

That the current position as set out in this report be noted and that a further Supplementary Report be prepared for the Board's meeting on 3 February.

Technical Note to Review A5 Mitigation

Application PA/2022/0423-MIRA

DTA
Transport Planning Consultants

1. Introduction and Context

1.1 This Note has been prepared to review the opportunity for signalisation at both the Drayton Lane and Woodford Lane junctions on the A5. The need for mitigation at these two junctions as a result of the MIRA application is agreed between the applicant and the three affected highway authorities (National Highways, Leicestershire County Council and Warwickshire County Council).

1.2 The scheme that is currently proposed by the applicant is set out in their TA Addendum (iii) dated October 2024. This involves signalisation of the Woodford Lane junction and conversion of the Drayton Lane junction to a left in left out arrangement. Whilst this has been accepted by all three highway authorities and subject to independent Road Safety Audit, the layout of the Drayton Lane junction will cause significant and unacceptable harm to Extra Self Storage as a business. Full details of that impact are set out in the submissions made by Lodders Solicitors on 23rd December 2024.

1.3 The reason given by the applicant for discounting signals at Drayton Lane is confirmed in the TA Addendum (September 2023) at Para 2.83. This stated that "During a virtual meeting between MTP and NH on 12th October 2022, NH raised concerns that the signalisation of these junctions could result in queuing interactions between the two junctions."

1.4 At the time the two junctions were modelled (in Linsig) as separate junctions and that modelling (Appendix 21 and 22 of the original TA) did show that queuing was likely to occur between the two junctions and that the queuing would extend past each adjacent junction. It is not clear from the subsequent Transport Assessment Addendums whether the applicant ever sought to challenge or consider the technical basis of this concern.

1.5 As set out in the supplemental report to the Planning and Development Board – 6th January 2025 at Para 3.3, it is considered that the applicant and NH inappropriately discounted the opportunity to provide signal control at both junctions and hence avoid the above defined impacts.

2. Concept Scheme

2.1 It is beyond the scope of an objector to design and refine a highway scheme, but for the purposes of this assessment the concept scheme shown at **Appendix A** has been tested.

2.2 This takes the approved (by all highway authorities) signal scheme for the Woodford Lane junction. This has been subject to independent Road Safety Audit and found to be acceptable. At Drayton Lane a comparable layout has been shown. This includes a single lane approach for A5 Westbound traffic and two lanes for eastbound traffic.

2.3 There are no constraints to providing a scheme at Drayton Lane (which effectively mirrors that agreed for Woodford Lane). Given the latter has been approved and accepted it is reasonable to assume that the same conclusion in design / safety terms would be reached for the signalisation of Drayton Lane.

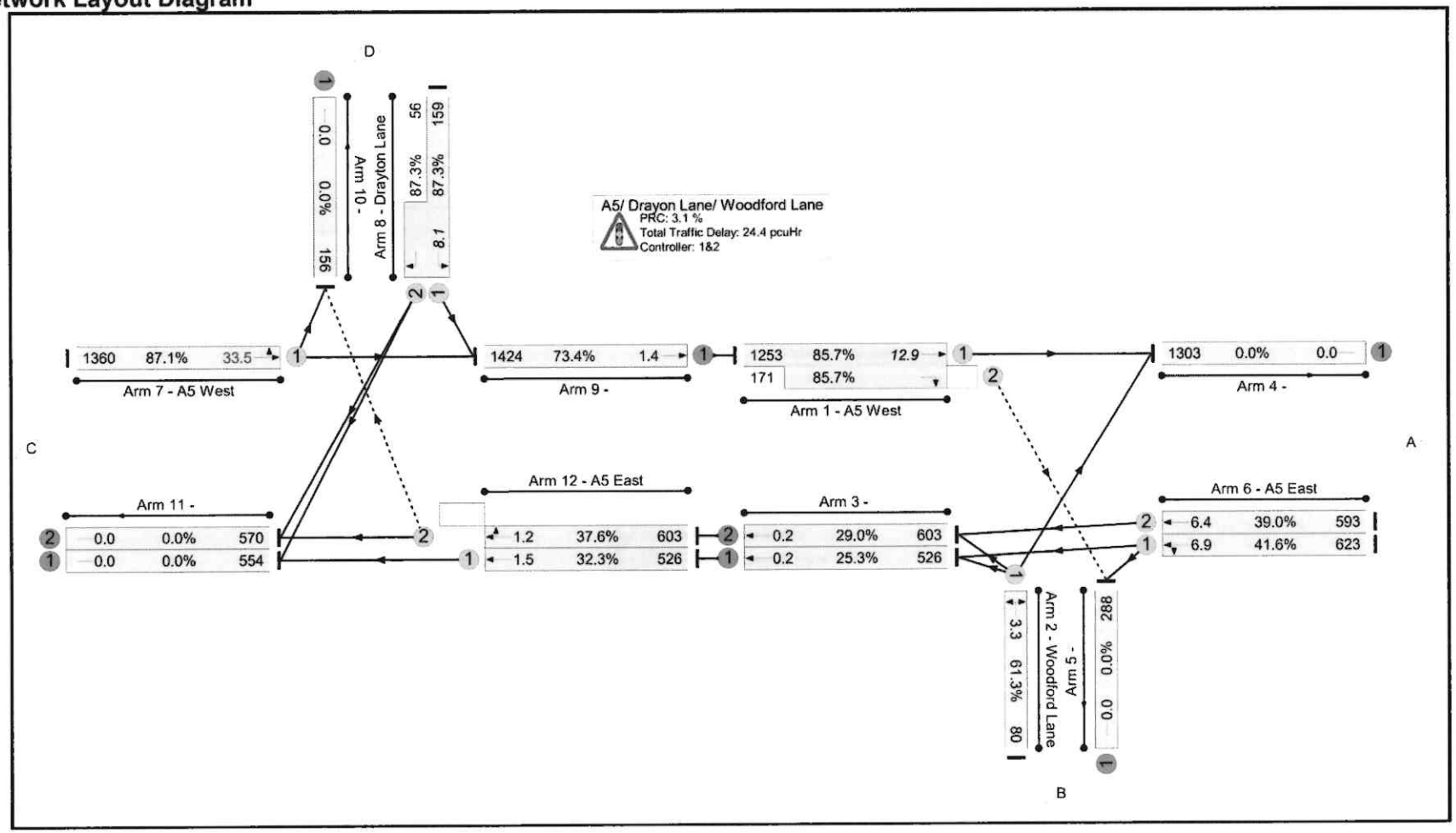
3. Modelling Conclusions

3.1 The scheme has been tested in Linsig. As set out above, the original submission by the application tested each junction individually. In order to specifically test the potential for queuing between the two junctions, these models have been combined. Flows are taken directly from the original Transport Assessment for each peak hour period (3 in the AM and 3 in the PM). The resultant modelling is attached at **Appendix B** and shown below:

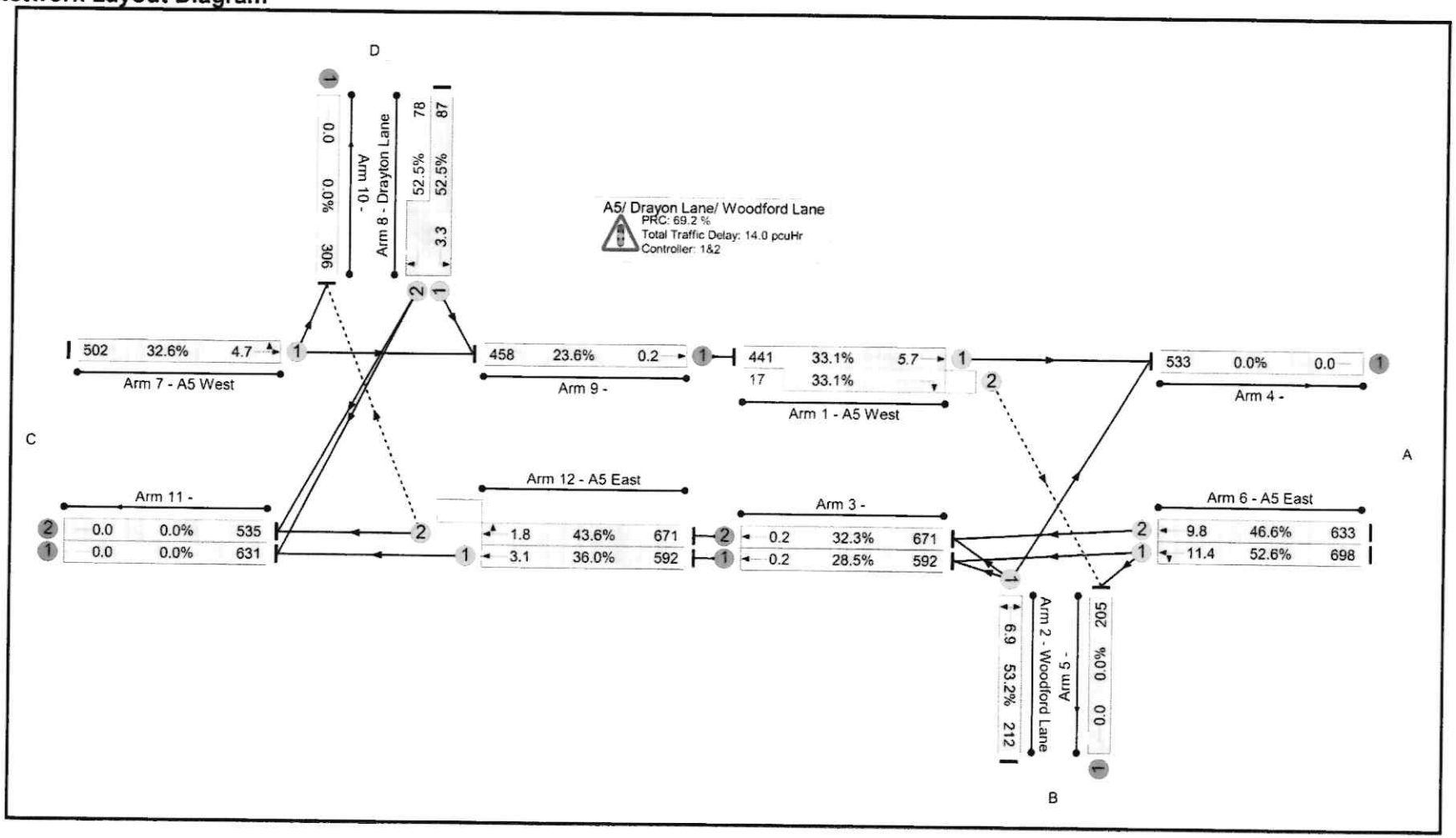
3.2 The headline conclusions are:

1) There is no adverse or unacceptable queuing between the two junctions. As a network the two junctions can be linked and run together to ensure this does not occur.
2) In the AM peak a queue is noted on the A5 Eastbound Approach at Drayton Lane. This is a function of green time vs the level of traffic on the road. On that basis if no changes were made to Drayton Lane (as per the currently approved scheme), this queue can equally be expected to occur at the Woodford Lane junction.
3) There is therefore no reason in transport modelling, safety or queuing terms to discount the signalisation of the Drayton Lane junction.

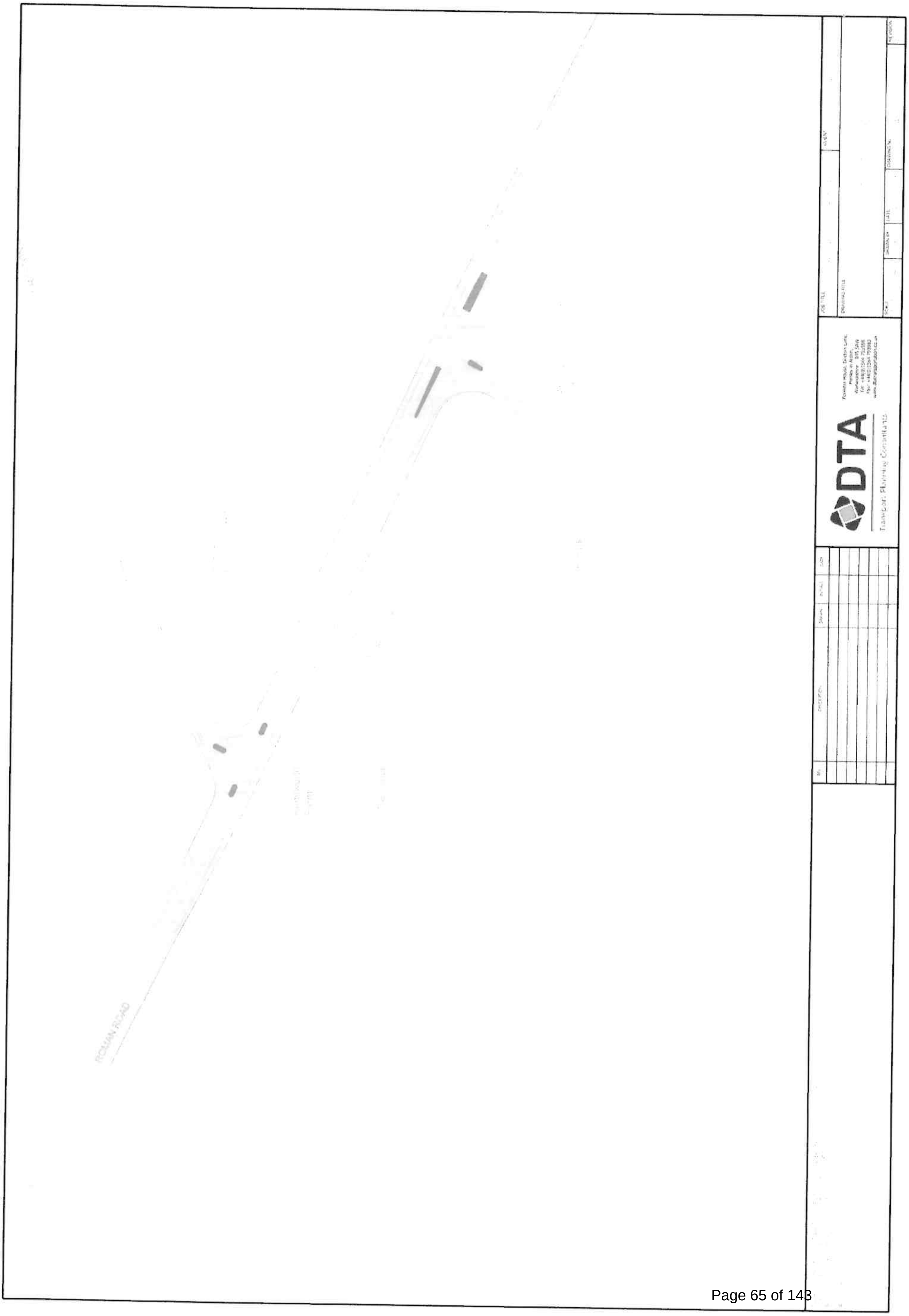
Scenario 1: 'AM1' (FG1: 'AM1 Reference + DEV', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Scenario 6: 'PM3' (FG6: 'PM3 Reference + DEV', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Appendix A


ROMAN ROAD
DTA
Transport Planning Consultants

Appendix B

LinSig V1 style report

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Linked Junction LinSig Model_REV1a.lsg3x
Author:	
Company:	
Address:	

C1

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C
A		7	-
B	7		6
C	-	6	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		0	7
2	2		7
3	7	7	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A
3	B

C2

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7

Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A		7	-
	B	6		7
	C	-	7	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		0	7
	2	2		7
	3	7	7	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C
3	B

Give-Way Lane Input Data

Junction: A5/ Drayon Lane/ Woodford Lane

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (A5 West)	5/1 (Right)	1439	0	6/1	1.09	All	2.00	-	0.50	2	2.00
				6/2	1.09	All					
12/2 (A5 East)	10/1 (Right)	1439	0	12/1	1.09	All	3.00	3.00	0.50	3	2.00

Lane Input Data

Junction: A5/ Drayon Lane/ Woodford Lane

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A5 West)	U	A	2	3	26.1	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
1/2 (A5 West)	O	A	2	3	13.9	Geom	-	3.25	0.00	Y	Arm 5 Right	8.00
2/1 (Woodford Lane)	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 3 Left	Inf
											Arm 4 Right	15.00
3/1	U		2	3	28.0	Geom	-	3.25	0.00	N	Arm 12 Ahead	Inf
3/2	U		2	3	28.0	Geom	-	3.25	0.00	N	Arm 12 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A5 East)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Ahead	Inf
											Arm 5 Left	18.00
6/2 (A5 East)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Ahead	Inf
7/1 (A5 West)	U	A	2	3	17.4	Geom	-	3.75	0.00	Y	Arm 9 Ahead	Inf
											Arm 10 Left	12.00
8/1 (Drayton Lane)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 9 Left	10.00
8/2 (Drayton Lane)	U	B	2	3	5.0	Geom	-	3.25	0.00	N	Arm 11 Right	15.00
9/1	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 1 Ahead	Inf
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A5 East)	U	C	2	3	26.1	Geom	-	3.25	0.00	N	Arm 11 Ahead	Inf
12/2 (A5 East)	O	C	2	3	26.1	Geom	-	3.25	0.00	N	Arm 10 Right	10.00
											Arm 11 Ahead	Inf

Lane Saturation Flows

Scenario 1: 'AM1' (FG1: 'AM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

Junction: A5/ Drayon Lane/ Woodford Lane

LinSig V1 style report

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left	Inf	37.5 %	1958	1958
				Arm 4 Right	15.00	62.5 %		
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	81.2 %	1910	1910
				Arm 5 Left	18.00	18.8 %		
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead	Inf	93.0 %	1973	1973
				Arm 10 Left	12.00	7.0 %		
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right	10.00	10.1 %	2049	2049
				Arm 11 Ahead	Inf	89.9 %		

Scenario 2: 'AM2' (FG2: 'AM2 Reference + DEV', Plan 1: 'Network Control Plan 1')

Junction: A5/ Drayon Lane/ Woodford Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left	Inf	18.2 %	1923	1923
				Arm 4 Right	15.00	81.8 %		
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	86.1 %	1918	1918
				Arm 5 Left	18.00	13.9 %		
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead	Inf	85.5 %	1955	1955
				Arm 10 Left	12.00	14.5 %		
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right	10.00	17.4 %	2027	2027
				Arm 11 Ahead	Inf	82.6 %		

Scenario 3: 'AM3' (FG3: 'AM3 Reference + DEV', Plan 1: 'Network Control Plan 1')

Junction: A5/ Drayon Lane/ Woodford Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left	Inf	19.6 %	1925	1925
				Arm 4 Right	15.00	80.4 %		
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	79.8 %	1908	1908
				Arm 5 Left	18.00	20.2 %		
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead	Inf	79.5 %	1940	1940
				Arm 10 Left	12.00	20.5 %		
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right	10.00	20.6 %	2018	2018
				Arm 11 Ahead	Inf	79.4 %		

Scenario 4: 'PM1' (FG4: 'PM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

Junction: A5/ Drayon Lane/ Woodford Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left	Inf	41.1 %	1964	1964
				Arm 4 Right	15.00	58.9 %		
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	67.8 %	1889	1889
				Arm 5 Left	18.00	32.2 %		
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead	Inf	73.8 %	1927	1927
				Arm 10 Left	12.00	26.2 %		
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right	10.00	21.9 %	2014	2014
				Arm 11 Ahead	Inf	78.1 %		

Scenario 5: 'PM2' (FG5: 'PM2 Reference + DEV', Plan 1: 'Network Control Plan 1')

Junction: A5/ Drayon Lane/ Woodford Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left	Inf	36.6 %	1956	1956
				Arm 4 Right	15.00	63.4 %		
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	78.6 %	1906	1906
				Arm 5 Left	18.00	21.4 %		
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead	Inf	71.4 %	1921	1921
				Arm 10 Left	12.00	28.6 %		
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right	10.00	25.6 %	2003	2003
				Arm 11 Ahead	Inf	74.4 %		

Scenario 6: 'PM3' (FG6: 'PM3 Reference + DEV', Plan 1: 'Network Control Plan 1')

Junction: A5/ Drayon Lane/ Woodford Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5 West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
1/2 (A5 West)	3.25	0.00	Y	Arm 5 Right	8.00	100.0 %	1634	1634
2/1 (Woodford Lane)	3.25	0.00	N	Arm 3 Left	Inf	56.6 %	1993	1993
				Arm 4 Right	15.00	43.4 %		
3/1	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
3/2	3.25	0.00	N	Arm 12 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	73.1 %	1897	1897
				Arm 5 Left	18.00	26.9 %		
6/2 (A5 East)	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
7/1 (A5 West)	3.75	0.00	Y	Arm 9 Ahead	Inf	73.9 %	1927	1927
				Arm 10 Left	12.00	26.1 %		
8/1 (Drayton Lane)	3.25	0.00	Y	Arm 9 Left	10.00	100.0 %	1687	1687
8/2 (Drayton Lane)	3.25	0.00	N	Arm 11 Right	15.00	100.0 %	1891	1891
9/1	3.25	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1940	1940
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (A5 East)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
12/2 (A5 East)	3.25	0.00	N	Arm 10 Right	10.00	26.1 %	2002	2002
				Arm 11 Ahead	Inf	73.9 %		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM1 Reference + DEV'	07:00	08:00	01:00	
2: 'AM2 Reference + DEV'	08:00	09:00	01:00	
3: 'AM3 Reference + DEV'	09:00	10:00	01:00	
4: 'PM1 Reference + DEV'	16:00	17:00	01:00	
5: 'PM2 Reference + DEV'	17:00	18:00	01:00	
6: 'PM3 Reference + DEV'	18:00	19:00	01:00	

Traffic Flows, Desired

FG1: 'AM1 Reference + DEV'

Desired Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	117	1040	59	1216
B	50	0	28	2	80
C	1113	152	0	95	1360
D	140	19	56	0	215
Tot.	1303	288	1124	156	2871

FG2: 'AM2 Reference + DEV'

Desired Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	103	1196	117	1416
B	54	0	11	1	66
C	1232	135	0	96	1463
D	155	17	74	0	246
Tot.	1441	255	1281	214	3191

FG3: 'AM3 Reference + DEV'

Desired Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	129	957	114	1200
B	82	0	18	2	102
C	1076	161	0	127	1364
D	150	23	121	0	294
Tot.	1308	313	1096	243	2960

FG4: 'PM1 Reference + DEV'

Desired Flow :

Origin	Destination				
	A	B	C	D	Tot.
A	0	231	981	134	1346
B	56	0	34	5	95
C	1072	132	0	162	1366
D	104	13	72	0	189
Tot.	1232	376	1087	301	2996

FG5: 'PM2 Reference + DEV'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	162	1095	167	1424
	B	83	0	42	6	131
	C	1153	24	0	176	1353
	D	135	3	63	0	201
	Tot.	1371	189	1200	349	3109

FG6: 'PM3 Reference + DEV'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	188	987	156	1331
	B	92	0	101	19	212
	C	940	45	0	131	1116
	D	83	4	78	0	165
	Tot.	1115	237	1166	306	2824

Stage Timings

Scenario 1: 'AM1' (FG1: 'AM1 Reference + DEV', Plan 1: 'Network Control Plan 1')
C1

Stage	1	2	3
Duration	92	7	7
Change Point	0	99	106

C2

Stage	1	3
Duration	93	13
Change Point	7	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.3%**
A5/ Drayon Lane/ Woodford Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.3%**
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A		1	99	-	1424	1940:1634	1462+200	85.7 : 85.7%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B		1	7	-	80	1958	131	61.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	526	2080	2080	25.3%
3/2	Ahead	U	N/A	N/A	-		-	-	-	603	2080	2080	29.0%
4/1		U	N/A	N/A	-		-	-	-	1303	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C		1	93	-	623	1910	1496	41.6%
6/2	A5 East Ahead	U	N/A	N/A	C1:C		1	93	-	593	1940	1520	39.0%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A		1	94	-	1360	1973	1562	87.1%
8/1+8/2	Drayton Lane Left Right	U	N/A	N/A	C2:B		1	13	-	215	1687:1891	182+64	87.3 : 87.3%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1424	1940	1940	73.4%
10/1		U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C		1	93	-	526	2080	1629	32.3%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C		1	93	-	603	2049	1605	37.6%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**137**	**68**	**27**	**10.2**	**12.8**	**1.3**	**24.4**	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	**137**	**68**	**27**	**10.2**	**12.8**	**1.3**	**24.4**	-	-	-	-
1/1+1/2	1424	1424	77	68	26	1.2	2.9	1.3	5.4	13.6	10.0	2.9	12.9
2/1	80	80	-	-	-	1.2	0.8	-	2.0	89.1	2.6	0.8	3.3
3/1	526	526	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	603	603	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	1303	1303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	623	623	-	-	-	0.7	0.4	-	1.1	6.2	6.6	0.4	6.9
6/2	593	593	-	-	-	0.7	0.3	-	1.0	6.0	6.1	0.3	6.4
7/1	1360	1360	-	-	-	3.2	3.3	-	6.4	17.0	30.2	3.3	33.5
8/1+8/2	215	215	-	-	-	3.0	2.9	-	5.9	99.4	5.2	2.9	8.1
9/1	1424	1424	-	-	-	0.0	1.4	-	1.4	3.5	0.0	1.4	1.4
10/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	526	526	-	-	-	0.1	0.2	-	0.4	2.5	1.3	0.2	1.5
12/2	603	603	61	0	0	0.1	0.3	0.0	0.5	2.7	0.9	0.3	1.2

C1	PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	9.43	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	13.19	Cycle Time (s): 120
	PRC Over All Lanes (%):	3.1	Total Delay Over All Lanes(pcuHr):	24.37	

Stage Timings

Scenario 2: 'AM2' (FG2: 'AM2 Reference + DEV', Plan 1: 'Network Control Plan 1')

C1

Stage	1	2	3
Duration	91	8	7
Change Point	0	98	106

C2

Stage	1	3
Duration	78	28
Change Point	23	108

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**51.7%**
A5/ Drayon Lane/ Woodford Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**51.7%**
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A		1	99	-	738	1940:1634	1523+114	44.8 : 48.9%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B		1	7	-	66	1923	128	51.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	648	2080	2080	31.2%
3/2	Ahead	U	N/A	N/A	-		-	-	-	677	2080	2080	32.5%
4/1		U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C		1	92	-	741	1918	1486	49.9%
6/2	A5 East Ahead	U	N/A	N/A	C1:C		1	92	-	675	1940	1504	44.9%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A		1	79	-	662	1955	1303	50.8%
8/1+8/2	Drayton Lane Left Right	U	N/A	N/A	C2:B		1	28	-	246	1687:1891	333+143	51.7 : 51.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	738	1940	1940	38.0%
10/1		U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C		1	78	-	648	2080	1369	47.3%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C		1	78	-	677	2027	1313	51.5%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**117**	**55**	**2**	**9.9**	**4.6**	**0.9**	**15.4**	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	**117**	**55**	**2**	**9.9**	**4.6**	**0.9**	**15.4**	-	-	-	-
1/1+1/2	738	738	0	55	1	0.3	0.4	0.7	1.4	6.8	4.3	0.4	4.7
2/1	66	66	-	-	-	1.0	0.5	-	1.5	82.6	2.1	0.5	2.6
3/1	648	648	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	677	677	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	741	741	-	-	-	1.0	0.5	-	1.5	7.4	8.9	0.5	9.3
6/2	675	675	-	-	-	0.9	0.4	-	1.3	6.8	7.7	0.4	8.1
7/1	662	662	-	-	-	1.9	0.5	-	2.4	12.9	11.0	0.5	11.5
8/1+8/2	246	246	-	-	-	2.6	0.5	-	3.1	45.5	4.8	0.5	5.4
9/1	738	738	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
10/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	648	648	-	-	-	1.1	0.4	-	1.5	8.5	11.1	0.4	11.5
12/2	677	677	117	0	1	1.2	0.5	0.2	1.9	10.3	11.6	0.5	12.1

C1	PRC for Signalled Lanes (%):	74.8	Total Delay for Signalled Lanes (pcuHr):	5.70	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	74.2	Total Delay for Signalled Lanes (pcuHr):	8.95	Cycle Time (s): 120
	PRC Over All Lanes (%):	74.2	Total Delay Over All Lanes(pcuHr):	15.42	

LinSig V1 style report

Stage Timings

Scenario 3: 'AM3' (FG3: 'AM3 Reference + DEV', Plan 1: 'Network Control Plan 1')

C1

Stage	1	2	3
Duration	94	0	12
Change Point	0	101	101

C2

Stage	1	3
Duration	74	32
Change Point	108	69

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**50.8%**
A5/ Drayon Lane/ Woodford Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**50.8%**
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A		1	94	-	666	1940:1634	1423+148	42.3 : 43.1%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B		1	12	-	102	1925	209	48.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	528	2080	2080	25.4%
3/2	Ahead	U	N/A	N/A	-		-	-	-	563	2080	2080	27.1%
4/1		U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C		1	95	-	640	1908	1526	41.9%
6/2	A5 East Ahead	U	N/A	N/A	C1:C		1	95	-	560	1940	1552	36.1%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A		1	75	-	620	1940	1229	50.5%
8/1+8/2	Drayton Lane Left Right	U	N/A	N/A	C2:B		1	32	-	294	1687:1891	340+238	50.8 : 50.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	666	1940	1940	34.3%
10/1		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C		1	74	-	528	2080	1300	40.6%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C		1	74	-	563	2018	1261	44.6%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**179**	**0**	**1**	**10.8**	**3.9**	**0.3**	**14.9**	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	**179**	**0**	**1**	**10.8**	**3.9**	**0.3**	**14.9**	-	-	-	-
1/1+1/2	666	666	64	0	0	0.2	0.4	0.1	0.7	3.7	1.5	0.4	1.8
2/1	102	102	-	-	-	1.4	0.5	-	1.9	67.1	3.2	0.5	3.6
3/1	528	528	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	563	563	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	640	640	-	-	-	0.6	0.4	-	1.0	5.6	6.4	0.4	6.8
6/2	560	560	-	-	-	0.5	0.3	-	0.8	5.2	5.1	0.3	5.4
7/1	620	620	-	-	-	2.0	0.5	-	2.6	14.8	11.0	0.5	11.5
8/1+8/2	294	294	-	-	-	2.8	0.5	-	3.3	40.9	4.6	0.5	5.1
9/1	666	666	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
10/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	528	528	-	-	-	1.5	0.3	-	1.8	12.4	6.6	0.3	6.9
12/2	563	563	115	0	1	1.6	0.4	0.1	2.2	13.9	6.7	0.4	7.2

C1	PRC for Signalled Lanes (%):	84.0	Total Delay for Signalled Lanes (pcuHr):	4.40	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	77.1	Total Delay for Signalled Lanes (pcuHr):	9.88	Cycle Time (s): 120
	PRC Over All Lanes (%):	77.1	Total Delay Over All Lanes(pcuHr):	14.90	

Stage Timings

Scenario 4: 'PM1' (FG4: 'PM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

C1

Stage	1	2	3
Duration	88	7	11
Change Point	0	95	102

C2

Stage	1	3
Duration	87	19
Change Point	7	101

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**50.6%**
A5/ Drayon Lane/ Woodford Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**50.6%**
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A		1	95	-	574	1940:1634	1450+101	36.1 : 49.6%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B		1	11	-	95	1964	196	48.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	519	2080	2080	25.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	635	2080	2080	30.5%
4/1		U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C		1	89	-	717	1889	1417	50.6%
6/2	A5 East Ahead	U	N/A	N/A	C1:C		1	89	-	629	1940	1455	43.2%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A		1	88	-	619	1927	1429	43.3%
8/1+8/2	Drayton Lane Left Right	U	N/A	N/A	C2:B		1	19	-	189	1687:1891	232+143	50.5 : 50.5%
9/1	Ahead	U	N/A	N/A	-		-	-	-	574	1940	1940	29.6%
10/1		U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C		1	87	-	519	2080	1525	34.0%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C		1	87	-	635	2014	1477	43.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**138**	**49**	**2**	**7.8**	**3.8**	**0.9**	**12.5**	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	**138**	**49**	**2**	**7.8**	**3.8**	**0.9**	**12.5**	-	-	-	-
1/1+1/2	574	574	0	49	1	0.5	0.3	0.6	1.4	8.7	5.3	0.3	5.6
2/1	95	95	-	-	-	1.3	0.5	-	1.8	68.7	3.0	0.5	3.4
3/1	519	519	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	635	635	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	717	717	-	-	-	1.2	0.5	-	1.7	8.6	9.6	0.5	10.1
6/2	629	629	-	-	-	1.0	0.4	-	1.4	7.7	7.7	0.4	8.1
7/1	619	619	-	-	-	1.0	0.4	-	1.4	8.1	7.7	0.4	8.1
8/1+8/2	189	189	-	-	-	2.3	0.5	-	2.8	53.9	3.5	0.5	4.0
9/1	574	574	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
10/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	519	519	-	-	-	0.3	0.3	-	0.5	3.8	2.4	0.3	2.6
12/2	635	635	138	0	1	0.2	0.4	0.2	0.8	4.7	1.3	0.4	1.7

C1	PRC for Signalled Lanes (%):	77.8	Total Delay for Signalled Lanes (pcuHr):	6.27	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	78.2	Total Delay for Signalled Lanes (pcuHr):	5.59	Cycle Time (s): 120
	PRC Over All Lanes (%):	77.8	Total Delay Over All Lanes(pcuHr):	12.46	

Stage Timings

Scenario 5: 'PM2' (FG5: 'PM2 Reference + DEV', Plan 1: 'Network Control Plan 1')

C1

Stage	1	2	3
Duration	90	1	15
Change Point	0	97	98

C2

Stage	1	3
Duration	84	22
Change Point	0	91

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**51.7%**
A5/ Drayon Lane/ Woodford Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**51.7%**
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A		1	91	-	577	1940:1634	1482+23	38.3 : 38.3%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B		1	15	-	131	1956	261	50.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	633	2080	2080	30.4%
3/2	Ahead	U	N/A	N/A	-		-	-	-	677	2080	2080	32.5%
4/1		U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C		1	91	-	756	1906	1461	51.7%
6/2	A5 East Ahead	U	N/A	N/A	C1:C		1	91	-	668	1940	1487	44.9%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A		1	85	-	615	1921	1377	44.7%
8/1+8/2	Drayton Lane Left Right	U	N/A	N/A	C2:B		1	22	-	201	1687:1891	270+123	51.1 : 51.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	577	1940	1940	29.7%
10/1		U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C		1	84	-	633	2080	1473	43.0%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C		1	84	-	677	2003	1343	50.4%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**172**	**0**	**10**	**9.7**	**4.2**	**0.5**	**14.4**	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	**172**	**0**	**10**	**9.7**	**4.2**	**0.5**	**14.4**	-	-	-	-
1/1+1/2	577	577	0	0	9	0.7	0.3	0.1	1.2	7.3	5.7	0.3	6.0
2/1	131	131	-	-	-	1.8	0.5	-	2.3	62.1	4.0	0.5	4.5
3/1	633	633	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	677	677	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	756	756	-	-	-	1.1	0.5	-	1.7	8.0	9.7	0.5	10.2
6/2	668	668	-	-	-	0.9	0.4	-	1.3	7.2	7.8	0.4	8.2
7/1	615	615	-	-	-	1.2	0.4	-	1.6	9.4	8.5	0.4	8.9
8/1+8/2	201	201	-	-	-	2.3	0.5	-	2.9	51.4	4.0	0.5	4.5
9/1	577	577	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
10/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	633	633	-	-	-	0.8	0.4	-	1.2	6.7	4.1	0.4	4.4
12/2	677	677	172	0	1	0.8	0.5	0.4	1.7	8.9	3.4	0.5	3.9

C1	PRC for Signalled Lanes (%): 74.0	Total Delay for Signalled Lanes (pcuHr): 6.44	Cycle Time (s): 120	
C2	PRC for Signalled Lanes (%): 76.0	Total Delay for Signalled Lanes (pcuHr): 7.33	Cycle Time (s): 120	
	PRC Over All Lanes (%): 74.0	Total Delay Over All Lanes(pcuHr): 14.44		

Stage Timings

Scenario 6: 'PM3' (FG6: 'PM3 Reference + DEV', Plan 1: 'Network Control Plan 1')

C1

Stage	1	2	3
Duration	82	1	23
Change Point	0	89	90

C2

Stage	1	3
Duration	94	12
Change Point	119	100

LinSig V1 style report

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.2%**
A5/ Drayon Lane/ Woodford Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.2%**
1/1+1/2	A5 West Ahead Right	U+O	N/A	N/A	C1:A		1	83	-	458	1940:1634	1331+51	33.1 : 33.1%
2/1	Woodford Lane Left Right	U	N/A	N/A	C1:B		1	23	-	212	1993	399	53.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	592	2080	2080	28.5%
3/2	Ahead	U	N/A	N/A	-		-	-	-	671	2080	2080	32.3%
4/1		U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
6/1	A5 East Ahead Left	U	N/A	N/A	C1:C		1	83	-	698	1897	1328	52.6%
6/2	A5 East Ahead	U	N/A	N/A	C1:C		1	83	-	633	1940	1358	46.6%
7/1	A5 West Ahead Left	U	N/A	N/A	C2:A		1	95	-	502	1927	1542	32.6%
8/1+8/2	Drayton Lane Left Right	U	N/A	N/A	C2:B		1	12	-	165	1687:1891	166+148	52.5 : 52.5%
9/1	Ahead	U	N/A	N/A	-		-	-	-	458	1940	1940	23.6%
10/1		U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
12/1	A5 East Ahead	U	N/A	N/A	C2:C		1	94	-	592	2080	1647	36.0%
12/2	A5 East Right Ahead	O	N/A	N/A	C2:C		1	94	-	671	2002	1538	43.6%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**174**	**0**	**18**	**9.6**	**3.9**	**0.5**	**14.0**	-	-	-	-
A5/ Drayon Lane/ Woodford Lane	-	-	**174**	**0**	**18**	**9.6**	**3.9**	**0.5**	**14.0**	-	-	-	-
1/1+1/2	458	458	0	0	17	0.8	0.2	0.2	1.2	9.8	5.5	0.2	5.7
2/1	212	212	-	-	-	2.5	0.6	-	3.1	52.6	6.3	0.6	6.9
3/1	592	592	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	671	671	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	698	698	-	-	-	1.7	0.6	-	2.2	11.4	10.9	0.6	11.4
6/2	633	633	-	-	-	1.4	0.4	-	1.8	10.5	9.3	0.4	9.8
7/1	502	502	-	-	-	0.5	0.2	-	0.7	5.0	4.5	0.2	4.7
8/1+8/2	165	165	-	-	-	2.3	0.5	-	2.8	62.0	2.7	0.5	3.3
9/1	458	458	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	592	592	-	-	-	0.3	0.3	-	0.6	3.8	2.8	0.3	3.1
12/2	671	671	174	0	1	0.2	0.4	0.3	0.8	4.5	1.4	0.4	1.8

C1 PRC for Signalled Lanes (%): 69.2 Total Delay for Signalled Lanes (pcuHr): 8.40 Cycle Time (s): 120
C2 PRC for Signalled Lanes (%): 71.3 Total Delay for Signalled Lanes (pcuHr): 5.00 Cycle Time (s): 120
PRC Over All Lanes (%): 69.2 Total Delay Over All Lanes(pcuHr): 13.99

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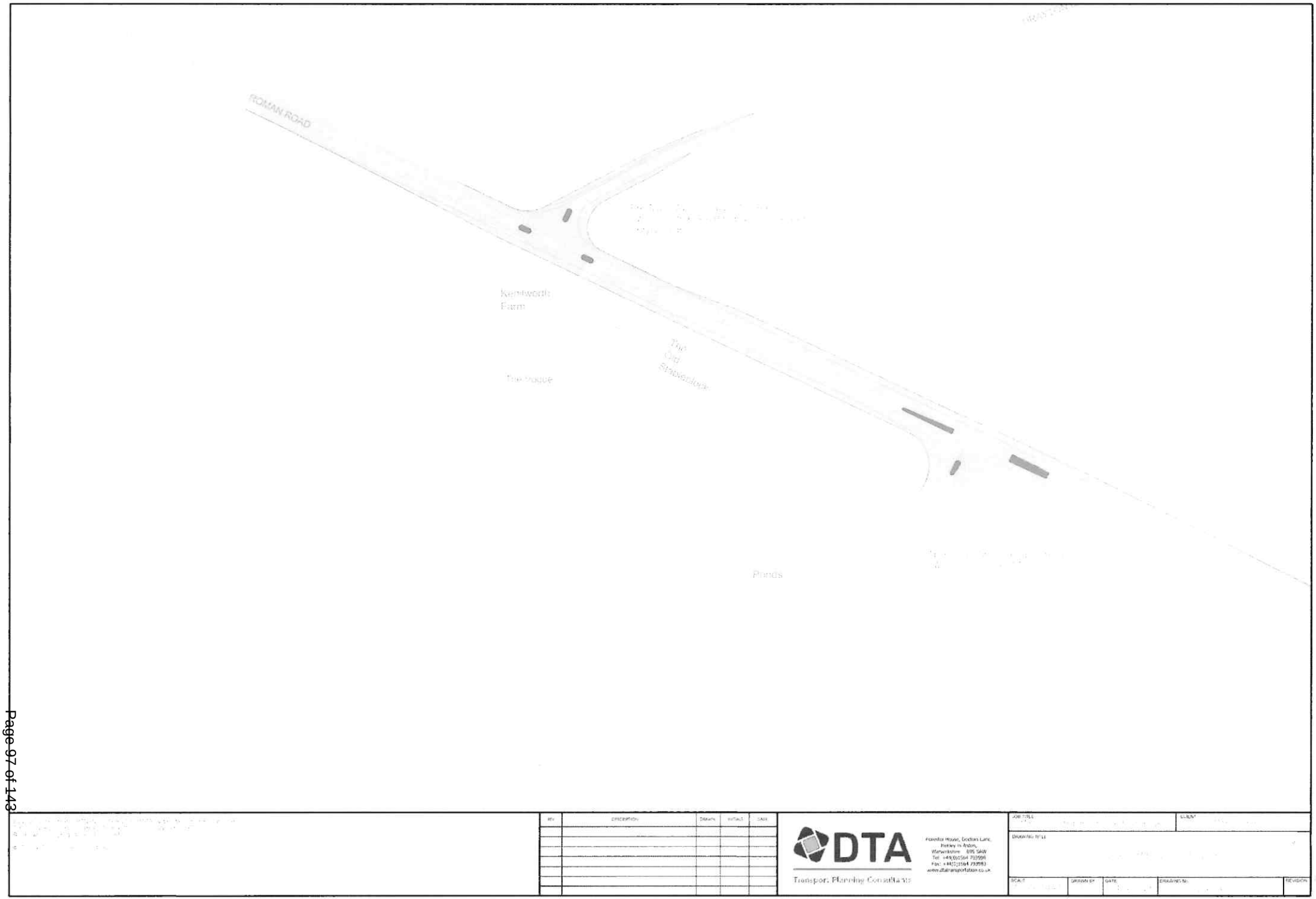

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JOB TITLE | CLIENT

DRAWING TITLE

SCALE | DRAWN BY | DATE | DRAWING NO. | REVISION

Appendix E

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Mr J Brown
Head of Planning
North Warwickshire Borough Council
South Street
Atherstone
CV9 1DE

By email only

Our Ref: CMC.36269.00010

21 January 2025

Dear Mr Brown

Mira Technology Park South Site – MIRA South
PAP/2022/0423

We act on behalf of the applicant in relation to the above planning application due to be reported to Committee in February.

We have also been provided with copies of letters dated 8 November 2024 and 13 January 2025 from Lodders Solicitors acting on behalf of Extra Room Self Storage and Drayton Grange Farm (***ERSS***).

We understand from this correspondence that whilst ERSS support the expansion proposals for the MIRA Technology Park South Site they have objected to the planning application on the grounds that if planning permission was granted it would impose, in their view, unreasonable restrictions on their business.

As is good practice, our client has been liaising with the Council and the various statutory consultees including National Highways for some time. A considerable amount of technical evidence in terms of the transport assessment and environmental impact assessment has been carried out, shared and discussed with the various statutory bodies and consultants.

The scope of the assessment (including methodology and data) has been agreed and tested and a package of mitigation works have been put forward based on this assessment. The mitigation has been agreed with the statutory consultees as well as the Council and are in compliance with the test set out in Regulation 122 of the Community Infrastructure Levy Regulations.

ERSS has provided evidence relating to diversion of traffic to its business as a result of the MIRA South proposals and this is the basis for ERSS saying that unreasonable restrictions will be placed on their business.

My client and its consultant team have reviewed the evidence and are of the opinion that the information submitted by ERSS is substantially flawed in terms of its veracity, scope and methodology, for ease of reference, we attach the letter from Stantec addressing each point in turn.

Our client has robustly assessed the impact of the planning application and provided suitable mitigation which will be implemented. ERSS suggests that the planning application, if granted, would impose unreasonable restrictions on their business in accordance with the Agent of Change Principles in paragraph 200 of the NPPF. But, as set out in the Stantec letter, it is clear that there are no unreasonable restrictions being imposed on ERSS. There maybe impacts but they are not "unreasonable restrictions".

The Agent of Change Principle does not demand no impact but instead requires a judgment to be made by the local planning authority (***LPA***). In our opinion, the Council as LPA is within its remit to consider all the information before it, including the mitigation measures being put forward by our client and agreed with the National Highways Agency, and be satisfied that there are no unreasonable restrictions on ERSS.

As previously stated, the Agent of Change Principle does not demand that there be no impact upon existing businesses caused by a new development but instead requires a judgment as to whether they will be subjected to "unreasonable restrictions". There is simply no credible evidence before the Council to demonstrate that the mitigation measures as proposed would impose unreasonable restrictions on the business. The Council as LPA therefore can consider all the evidence before it and, as part of its planning judgment, acknowledge that the Agent of Change Principle is not engaged in terms of unreasonable restrictions.

If you do require any further information please do not hesitate to contact me.

Kind regards

Yours sincerely

Colette McCormack
Partner
Winckworth Sherwood LLP

Stantec UK Limited
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London
W1D 3QB
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20 January 2025

Project/File: 333100093

Mr Jeff Brown
Head of Development Control
North Warwickshire Borough Council
South Street
Atherstone
CV9 1DE

Dear Jeff

Reference: PAP/2022/0423 - MIRA South Proposals.
Response to Extra Room Self Storage Objections

Further to committee, we have now had the opportunity to review the submissions by Extra Room Self Storage (ERSS) and consider whether the proposals would lead to an 'unreasonable' restriction on their business operation (as an agent of change) in the context of NPPF Paragraph 200.

The economic evidence, provided by ERSS (in the form of slides), implies the company needs to generate 100 new customers per month to maintain an overall c2,000 customer base to continue the success of the business. Their case being that changes to the junction will prevent this and lead to the company potentially failing as quickly as within 5 months.

Having reviewed the information provided we consider the Diversion Impact evidence (used to support this conclusion of business failure) to be seriously flawed across numerous aspects including the veracity of the Objectors source data, the analysis of this data and, in turn, the proper consideration of paragraph 200. We set out the reasons for this in more detail below and in the attached annexures.

In summary, when proper independent data is analysed, it is clear that no material restriction is being imposed on the Objectors business and any impact of junction improvements could only be considered immaterial in the wider context of both comprehensive local road improvements and the positive economic impact of the MIRA proposals, and in any case well below the threshold for consideration of paragraph 200.

1) Not all trips are affected.

First, the ERSS evidence is based on a time when Drayton Lane was completely closed so it contemplates all trips to the business being affected. This will not be the case. The only trip to-and-from ERSS that experiences any noticeable increase in journey distance/time will be the exit from ERSS to Destinations West. This information is provided in the Milestone Analysis (**Appendix 1**) and is summarised below.

- North to ERSS – same route through village

- East to ERSS – diversion through village but same distance as via Drayton Lane
- South to ERSS – diversion through village but same distance as via Drayton Lane
- West to ERSS – same route via Drayton Lane

- ERSS to Destinations North – same route
- ERSS to Destinations East – same route via Drayton Lane or village
- ERSS to Destinations South – same route via Drayton Lane or village
- **ERSS to Destinations West – diversion through village or Drayton Lane and Redgate Junction (potential 3 minute diversion)**

On the basis that the Traffic Modelling (using census data) shows that 22% of journeys on the road network originate in the west, this would broadly indicate that only 11% of trips (i.e. the return trips to the west) would be affected by the change to the Drayton Lane junction. This does not amount to a 'very significant diversion' for ERSS customers and instead represents a minor impact.

2) The number of trips associated with ERSS is significantly overstated.

As per the Milestone analysis we already know that only 11% of trips will be affected by the changes to the A5/Drayton Lane Junction. In addition, ERSS have grossly overstated the number of trips by choosing to apply a national metric (UK Self Storage Association Annual Industry Survey 2024), which includes both urban and rural facilities. This general data in no way reflects the actual number of trips and is not at all specific to Drayton Lane or ERSS.

The ERSS position put forward, based on the flawed application of national metrics, calculates 1,841 one-way weekly trips (all being diverted by 3.5km each time). Based on their 6-day operation the number of trips would amount to c307 trips per day using this national metric.

Significantly more accurate and relevant daily trip rate data exists which, in fact, comes from ERSS itself as it was provided by ERSS in its planning applications for additional space in 2019 (HBBC Planning Reference 19/01255/CRGDO) and more recently in 2023 (23/00239/FUL). Somewhat surprisingly, ERSS has chosen to ignore this data in making its submissions. The survey data for these applications is provided at **Appendix 2** and shows average daily trips of 12 to-and-from the Drayton Grange Farm part of the business and 24 to-and-from the Drayton Barns unmanned part of the business, respectively.

Aggregated this would suggest an average of only 36 daily trips (37 on the basis that we understand the 2019 permission for additional space has been implemented), compared to the 307 being stated in their evidence – an overstatement by ERSS of some 800%. Applying the impacted trip percentage of 11% to the actual trip number of 37, means that only 4 trips per day will be affected.

3) Environmental Impact is grossly overstated

By bringing the earlier conclusions together we can show that the environmental impact is minor. If 37 daily trips are generated by the existing ERSS business, this amounts to c4 trips per hour (over the 10 hour open period). Noting that this traffic is shown to be non-HGV traffic in their survey information, if all this traffic was diverted through the Fenny Drayton village it would be indistinguishable with daily changes in traffic flows and would not adversely affect the environment of the village.

As noted above, only 4 trips per day would be diverted by the amount of 3 minutes or 3.5km. Therefore, while in their evidence they state weekly diversions would total 6,443km, we can again evidence that this is grossly overstated. In fact, on a weekly basis this would total around 94.2km only. Considering

annual diversions this would in fact total only 4,898 km, which is c98.5% lower than the figure of 335,042 km that was presented by the Objectors.

Accordingly, the additional diversion is less than an 8% increase in journey distance when compared to existing.

The extra journey distance per trip (across all movements/all directions) is 0.42kms

The extra journey time per trip (across all movements/all directions) is 0.61mins (or 36 seconds)

4) Junction safety and traffic growth not considered

The evidence provided by ERSS also fails to acknowledge the current issues on the road network. It is the case as described at the Committee Meeting that some road users already avoid turning across the traffic at the A5 Drayton Lane junction given the perceived safety issues. Diversions are already happening.

There is also frequently a delay to being able to turn across the traffic at the junction due to the constant flow of traffic. As traffic using the A5 continues to grow, regardless of the MIRA South proposals, the gaps in the traffic to allow these right turns will become less frequent and more dangerous. The additional time of the taking the diversion should therefore be considered in the context that it will take more time to use the existing junction without the changes being proposed.

5) Doesn't consider improved economic outlook resulting from the MIRA development

The MIRA development will improve the economic environment and increase demand for storage facilities. As noted in the letter from MIRA (attached at **Appendix 3**), MIRA promotes local suppliers to Tech Park tenants and their employees from storage and printing to hotels and leisure activities.

Specifically with the site being close to 100% occupancy for the last 10 years, space is in high demand and at a premium due to the lack of availability, therefore supplementary services such as storage in the locality represent an ongoing opportunity to capture for local companies such as ERSS. There are opportunities to work closer with ERSS to connect them with the MIRA business and community ecosystem.

The ERSS submission suggests that the success of their business is intrinsically linked to a small number of customer trip lengths which will determine their ability to comply with the businesses bank loans. It seems surprising that operational margins are so tight, but in any event it would seem to us that overall performance of the business would be impacted by a number of factors such as market demand, available supply, cost and quality of storage provision, competition, and not just the access to and from Drayton Lane.

Importantly, we would expect that the wider market demand increase to be of benefit to their business, alongside the wider local economy, and be a significant "net positive" when compared to the minor impact of a smaller number of increased journey times. With the momentum of growth at the Tech Park and the prospect of significant expansion of the MIRA South development this symbiosis should not be underestimated.

Reference: PAP/2022/0423 - MIRA South Proposals. Response to Extra Room Self Storage Objections

Conclusions

In summary, the evidence provided by ERSS significantly overstates the impact of diversions on their business. Only around 11% of trips are affected by the junction changes and the extra journey time of these trips is limited in the context of likely increasing delays along the A5 without the application improvements.

As a proportion of all trips to ERSS, the extra journey distance in all directions is 0.42 km and the extra journey time over all movements in all directions is 0.61mins (or 36 seconds).

In our view, the changes to the junction can in no way be assessed as having a terminal effect on the business as has been suggested by ERSS. There are no restrictions being placed on the current use of their facilities, the hours of operation, the nature of operations and full access is being maintained, with the only impact being 11% of trips will face a slightly longer journey time. As we have set out above, the ERSS diversion of customers analysis materially overstates the impacts. Importantly, our conclusions reflect the National Highways position that traffic impact resulting from the junction changes is not significant and which is also supported by the Warwickshire and Leicestershire County Highways Authorities, in agreeing the optimal junction solutions for both Woodford and Drayton Lane. (The National Highways position is confirmed in their letter attached as **Appendix 4**)

Agent of Change

We therefore go back to the question of whether the junction changes impose an 'unreasonable' restriction on the ERSS business.

The junction upgrades to Woodford and Drayton Lane are part of the wider upgrade proposals to the local road network in the immediate area which has been designed to provide significantly improved circulation and a positive impact to both the A5 trunk road and the local network, particularly with the comprehensive upgrade to Redgate Junction. It will also address and significantly improve road safety at junctions which are acknowledged as highly dangerous by both the public and respective Highways Authorities This is confirmed within the Leicestershire County Council (CHA) response of 29 November 2024 (**Appendix 5**).

On the basis that the restrictions to the junction are not therefore considered 'unreasonable' in the context of paragraph 200, any alternative junction design does not need to be considered. However, for completeness, we can comment briefly on the ERSS suggestion that they could provide land to facilitate greater separation between the Woodford Lane and Drayton Lane junctions to possibly allow an all-movement junction to be delivered. Firstly, we would note that opening up the junction is not supported by Witherley Parish Council (in their response to the signalised junction proposals) as it would lead to greater opportunity to rat-run through the village, nor the CHA that sees wider benefits to the road network by reducing flows along Drayton Lane.

The CHA, for example, makes clear in their response of 29 November -

The CHA also notes that the level of traffic using Drayton Lane to travel between the A5 and the A444 would be reduced by the removal of the right turns at its junctions with the A5. According to information from WCC's traffic model, submitted by the Applicant to the LHA on 28 November 2023, traffic flows along Drayton Lane in 2036 are predicted to reduce by 297 vehicles in the morning peak period (0700-1000) and 84 vehicles in the evening peak period (1600-1900) following the proposed development and the introduction of the banned right turns at A5 / Drayton Lane.

Reference: PAP/2022/0423 - MIRA South Proposals. Response to Extra Room Self Storage Objections

This reduction is forecast to benefit the operation of the A444's junction with Old Forge Road (as evidenced earlier in these highway observations) and would also result in an environmental benefit for the village. It can also be noted that any trips, including goods vehicle trips, needing to access and egress Drayton Lane, can still do so. This would be by either staying on the A5 and reversing direction at downstream roundabouts or travelling through Fenny Drayton. On balance however, the CHA considers that the proposals would be likely to result in more local traffic using the most appropriate routes, including the A5 and A444.

The CHA considers that the aforementioned benefits would outweigh any disbenefits for those trips previously made via right turn movements at A5 / Drayton Lane. It must also be noted that the proposed scheme does not prevent access to Drayton Lane, rather it would result in the reassignment of some trips.

While maintaining the current access at Drayton Lane would provide a benefit to ERSS and support their promotion of land for residential development (as put forward in the Hinckley and Bosworth SHELAA for 1,976 homes), it would not provide the wider benefits on the road network that reducing traffic along Drayton Lane would deliver. It does not therefore address the wider traffic management aspirations of the authorities.

Accordingly, it is concluded that the restriction on the Drayton Lane/A5 junction would:

- Only lead to a marginal increase in a small proportion (11%) of trips to-or-from ERSS
- Would not terminally affect the ERSS business as the wider highway network would work better and the economic environment will be strengthened by the MIRA development.

In this context, it cannot in any way be seen to be an 'unreasonable' restriction in the context of Paragraph 200 of the NPPF.

If you have any questions, please don't hesitate to contact me.

Yours sincerely,

Stantec UK Limited

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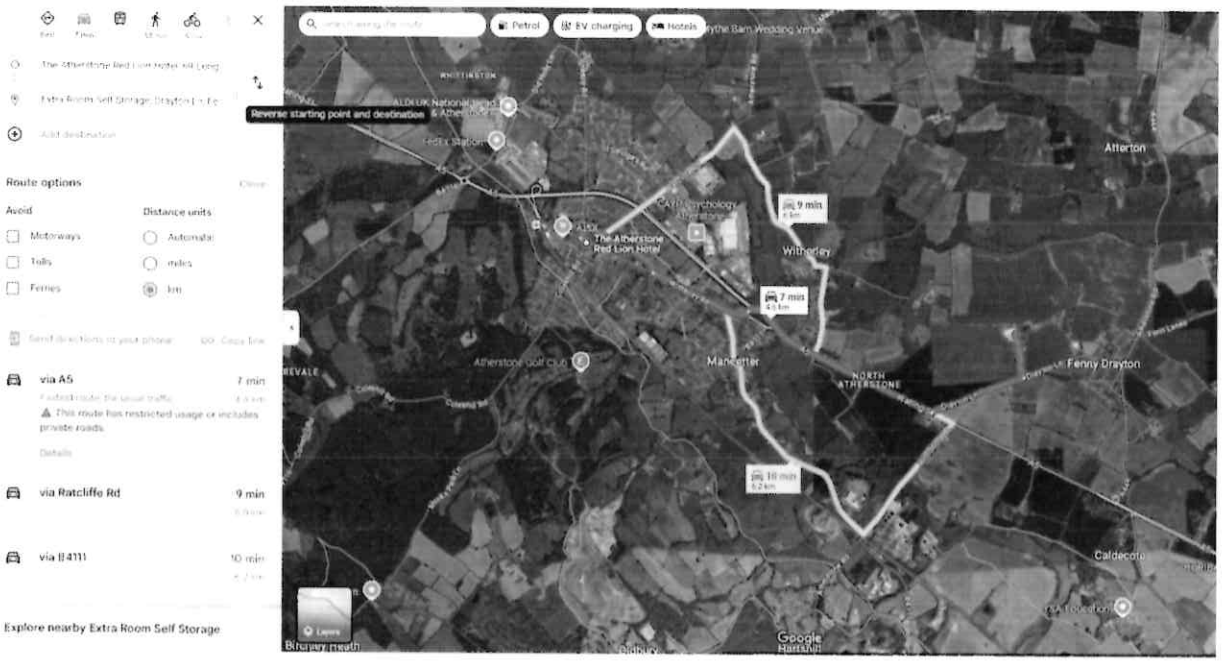
Appendix 1 – Milestone Analysis

North to ERSS

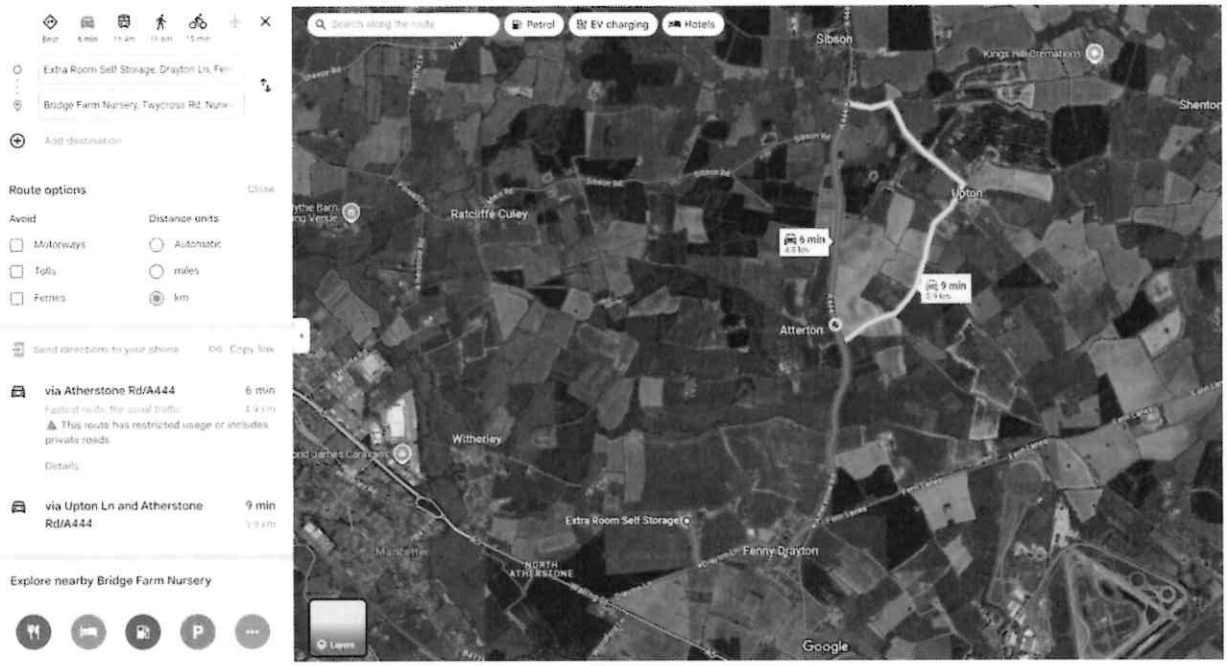
East to ERSS

South to ERSS

West to ERSS



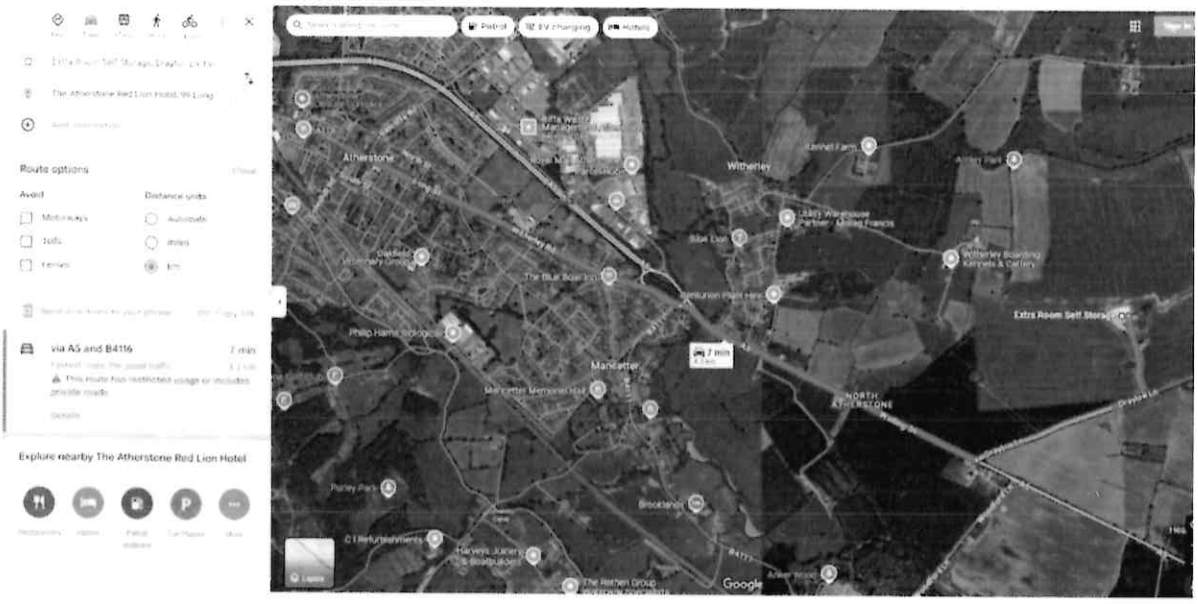
ERSS to North



ERSS to East

ERSS to South

ERSS to West (existing)



ERSS to West (Proposed)

TABLE 1: TRIPS TO EXTRA ROOM SELF STORAGE, DRAYTON GRANGE FARM & DRAYTON BARNS

Origin	Example Source	% Split	No. Trips Per Week	Routing		Distance (kms)		Journey Time (mins)		Total Distance (kms) per week		Total Journey Time (mins) per week		Total Distance (kms) per annum		Total Journey Time (mins) per annum	
				Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
NORTH	Bridge Farm Nursery, Twycross Road CV13 6LB	23.1	26	A444 Atherstone Rd, Old Forge Rd then Drayton Lane	A444 Atherstone Rd, Old Forge Rd then Drayton Lane	4.9	4.9	6	6	127.4	127.4	156	156	6624.8	6624.8	8112	8112
EAST	Banomi (UK) (The Fluid Centre), Watling St CV11 6BQ	40.3	46	A5 Watling St then Drayton Lane	A5 Watling St, A444 Atherstone Rd, Old Forge Rd then Drayton Lane	6.2	6.2	7	8	285.2	285.2	322	368	14830.4	14830.4	16744	19136
SOUTH	St James Church Hall, Weddington CV10 0EY	14.6	17	A444 Weddington Lane, A5 Watling St then Drayton Lane	A444 Weddington Lane, A444 Atherstone Rd, Old Forge Rd then Drayton Lane	5.5	5.6	7	8	93.5	95.2	119	136	4862	4950.4	6188	7072
WEST	Atherstone, Red Lion CV9 1BB	22.0	25	A5 Watling St then Drayton Lane	A5 Watling St then Drayton Lane	4.6	4.6	7	7	115	115	175	175	5980	5980	9100	9100
		100.0	114														
Combined Results (ALL DIRECTIONS)								TOTALS		621.1	622.8	772	835	32297.2	32385.6	40144	43420
								DIFFERENCE			1.7		63		88.4		3276

TABLE 2: TRIPS FROM EXTRA ROOM SELF STORAGE, DRAYTON GRANGE FARM & DRAYTON BARNS

Destination	Example Source	% Split	No. Trips Per Week	Routing		Distance (kms)		Journey Time (mins)		Total Distance (kms) per week		Total Journey Time (mins) per week		Total Distance (kms) per annum		Total Journey Time (mins) per annum	
				Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
NORTH	Bridge Farm Nursery, Twycross Road CV13 6LB	23.1	26	Drayton Lane, Old Forge Rd then A444 Atherstone Rd	Drayton Lane, Old Forge Rd then A444 Atherstone Rd	4.9	4.9	6	6	127.4	127.4	156	156	6624.8	6624.8	8112	8112
EAST	Banomi (UK) (The Fluid Centre), Watling St CV11 6BQ	40.3	46	Drayton Lane then A5 Watling St	Drayton Lane then A5 Watling St	6.2	6.2	7	7	285.2	285.2	322	322	14830.4	14830.4	16744	16744
SOUTH	St James Church Hall, Weddington CV10 0EY	14.6	17	Drayton Lane, A5 Watling St then A444 Weddington Lane	Drayton Lane, A5 Watling St then A444 Weddington Lane	5.6	5.6	7	7	95.2	95.2	119	119	4950.4	4950.4	6188	6188
WEST	Atherstone, Red Lion CV9 1BB	22.0	25	Drayton Lane then A5 Watling St	Drayton Lane, A5 Watling St (ebnd to Redgate for u-turn) then A5 Watling St (wbnd)	4.3	8	7	10	107.5	200	175	250	5590	10400	9100	13000
		100.0	114														
Combined Results (ALL DIRECTIONS)								TOTALS		615.3	707.8	772	847	31995.6	36805.6	40144	44044
								DIFFERENCE			92.5		75		4810		3900

TABLE 3: TWO-WAY TRIPS TO/FROM (COMBINED)

Combined Results (ALL DIRECTIONS)	TOTALS	1236.4	1330.6	1544	1682	64292.8	69191.2	80288	87464
	DIFFERENCE		94.2		138		4898.4		7176
			7.6%		8.9%		7.6%		8.9%

Appendix 2 – Traffic Surveys of Existing ERSS Operation

DAILY TRAFFIC DATA (EXISTING STORE)

Date	Vehicles in
Wednesday-01-May-19	2
Thursday-02-May-19	2
Friday-03-May-19	7
Saturday-04-May-19	14
Tuesday-07-May-19	9
Wednesday-08-May-19	11
Thursday-09-May-19	6
Friday-10-May-19	2
Saturday-11-May-19	7
Monday-13-May-19	7
Tuesday-14-May-19	6
Wednesday-15-May-19	5
Thursday-16-May-19	3
Friday-17-May-19	5
Saturday-18-May-19	4
Monday-20-May-19	8
Tuesday-21-May-19	5
Wednesday-22-May-19	6
Thursday-23-May-19	6
Friday-24-May-19	7
Saturday-25-May-19	5
Tuesday-28-May-19	5
Wednesday-29-May-19	3
Thursday-30-May-19	4
Friday-31-May-19	2
Saturday-01-Jun-19	6
Monday-03-Jun-19	5
Tuesday-04-Jun-19	5
Wednesday-05-Jun-19	6
Thursday-06-Jun-19	3
Friday-07-Jun-19	5
Saturday-08-Jun-19	5
Monday-10-Jun-19	4
Tuesday-11-Jun-19	10
Wednesday-12-Jun-19	5
Thursday-13-Jun-19	7
Friday-14-Jun-19	0
Saturday-15-Jun-19	5
Monday-17-Jun-19	7
Tuesday-18-Jun-19	2
Wednesday-19-Jun-19	5
Thursday-20-Jun-19	7
Friday-21-Jun-19	6
Saturday-22-Jun-19	10
Monday-24-Jun-19	5
Tuesday-25-Jun-19	3
Wednesday-26-Jun-19	5
Thursday-27-Jun-19	2
Friday-28-Jun-19	6
Saturday-29-Jun-19	11
Monday-01-Jul-19	7
Tuesday-02-Jul-19	7
Wednesday-03-Jul-19	4
Thursday-04-Jul-19	4
Friday-05-Jul-19	10
Saturday-06-Jul-19	15
Monday-08-Jul-19	13
Tuesday-09-Jul-19	4
Wednesday-10-Jul-19	8
Thursday-11-Jul-19	8

Friday-12-Jul-19	6
Saturday-13-Jul-19	16
Monday-15-Jul-19	6
Tuesday-16-Jul-19	3
Wednesday-17-Jul-19	6
Thursday-18-Jul-19	6
Friday-19-Jul-19	10
Saturday-20-Jul-19	7
Monday-22-Jul-19	9
Tuesday-23-Jul-19	7
Wednesday-24-Jul-19	7
Thursday-25-Jul-19	8
Friday-26-Jul-19	6
Saturday-27-Jul-19	7
Monday-29-Jul-19	3
Tuesday-30-Jul-19	5
Wednesday-31-Jul-19	4
Thursday-01-Aug-19	5
Friday-02-Aug-19	6
Saturday-03-Aug-19	10
Monday-05-Aug-19	8
Tuesday-06-Aug-19	0
Wednesday-07-Aug-19	5
Thursday-08-Aug-19	3
Friday-09-Aug-19	3
Saturday-10-Aug-19	10
Monday-12-Aug-19	5
Tuesday-13-Aug-19	7
Wednesday-14-Aug-19	4
Thursday-15-Aug-19	4
Friday-16-Aug-19	5
Saturday-17-Aug-19	3
Monday-19-Aug-19	4
Tuesday-20-Aug-19	8
Wednesday-21-Aug-19	6
Thursday-22-Aug-19	2
Friday-23-Aug-19	8
Saturday-24-Aug-19	14
Tuesday-27-Aug-19	7
Wednesday-28-Aug-19	7
Thursday-29-Aug-19	4
Friday-30-Aug-19	10
Saturday-31-Aug-19	8
Monday-02-Sep-19	5
Tuesday-03-Sep-19	5
Wednesday-04-Sep-19	0
Thursday-05-Sep-19	4
Friday-06-Sep-19	4
Saturday-07-Sep-19	7
Monday-09-Sep-19	4
Tuesday-10-Sep-19	7
Wednesday-11-Sep-19	4
Thursday-12-Sep-19	7
Friday-13-Sep-19	4
Saturday-14-Sep-19	7
Monday-16-Sep-19	9
Tuesday-17-Sep-19	8
Wednesday-18-Sep-19	5
Thursday-19-Sep-19	5
Friday-20-Sep-19	9
Saturday-21-Sep-19	4
Monday-23-Sep-19	6
Tuesday-24-Sep-19	3

Wednesday-25-Sep-19	4
Thursday-26-Sep-19	4
Friday-27-Sep-19	6
Saturday-28-Sep-19	6
Monday-30-Sep-19	3
Tuesday-01-Oct-19	5
Wednesday-02-Oct-19	3
Thursday-03-Oct-19	7
Friday-04-Oct-19	4
Saturday-05-Oct-19	9
Monday-07-Oct-19	11
Tuesday-08-Oct-19	6
Wednesday-09-Oct-19	9
Thursday-10-Oct-19	10
Friday-11-Oct-19	9
Saturday-12-Oct-19	6
Monday-14-Oct-19	5
Tuesday-15-Oct-19	4
Wednesday-16-Oct-19	8
Thursday-17-Oct-19	5
Friday-18-Oct-19	7
Saturday-19-Oct-19	4
Monday-21-Oct-19	7
Tuesday-22-Oct-19	3
Wednesday-23-Oct-19	7
Thursday-24-Oct-19	2
Friday-25-Oct-19	3
Saturday-26-Oct-19	11
Monday-28-Oct-19	9
Tuesday-29-Oct-19	5
Wednesday-30-Oct-19	7
Thursday-31-Oct-19	6
Total Vehicles In (for 6 months to 31-Oct-19)	**930**

Inbound Vehicles Summary	
Average Daily Vehicles In	6.0

Trips For Existing 2,090sqm. building (inbound+outbound)	
Average Daily Trips	12.0

Implied Trips For New 348sqm. building (inbound + outbound)	
Average Daily Trips	2.0

Drayton Barns, Drayton Lane, Fenny Drayton

Transport Statement

03rd March 2023
TM/BM/25001-01a_Transport Statement_FINAL

Prepared by:

David Tucker Associates
Forester House, Doctor's Lane
Henley-in-Arden
Warwickshire B95 5AW

Tel: 01564 793598
Fax: 01564 793983
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk

Prepared for:

Extra Room Self Storage

Extra Room Self Storage

Daily vehicle movements

Date	Vehicles in
Monday-16-Jan-23	9
Tuesday-17-Jan-23	13
Wednesday-18-Jan-23	9
Thursday-19-Jan-23	10
Friday-20-Jan-23	11
Saturday-21-Jan-23	16
Sunday-22-Jan-23	10
Monday-23-Jan-23	12
Tuesday-24-Jan-23	14
Wednesday-25-Jan-23	8
Thursday-26-Jan-23	14
Friday-27-Jan-23	12
Saturday-28-Jan-23	13
Sunday-29-Jan-23	15
Total vehicles in	**166**

Inbound vehicles summary	
Average Daily Vehicles In	11.9

Trips for existing 1,225sqm building (inbound+outbound)	
Average Daily Trips	23.7

Implied trips for new 926sqm building (inbound+outbound)	
Average Daily Trips	17.9

Extra Room Self Storage

Daily inbound vehicle movements

WEEK COMMENCING 16-Jan-23

Monday-16-Jan-23

#	Vehicle	Time In
1	Transit van	07:08
2	Transit van	07:26
3	Transit van	09:20
4	Car	10:02
5	Small van	12:50
6	Car	15:40
7	Car	16:59
8	Car	17:52
9	Car	18:08

Tuesday-17-Jan-23

#	Vehicle	Time In
1	Transit van	07:16
2	Transit van	07:23
3	Transit van	09:28
4	Car	09:58
5	Car	11:02
6	Small van	11:16
7	Car	11:25
8	Car	11:42
9	Car	14:19
10	Small van	15:02
11	Transit van	15:59
12	Transit van	16:12
13	Transit van	17:13

Wednesday-18-Jan-23

#	Vehicle	Time In
1	Transit van	07:31
2	Transit van	07:48
3	Car	11:10
4	Small van	12:16
5	Car	12:17
6	Small van	13:28
7	Car	13:29
8	Car	16:47
9	Car	16:58

Thursday-19-Jan-23

#	Vehicle	Time In
1	Transit van	07:04
2	Transit van	07:30
3	Transit van	07:47
4	Transit van	08:05
5	Transit van	09:53
6	Car	11:54
7	Small van	12:40
8	Transit van	15:10
9	Transit van	15:19
10	Small van	17:09

Friday-20-Jan-23

#	Vehicle	Time In
1	Transit van	07:07
2	Transit van	07:34
3	Car	09:17
4	Car	09:39
5	Car	12:13
6	Car	12:16
7	Car	14:52
8	Car	15:03
9	Car	16:49
10	Transit van	17:47
11	Car	18:58

Saturday-21-Jan-23

#	Vehicle	Time In
1	Transit van	08:29
2	Transit van	08:41
3	Car	10:19
4	Transit van	10:22
5	Car	10:36
6	Car	10:56
7	Car	11:06
8	Car	11:28
9	Car	11:43
10	Car	11:53
11	Car	11:54
12	Car	13:08
13	Car	13:46
14	Car	15:16
15	Transit van	15:30
16	Car	17:07

Sunday-22-Jan-23

#	Vehicle	Time In
1	Car	10:13
2	Car	11:38
3	Car	12:59
4	Car	13:09
5	Car	13:53
6	Car	14:33
7	Car	16:14
8	Car	16:16
9	Car	17:22
10	Car	17:28

WEEK COMMENCING 23-Jan-23

Monday-23-Jan-23

#	Vehicle	Time In
1	Transit van	07:11
2	Transit van	07:13
3	Transit van	08:45
4	Car	09:09
5	Car	10:23
6	Car	10:35
7	Car	10:58
8	Car	11:07
9	Small van	12:54
10	Car	13:03
11	Car	13:48
12	Car	14:51

Tuesday-24-Jan-23

#	Vehicle	Time In
1	Transit van	07:01
2	Transit van	07:11
3	Transit van	07:22
4	Transit van	07:48
5	Transit van	08:11
6	Car	09:58
7	Car	12:15
8	Car	12:41
9	Small van	12:55
10	Car	13:09
11	Car	13:35
12	Small van	13:56
13	Car	15:47
14	Transit van	18:15

Wednesday-25-Jan-23

#	Vehicle	Time In
1	Transit van	07:01
2	Transit van	08:08
3	Car	08:56
4	Transit van	11:19
5	Car	12:00
6	Small van	12:22
7	Car	14:20
8	Car	19:15

Thursday-26-Jan-23

#	Vehicle	Time In
1	Transit van	07:00
2	Transit van	07:06
3	Transit van	07:19
4	Car	10:38
5	Small van	12:16
6	Car	13:01
7	Car	14:57
8	Car	15:04
9	Transit van	15:13
10	Car	15:44
11	Car	17:24
12	Transit van	17:30
13	Transit van	17:32
14	Small van	17:38

Friday-27-Jan-23

#	Vehicle	Time In
1	Transit van	07:02
2	Transit van	08:12
3	Car	09:25
4	Transit van	09:43
5	Car	09:48
6	Car	10:33
7	Car	10:58
8	Car	12:39
9	Car	12:42
10	Car	14:46
11	Transit van	16:39
12	Transit van	19:00

Saturday-28-Jan-23

#	Vehicle	Time In
1	Transit van	08:20
2	Car	10:20
3	Car	10:32
4	Car	11:04
5	Car	11:26
6	Car	11:50
7	Car	11:54
8	Car	11:57
9	Car	12:06
10	Car	12:37
11	Car	13:48
12	Transit van	14:28
13	Transit van	15:15

Sunday-29-Jan-23

#	Vehicle	Time In
1	Transit van	08:29
2	Car	11:13
3	Car	11:44
4	Car	12:47
5	Car	13:00
6	Transit van	13:24
7	Car	13:52
8	Car	14:28
9	Car	15:11
10	Car	15:36
11	Car	16:03
12	Car	16:03
13	Car	16:04
14	Transit van	16:46
15	Car	17:03

Appendix 3 – MIRA Letter

HORIBA MIRA Ltd
Watling Street,
Nuneaton,
Warwickshire,
CV10 0TU, UK

T: +44 (0)24 7635 5000
F: +44 (0)24 7635 8000

www.horiba-mira.com

20 January 2025

Jeff Brown
Head of Planning
North Warwickshire Borough Council
South Street
Atherstone
CV9 1DE

Dear Jeff,

Hope all is well. I am writing to share our commitment to economic growth in North Warwickshire and the surrounding region delivered through our proposed development. In recent years, MIRA Tech Park has established itself as Europe's leading mobility cluster continuing to secure significant inward investment for which we received the Queen's Award for International Trade coupled with a commitment to our environment and community for which we received the King's Award for Sustainable Development in 2024 among other accolades.

Recognised globally as a unique mobility cluster and employing approximately 1,600 people across 40 businesses, the Government identifies MIRA Tech Park as a high potential cluster of national significance to UK growth referenced in the Invest 2035 Industrial Strategy prospectus. With global demand for our unique sustainable location and world-leading technical capabilities, we are almost 100% occupied and continue development on the north site for expanding existing occupiers and new-to-UK businesses. We are missing opportunities to capitalise on demand and bring increased high value employment and supply chain growth to the region which is why we want to continue development south of the A5 to deliver large scale facilities and capture this additional growth.

Alongside generating over £63m per year in high value employment with an average Tech Park salary almost 30% higher than the Warwickshire average (ONS 2023), we generate at least 2.5x more job opportunities in the supply chain (Oxford Economics). We are engaged with our communities to ensure these opportunities benefit local people through our work with primary and secondary schools, North Warwickshire & South Leicestershire College, and local groups including the Scouts. We also promote local suppliers to Tech Park tenants and their employees from storage and printing to hotels and leisure activities. We welcome all opportunities to work closer with our business and community ecosystem and run a programme of events and liaison meetings working with the Chambers of Commerce, Business in the Community, and other organisations.

This proactive approach to link local services with both companies and employees either based on site or visiting MIRA Tech Park brings mutual benefit to us and the regional economy. With the momentum of growth and the prospect of significant expansion on the MIRA South Site,

Registered address: Watling Street, Nuneaton, Warwickshire, UK, CV10 0TU
Registered in England No. 9626352
MIRA Group VAT No. 100 1464 84

this symbiotic relationship with the surrounding ecosystem will be a critical part of the offer to new tenants.

Using our track record, Oxford Economics models our proposed development generating over £10bn in value for the region by 2050 through direct employment, tax revenues, and supply chain growth. This truly is a once-in-a-generation opportunity for North Warwickshire and we want to work with you to ensure it benefits everyone.

Kindest regards,

Tim Nathan

Managing Director

MIRA Tech Park

Appendix 4 – National Highways Letter

Russell Gray
Assistant Spatial Planner
National Highways
9th Floor
The Cube
199 Wharfside Street
Birmingham B1 1RN

Tel: 07849077545

Copy of Email transmission to Jeff Brown of North Warwickshire Borough Council of 06 January 2025 10:34

Subject: PAP/2022/0423 MIRA proposals and National Highways Ref Lodders Solicitors:MA:EXT00001/00014

Good morning Jeff,

Please allow me to clarify and respond to the points below (email from victoria.longmore@lodders.co.uk to JeffBrown@NorthWarks.gov.uk of Friday, December 20, 2024 2:35 PM removed) on behalf of National Highways:

- The applicant has submitted a highways mitigation (signalisation of Woodford and banned right turns at Drayton) which is acceptable to all 3 Highway Authorities. This is the mitigation currently proposed in the application.

- Signalisation of both junctions (at their current locations) has been reviewed by National Highways safety and congestion teams, and determined unacceptable on congestion impact grounds.

- Any further design or proposal for mitigation (the signalisation of both junctions, but with greater separation between them by re-directing Drayton Lane over the objector's land) has not been submitted by the applicant for review by the Highways Authorities or consultation. As there is already an accepted mitigation proposal from the applicant, I do not believe there would be a requirement on the applicant to reconsult. This point appears to have been misrepresented following my conversation with the objectors on 20th December.

  To be clear National Highways do not require any further consideration of alternative mitigation options at this point as the signalisation of Woodford and banned right turns at Drayton is acceptable, however should the applicant wish to submit a revision, it could be considered.

- In terms of the customer impact assessment, on the call of the 20th December I reiterated that National Highways is statutory consultee for the A5 Trunk Road, and that primarily our consultation response is focussed on the impact on users of the A5 and its continued safe and efficient operation. From the evidence

submitted by the objectors, National Highways noted that there was no breakdown of numbers of journeys impacted over specific timescales, nor evidence of the proportion of those trips that would be impacted by re-routing associated with the banned right turns. Furthermore an example scenario provided was for the full closure of the access from A5 onto Drayton Lane, which may not be representative of the potential impact of banned right turns only.

National Highways maintains its current recommendation of Conditions to be placed on any planning consent granted.

Kind regards,

Russell Gray
Assistant Spatial Planner
Email: Russell.Gray@nationalhighways.co.uk

Appendix 5 – CHA Response

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.

Leicestershire County Council

Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: PAP/2022/0423

Highway Reference Number: 2022/0423/14/H/R3

Application Address: Land to the south of Watling Street,

Caldecote, CV10 0TS.

Application Type: Outline

Description of Application: Re-consultation. Outline planning permission for Extension of MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class Eg); storage (Class B8); new spine road; car parking, landscaping and enabling works - All matters reserved

---

GENERAL DETAILS

Planning Case Officer: Jeff Brown

Applicant: ERI MTP Limited

County Councillor:

Parish: Higham on the Hill

Road Classification: Class A

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 115 of the National Planning Policy Framework (December 2023), subject to the conditions outlined in this report.

Advice to Local Planning Authority

Background

The Neighbouring County Local Highway Authority (CHA) have been reconsulted by the Local Planning Authority (LPA), North Warwickshire Borough Council (NWBC), on the above outline planning application. The planning application is for:

> *'Outline planning permission for Extension of MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class Eg); storage (Class B8); new spine road; car parking, landscaping and enabling works located at Land to the south of Watling Street, Caldecote.*

Within its initial observations dated 27th October 2022, the CHA raised concerns with regards to the Highway Impact Assessment previously submitted and the sustainability connectivity enhancements previously proposed in support of this Application.

The Applicant has subsequently submitted the following relevant additional documentation in support of this application:

- Transport Assessment Addendum (TAA) prepared by Milestone Transport Planning (Document reference 17-059/Reports/TAA Rev A dated September 2023);
- Transport Assessment Addendum ii (TAA(ii)) prepared by Milestone Transport Planning (Document reference 17-059/Reports/TAA(ii) Rev A dated December 2023);
- Road Safety Audit Brief, Prepared by Milestone Transport Planning Ltd (Document reference 17-059_RSA1_Brief dated 23 February 2024);
- Stage 1 Road Safety Audit (RSA) prepared by Ben Newiss and Associated Limited (report reference BN-MTP-24-134 dated March 2024);
- Designers Response prepared by Milestone Transport Planning Ltd (dated 15th July 2024);
- Drawing titled 'Proposed A5 - A444 Link Road and Off-Site Mitigation - Highway Visibility Splays' (Drawing number 17059/VIS/08 Rev C);
- Drawing titled 'Proposed A5 - A444 Link Road and Off-Site Mitigation' (Drawing number 17059/GA/08 Rev K);
- Drawing titled 'Proposed Redgate/Higham Lane Roundabout. Visibility Splays' (Drawing number 17059/SK12 Rev A);
- Drawing titled 'A5 / A444 Redgate Island Mitigation Geometries (Proposed Layout)' (Drawing number 17059/GEO/SK13 Rev A);
- Transport Assessment Addendum iii (TAA(iii)) prepared by Milestone Transport Planning (Document reference 17-059/Reports/TAA(iii) dated October 2023);
- Drawing titled 'A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme' (Drawing number 17059/GA/13 Rev B);
- Drawing titled 'A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme' (Drawing number 17059/GA/13 Rev A);
- Road Safety Audit Brief, Prepared by Milestone Transport Planning Ltd (Document reference 17-059_RSA1_Brief dated 08 October 2024);
- Stage 1 Road Safety Audit (RSA) prepared by Ben Newiss and Associated Limited (report reference BN-MTP-24-140 dated October 2024); and
- Designers Response prepared by Milestone Transport Planning Ltd (dated 29 October 2024).

The CHA is aware that not all of the above drawings and documents may be available on the LPA's planning portal. Accordingly, the CHA would ask that the Applicant ensures that all of the above documents and drawings have been formally submitted to the Local Planning Authorities (LPAs) in support of the planning application.

As detailed within the submitted additional documentation, the Applicant has subsequently engaged with the CHA alongside Warwickshire County Council (WCC) in its role as the Local Highway Authority (LHA), and National Highways (NH), in its role in managing the Strategic Road Network (SRN). Through this engagement, the Applicant has scoped and submitted a revised Highway Impact Assessment in support of this application alongside provided updated sustainable transport proposals.

The CHA is also aware that the LPA has subsequently, on 5th February 2024, resolved to grant planning permission subject to the following criteria being met, as detailed within the submitted Letter submitted by the LPA on the planning portal (dated 6th February 2024):

> *'i) the withdrawal of all objections from the three Highway Authorities;*
> *ii) agreed planning conditions, and*
> *iii) the completion of a Section 106 Agreement including the Heads of Terms as outlined in the officer's report.'*

Site Access

The site is proposed to be accessed via a southern arm off the A5 Watling Street/MIRA Drive roundabout which falls under the responsibility of National Highways (NH) in their role in maintaining the Strategic Road Network (SRN),which the A5 forms part of. A further vehicular access is proposed to the south of the proposed development by realigning the existing A444 Weddington Lane through the proposed development. The A444 Weddington Lane is the responsibility of WCC as the LHA. As such, the CHA does not comment on the site access proposals.

Highway Impact Assessment / Offsite Implications

Within its initial observations (dated 27th October 2022) the CHA raised concerns at the Highway Impact Assessment previously submitted by the Applicant which utilised the WCC Nuneaton and Bedworth Wide Area (NBWA) model on the basis this methodology may not fully identify the potential highway impact in Leicestershire.

The Applicant has subsequently undertaken a revised Highway Impact Assessment in support of this application, utilising the CHA's Pan Regional Transport Model (PRTM). The inputs of this assessment were scoped and agreed with the CHA, WCC and NH. The forecasting report is included within Appendix 3 of the submitted TAA. A 2031 Without Development and With Development (with Mitigation) scenarios.

The Applicant has also utilised the NH A5 VISSIM model, as detailed within the submitted TAA(ii). The outputs of detailed Junction Capacity Assessments are also provided within the TAA, TAA(ii) and TAA (iii). Furthermore, the Applicant has engaged with the CHA and provided updated JCAs and design amendments to the proposed mitigation schemes as required. The CHA has reviewed the submitted documents and provides comments on the affected junctions within the Leicestershire County Council Local Road Network under the various subheadings below.

Stage 1 Road Safety Audit and Designers Response

The Applicant has engaged with the CHA, (alongside NH and WCC as the highway authorities) and scoped and agreed with the CHA the submitted a Stage 1 Road Safety Audit and Designer's Responses in support of this application which includes (but is not limited to) the proposed site access and mitigation schemes at the following junctions of relevance to the Leicestershire County Council Local Road Network:

- A5 Redgate Roundabout/A444 Atherstone Realignment;
- A5 Higham Roundabout;
- Site Access Roundabout; and

- A5 / Woodford Lane / Drayton Lane*.

**Considered in a separate RSA1 and Designer's response to that covering the first three locations above.*

A5 Redgate Roundabout/A444 Atherstone Road

The A5 Watling Street is an adopted A-Classified Road within the SRN, subject to the National Speed Limit in this location and is under the responsibility of NH. The A444 Atherstone Road along its current alignment is a CHA adopted A-Classified road subject to a 50 MPH speed limit. The A444 Weddington Lane to the south of the current Redgate dumbbell roundabout is an A-Classified Road adopted by WCC in its role as the LHA.

The Applicant is proposing a mitigation scheme to mitigate the impact of development at this location which is to remove the existing A5 Redgate junction dumbbell roundabout and build a new roundabout adjacent to the A444 Weddington Lane arm with the A444 Atherstone road realigned to this roundabout. The scheme is presented within drawings included within Appendix 7 of the submitted TAA (ii), an extract of which is provided overleaf for ease of reference:

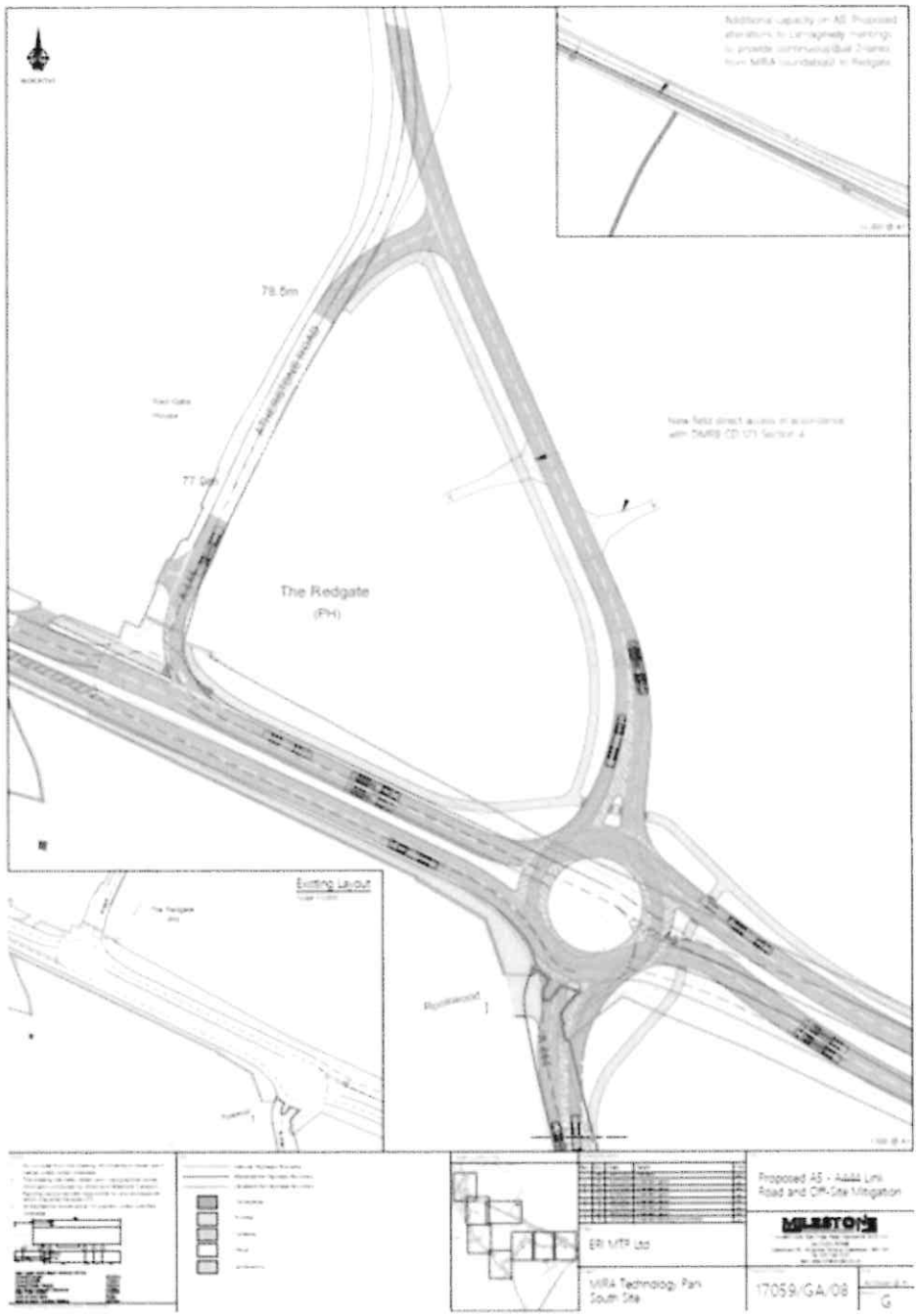


Figure 1: Drawing titled 'Proposed A5 - A444 Link Road and Off-Site Mitigation' (drawing number 17059/GA/08 Rev G dated 1st December 2023) extracted from Appendix 7 of the submitted TAA(ii)

Since submitting the scheme within the TAA(ii) in December 2023 the Applicant has engaged with the CHA and made amendments to the scheme proposed as required by the CHA. The latest mitigation scheme proposals are indicated on the following drawings:

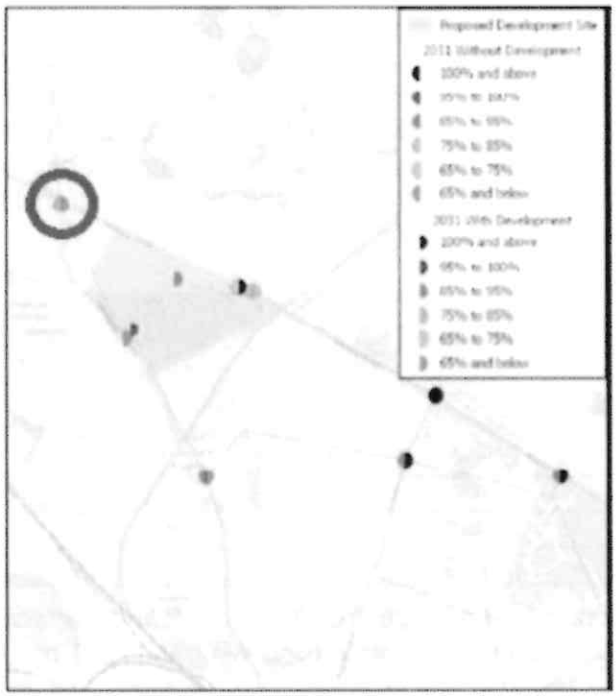
- Drawing titled 'Proposed A5 - A444 Link Road and Off-Site Mitigation - Highway Visibility Splays' (Drawing number 17059/VIS/08 Rev C);

- Drawing titled 'Proposed A5 - A444 Link Road and Off-Site Mitigation' (Drawing number 17059/GA/08 Rev K);
- Drawing titled 'Proposed Redgate/Higham Lane Roundabout. Visibility Splays' (Drawing number 17059/SK12 Rev A); and
- Drawing titled 'A5 / A444 Redgate Island Mitigation Geometries (Proposed Layout)' (Drawing number 17059/GEO/SK13 Rev A).

As indicated earlier, the Stage 1 RSA and Designers Response for this proposal have been agreed by the CHA. The CHA has reviewed the design of the proposed mitigation scheme and is content with this. From discussions with the Applicant, the CHA understands that the roundabout exit forward visibility, as indicated in purple on the submitted drawing titled 'Proposed Redgate/Higham Lane Roundabout. Visibility Splays' (Drawing number 17059/SK12 Rev A) is within land under the Applicant's control. The Applicant confirmed in a meeting on 03 September 2024 that this area is under the control of the Applicant and can be dedicated as highway at the detailed design and technical approval stage.

The Applicant has undertaken an assessment of the proposed mitigation scheme within the PRTM Highway Impact Assessment undertaken in support of this Application. For ease of reference, an extract from the PRTM forecasting report *'Figure 3.4: Forecast Node Volume-Capacity Ratio for 2031 'Without Development' and the 2031 'With Development' Scenarios'* is extracted and provided overleaf:

AM Peak hour



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PM Peak hour

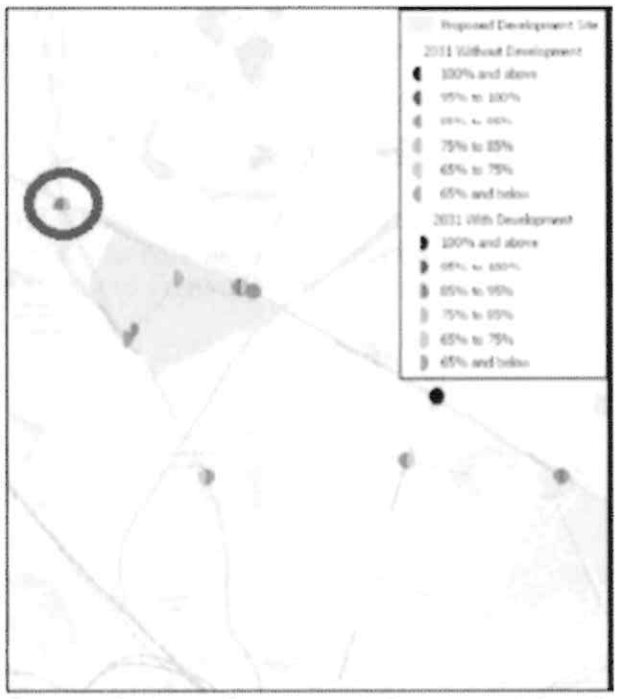

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Figure 2: Extract from MIRA South PRTM Forecasting Report Figure 3.4: Forecast Node Volume-Capacity Ratio for 2031 'Without Development' and the 2031 'With Development' Scenarios (with the A5/A444 Redgate junction circled in red)

As is indicated from the above extract when comparing the forecast Volume-Capacity ratio for the without development and with development the junction performance improves in this location due to the mitigation scheme proposed. As further detailed within the PRTM Forecasting Report, the assessment undertaken would indicate that the proposed mitigation scheme mitigates the impact of the development in this location. In addition, the Applicant has also undertaken detailed Junction Capacity Assessments utilising PRTM output flows. The output report of this assessment is included within Appendix 8 of the submitted TAA and an extract of this report summary is repeated below for ease of reference:

	AM (08:00 - 09:00)					PM (17:00 - 18:00)				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2031 Base + Development									
1 - A5 (East)	1.3	4.23	0.57	A	6.56	4.5	9.70	0.82	A	7.28
2 - A444 Weddington Lane	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
3 - A5 (West)	1.4	4.33	0.58	A		1.1	3.72	0.51	A	
4 - A444 Atherstone Road	2.8	13.30	0.74	B		1.1	6.33	0.52	A	

Figure 3: Extract from Appendix 8 of submitted TAA - Junction Capacity Assessment Junctions 10 report filename '17059 - Redgate Roundabout Mitigation.j10' dated 7th September 2023

The above assessment indicates that the proposed roundabout is anticipated to operate within its practical capacity in the with development scenario on all arms. The CHA has also reviewed the Junction Capacity Assessment model file and is content that it is fit for purpose.

The CHA is therefore content with the proposed mitigation scheme in this location and has advised an appropriately worded condition below to secure the proposed mitigation scheme.

A444 Atherstone Road/Old Forge Road/Fenn Lanes

The Applicant has assessed this junction utilising PRTM and a detailed Junction Capacity Assessment based upon the PRTM assessment, the outputs of which are included within Appendix 9 of the submitted TAA. For ease of reference, the summary of this assessment is extracted and provided overleaf:

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2031 Base											
Stream B-ACD	D1	1.8	23.28	0.65	C	21.71	D2	3.3	31.74	0.78	D	15.36
Stream AB-CD		3.7	13.76	0.70	B			8.1	29.58	0.86	D	
Stream D-ABC		7.2	86.71	0.99	F			1.1	14.77	0.54	B	
Stream CD-AB		14.4	52.69	0.96	F			8.3	26.79	0.85	D	
	2031 Base + Development											
Stream B-ACD	D3	1.8	20.63	0.66	C	4.23	D4	1.0	15.11	0.50	C	3.08
Stream AB-CD		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Stream D-ABC		0.4	8.88	0.31	A			0.4	8.92	0.28	A	
Stream CD-AB		1.7	10.24	0.54	B			1.6	8.42	0.51	A	

Figure 4: Extract from Appendix 9 of the submitted TAA - Junction Capacity Assessment Junctions 10 report filename '17059- A444-Old Forge Road (PRTM).j10' dated 8th September 2023

The above assessment indicates that the existing Old Forge Road and Fenn Lanes junctions with the A444 Atherstone Road are anticipated to operate within practical capacity with development scenario on all arms. The CHA has also reviewed the detailed model file and is content with its validation. The CHA is therefore content that no mitigation is required at this location.

The CHA also notes that there is a general improvement in operation in 2031 with development, which it understands is due to the re-routing of traffic associated with the proposed banning of right turns at the A5 / Drayton lane junction (described later in these observations) which reduces flows on the Old Forge Road arm of the junction.

Higham Roundabout

Higham Roundabout is on A5 Watling Street, which is an adopted A-Classified Road within the SRN, subject to the National Speed Limit in this location and is under the responsibility of NH. The northern arm, Nuneaton Lane, is a CHA adopted C-Classified Road subject to the National Speed Limit (NSL) and a 7.5 tonne weight restriction, however the southernmost 45m of approach to the roundabout is actually part of the Warwickshire network. The southern arm, Higham Lane, is the responsibility of WCC in its role as the LHA.

The Applicant is proposing a mitigation scheme to mitigate the impact of development at this location which is to realign the A5 on the westbound entry to extend the two-lane approach. No changes to the CHA Local Road Network are proposed. The scheme is presented within drawings included within the submitted RSA Brief, an extract of which is provided overleaf:

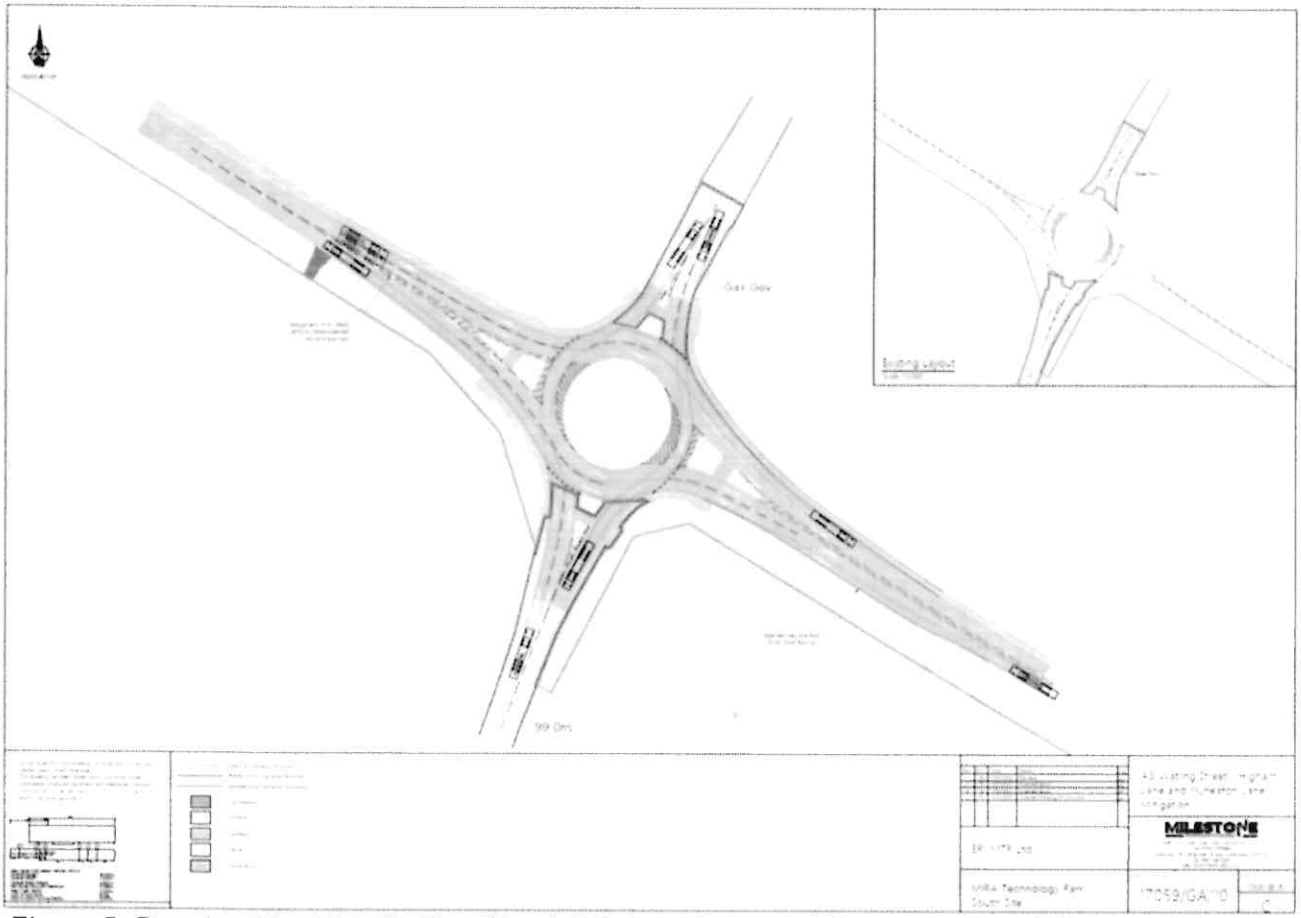

Figure 5: Drawing titled 'A5 Watling Street / Higham Lane and Nuneaton Lane Mitigation' (Drawing number 17059/GA/10 Rev C) as included within the submitted Stage 1 RSA Brief

Given this scheme is proposed to address the highway impact on the strategic road network under the jurisdiction of NH, the CHA would advise that its impact and inclusion be considered as part of NH's review and assessment of the development proposals. The CHA has therefore not advised a condition for these works and refers to NH with regard to development impact at the Higham Roundabout.

A5/Woodford Lane/Drayton Lane

Drayton Lane is a CHA adopted C-Classified Road subject to the National Speed Limit (NSL) and a 7.5 tonne weight restriction. It provides a link between the A5 (under the control of NH) and the village of Fenny Drayton to the northeast and the A444. It also provides access to a number of fields as well as a self-storage warehouse business and a farm. It currently has an all-movements junction with the A5 with a ghost right turn lane on the A5.

Woodford Lane is a side road from the A5 providing access towards Nuneaton and is adopted by WCC in its role as the LHA.

The Applicant has engaged with the NH, WCC and the CHA to produce a highway mitigation scheme in this location, the latest iteration of which is a signalisation of the A5/Woodford Lane junction (with geometry amendments along the A5 westbound approach and exit) and the banning

of right turns at the Drayton Lane junction (with physical infrastructure on the A5 to prevent this manoeuvre).

The scheme, which has been subject to a satisfactory Stage 1 Road Safety Audit and Designer's Response, can be seen in drawing number 17059/GA/13 Rev B, 'A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme', an extract of which is provided below:

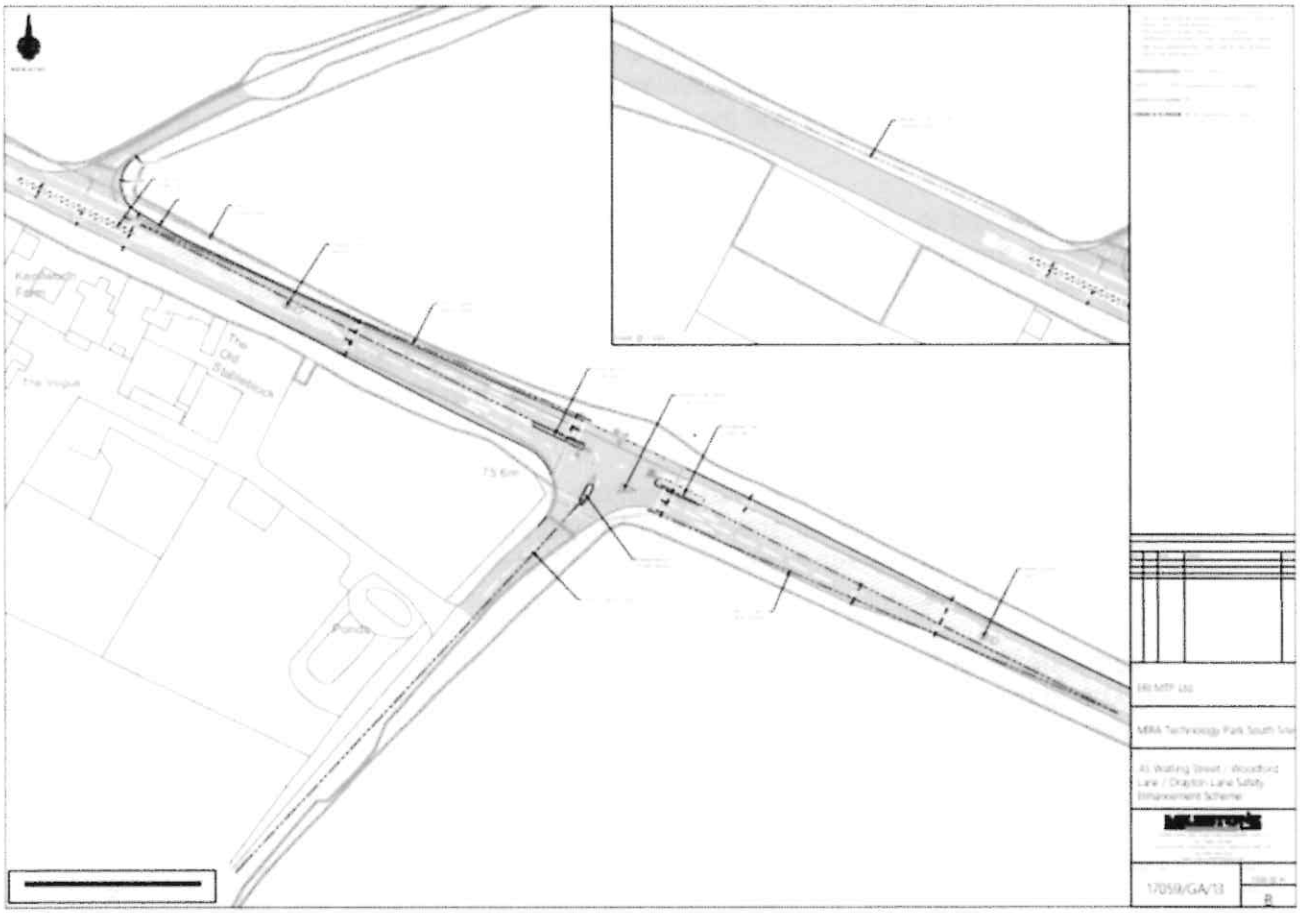

Figure 6: Drawing titled 'A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme' (Drawing number 17059/GA/13 Rev B)

Within the PRTM assessment, the Applicant assumed within the with development scenario, that right turn movements would be banned from Drayton Lane, and as such the mitigation scheme (where it affects Leicestershire) has been assumed as delivered within the PRTM highway impact assessment undertaken and the strategic impacts of which form part of the PRTM forecast assessment.

The CHA has advised a planning condition to secure the delivery of the scheme at Drayton Lane.

The CHA notes that NH have advised the Local Planning Authority (North Warwickshire Borough Council) that the Woodford Lane signalisation scheme could not be delivered without the Drayton Lane banned turns scheme. This is for reasons of road safety due to the change in traffic patterns and acceleration / deceleration on the A5 in the vicinity of Drayton Lane which would result from the signalisation at Woodford Lane. The CHA also notes that a Personal Injury Collision (PIC) involving a right turn in movement and classified as slight in severity has taken place in the last five

years and that the proposals would prevent any future right-turn in incidents at the location. Whilst one PIC is significantly less that the number recorded at A5 / Woodford Lane, given the nature of the highway intervention, the CHA agrees with NH and WCC that the scheme is required in its entirety.

The CHA also notes that the level of traffic using Drayton Lane to travel between the A5 and the A444 would be reduced by the removal of the right turns at its junctions with the A5. According to information from WCC's traffic model, submitted by the Applicant to the LHA on 28 November 2023, traffic flows along Drayton Lane in 2036 are predicted to reduce by 297 vehicles in the morning peak period (0700-1000) and 84 vehicles in the evening peak period (1600-1900) following the proposed development and the introduction of the banned right turns at A5 / Drayton Lane.

This reduction is forecast to benefit the operation of the A444's junction with Old Forge Road (as evidenced earlier in these highway observations) and would also result in an environmental benefit for the village. It can also be noted that any trips, including goods vehicle trips, needing to access and egress Drayton Lane, can still do so. This would be by either staying on the A5 and reversing direction at downstream roundabouts or travelling through Fenny Drayton. On balance however, the CHA considers that the proposals would be likely to result in more local traffic using the most appropriate routes, including the A5 and A444.

The CHA considers that the aforementioned benefits would outweigh any disbenefits for those trips previously made via right turn movements at A5 / Drayton Lane. It must also be noted that the proposed scheme does not prevent access to Drayton Lane, rather it would result in the reassignment of some trips.

The proposed scheme at Drayton Lane is likely to need a Traffic Regulation Order, the process for which would need to be funded by the Applicant. This process could be undertaken alongside the detailed design and Section 278 process.

Transport Sustainability

Within its initial observations dated 27 October 2022 the CHA identified initial concerns with the Public Transport enhancements proposed. The Applicant has engaged with the CHA and WCC in their role as the CHA and has proposed a Public Transport Strategy which involves providing developer contributions to WCC towards additional services to serve the proposed development, as detailed within chapter 4 of the submitted TAA. The CHA is content with this approach.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development shall be occupied until such time as the offsite works shown on drawing 'Proposed A5 - A444 Link Road and Off-Site Mitigation - Highway Visibility Splays' (Drawing number 17059/VIS/08 Rev C), drawing 'Proposed A5 - A444 Link Road and Off-Site Mitigation' (Drawing number 17059/GA/08 Rev K) and drawing, 'A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme' (Drawing number 17059/GA/13 Rev B), have been implemented in full.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (December 2023).

Informative

Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at https://resources.leicestershire.gov.uk/lhdg

Planning permission does not give you approval to work on the public highway. If the proposal requires the permanent removal ("stopping up") or diversion of highway to enable the development to take place, then you must complete the legal processes required before commencing works. Further information is available at: - https://www.leicestershire.gov.uk/roads-and-travel/local-authority-searches/highway-extinguishments If you are unsure whether your proposal affects public highway, you can establish the Highway Authority's formal opinion of the adopted highway extent in relation to the proposal. Further information is available at https://www.leicestershire.gov.uk/hre

Any works to highway trees will require separate consent from Leicestershire County Council as Local Highway Authority (telephone 0116 305 0001). Where trees are proposed to be removed, appropriate replacements will be sought at the cost of the applicant.

To erect temporary directional signage on the Leicestershire County Council Local Road Network you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

Date Received	Case Officer	Reviewer	Date issued
22 October 2024	Adrian Whiteman / Perry Miller	HH	29 November 2024

LODDERS

North Warwickshire Borough Council
Council House
South Street
Atherstone
CV9 1DE

Date: 29th January 2025

Our ref: VL/EXT00001/00015

By email only:
jeffbrown@northwarks.gov.uk

Dear Mr Brown,

Site: MIRA Technology Park South Site
Planning Application: PAP/2022/0423
The Applicant: ERI MTP Ltd
Our Client: Extra Room Self Storage (ERSS) & Drayton Grange Farm

We refer to Stantec's "Response to Extra Room Self Storage Objections" prepared on behalf of the Applicant dated 20 January 2025 (uploaded to the Council's website on 27January 2025) and wish to address a number of significant inaccuracies in their analysis.

Since the Board meeting on 6 January 2025, the Applicant has made no effort to consult with Our Client, despite Our Client's ongoing work to find a solution to the A5 that could enable the planning application to progress.

Our Client has always enjoyed unrestricted access to the A5 in both directions. The Applicant is proposing to cut off half of Our Client's access to the A5 by closing the right turn into and out of Drayton Lane. It should be incumbent on the Applicant to deliver a highways scheme that does not have an unreasonable impact on existing businesses. Stantec's response suggests, however, that Our Client should accept these restrictions, and disregard the severe and unreasonable impact such changes will have on Our Client's businesses.

In Our Client's Technical Note submitted on 20 January 2025, to which consultation responses from the three highway authorities are awaited, Our Client has proposed a highways scheme that is deliverable, improves safety and creates no further hold ups on the A5 when compared with the current proposal for traffic signals at the Woodford Lane junction only. Therefore, there is no justification in transport modelling, safety or queuing terms to discount the signalisation of the Drayton Lane junction.

The inaccuracies in Stantec's response are addressed below:

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Number Ten Elm Court, Arden Street,
Stratford upon Avon, Warwickshire CV37 6PA
T 01789 293259 | F 01789 268093
E lawyers@lodders.co.uk
lodders.co.uk

1) The Drayton Lane / A5 junction will only lead to a marginal increase in a small proportion (11%) of trips to or from ERSS

The Applicant's claim that only 11% of ERSS trips will be impacted is based on flawed analysis. As outlined in our letter dated 13 January 2025, **75% of our Client's customer base** will face increased travel distances of 3 to 4 km — not 11%.

This inaccurate conclusion has been arrived at by the Applicant because of:

- **Misrepresentation of diversion routes:** The diversion routes shown by the Applicant are based on existing highway networks. The Applicant's analysis ignores its own proposal to close the A444 through Caldecote, diverting traffic south along the A5 to the MIRA roundabout before heading north to the new Redgate roundabout. This creates diversions for customers in both directions (South to ERSS and ERSS to South) and results in a 3km longer journey.

- **Omission of significant routes:** There has been no consideration of the importance of the other South to ERSS route namely via Woodford Lane. This diversion was identified in section 6.22 of the January Board report and leads to another 3.5km diversion. It is used by hundreds of local customers from Hartshill, Galley Common, Camphill, Stockingford, Ansley, Arley etc.

- **Lack of factual evidence:** The Applicant's reliance on inaccurate traffic modelling and census data leads to flawed assumptions about ERSS customer origins. The Applicant incorrectly estimates that only 22% of journeys originate in the west (the longest diversion route), when the actual figure is over 40%. Similarly, they overstate the proportion of customers from the north (which has no diversion route) as 23%, whilst the true figure is just 3%. Additionally, they fail to properly assess routes from the south, which accounts for the remaining 35% of diverted customers.

The Applicant also fails to acknowledge that, whilst some road users (e.g. those traveling from the east to ERSS) may not experience significantly longer journeys, accessibility and convenience will be notably reduced by restricting access from the A5. At present, traffic approaching from the East can conveniently turn right into Drayton Lane directly from the A5 and return via the same straightforward route. However, blocking this right turn will force traffic to take a convoluted diversion via the A444 and through Fenny Drayton village to reach ERSS. This alternative route, along narrow village roads, through a populated area, is particularly unsuitable for HGVs and commercial traffic heading to ERSS and Drayton Grange Farm, adding unnecessary complexity, hazards and deterrent to their journeys.

2) The number of trips associated with ERSS is significantly overstated

The Applicant's claim that ERSS trip numbers are overstated is unfounded. The 2024 UK Self Storage Association data is derived from 688 sites nationwide, aligns closely with Our Client's current operational data and provides an accurate reflection of traffic generated by ERSS. This is in contrast to the outdated 2019 data cited by the Applicant, which fails to account for the businesses' significant growth or the inapplicable data from the unmanned site included in their analysis.

The Applicant's assessment is therefore inaccurate. How could just, "4 trips per day" be affected when there are 2,000 storage units. There would be more than 4 trips per day affected just for ERSS staff travelling to work.

3) Environmental impact is grossly overstated

Using the Applicant's own methodology from Appendix 1, and corrected assumptions described above, a like-for-like comparison shows the actual total weekly diversion to be 4,729 km - significantly higher than the Applicant's estimate of 94.2 km.

Similarly, the actual annual diversion amounts to 245,917 km, compared to the Applicant's estimate of just 4,898 km. Even these revised figures, based on the Applicant's methodology, remain underestimated. They do not take into account multiple people accessing some storage units, further approved expansion, the displacement of existing road users on Drayton Lane and vehicles accessing Drayton Grange Farm. This would increase the annual diversion to in excess of 400,000 km.

In summary, the environmental impact of the diversion routes is substantial, and the extent of the diversion constitutes a significant deterrent to new customers and an unreasonable restriction.

4) Junction safety and traffic growth not considered

Our Client is committed to working towards a solution that ensures the success of MIRA, improves road safety and works for all parties without compromising the viability of existing businesses.

To this end, Our Client, at its own time and expense, has developed a workable scheme to signalise both the Woodford Lane and Drayton Lane junctions. This will make the junctions safer and will continue to enable Our Client to benefit from unrestricted access to the A5 which has been critical to their success over the past 20 years.

5) Would not terminally affect the ERSS business as the wider highway network would work better and the economic environment will be strengthened by the MIRA development

The assertion that the Applicant's proposals will not terminally impact ERSS is incorrect. Accessibility and proximity are critical factors in the self-storage industry, as highlighted by the 2024 UK Self Storage Association survey, which found that 63% of customers travel less than 15 minutes to access their storage unit.

The same report identified that proximity to home or work was the primary reason domestic customers chose a self storage facility. This is particularly relevant for business and domestic customers that want to access their storage unit regularly and will cumulatively lose a significant amount of time and fuel costs because of the extra travel distance.

The Applicant's proposal to cut off half of Our Client's access to the A5 by closing the right turn into Drayton Lane and out of Drayton Lane will have a severe impact on their businesses. Our Client has shown that reducing accessibility and increasing customer journey times and costs will reduce customer

acquisition. The financial model built to assess the impact of reduced customer acquisition, showed that even a modest 25% reduction in new customers would render the business loss making.

The Applicant dismisses ERSS's reference to a period when Drayton Lane was closed (leaving access only from the A444), which resulted in a 64% drop in new customer move-ins. Whilst this clearly represents a worst-case scenario, it underscores the assumptions made in the financial model and the significant harm that restricted A5 access can inflict on a self storage business.

The negative impact of increased travel times and reduced accessibility, will in no way be offset by the economic benefits MIRA's growth will bring. By way of example, just two customers of Extra Room Self Storage are companies based at MIRA.

6) Junction upgrades

Stantec's response concludes with referencing plans for junction upgrades to Woodford Lane and Drayton Lane. There is no upgrade planned for Drayton Lane, the junction is being restricted and downgraded. Woodford Lane is going to be upgraded with traffic signals, why cannot Drayton Lane also be upgraded with traffic signals when Our Client's Technical Note has shown that it will cause no more queuing on the A5 than the current proposal for traffic signals at Woodford Lane only.

The Response also concludes with, "we note that opening up the junction is not supported by Witherley Parish Council." Our Client is not asking for the junction to be opened up. Our Client is only asking that the junction remains as it currently is with unrestricted access to the A5 in both directions. There is no mitigation in Fenny Drayton currently because there is no harm being caused by traffic using Drayton Lane. Junction improvements at Woodford Lane and The Redgate Roundabout will reduce traffic using Drayton Lane. If deemed necessary, there is the opportunity under the current Planning Application to introduce mitigation measures in Fenny Drayton without restricting access to the A5 but nothing has been proposed.

Conclusion

As the only business being impacted by the proposed highway changes (apart from The Royal Redgate pub), the Applicant should be working with Our Client to find a solution to maintain full access to the A5. Instead, they appear to be allocating resources to make light of the severe impact that they will inevitably have on Our Client's businesses.

Our Client has provided further evidence to demonstrate that the information provided is not flawed, contrary to the Applicant's claims. The impact that the diversions will have is significant and will be very harmful to a business where distance and accessibility are the key drivers of a customer's decision on whether to store with ERSS or not. The diversions impose an unreasonable restriction on an existing business.

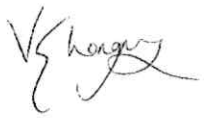
As mentioned in our previous correspondence, paragraph 200 of the NPPF is clear: established businesses should not face unreasonable restrictions as a result of new development. What could be more unreasonable than turning a profitable business into a loss making one ultimately forcing its closure.

Our Client has been forced into a difficult position by the Applicant's proposals for the Drayton Lane junction. Whilst we support the Council's desire to enable MIRA's growth and improve safety at the Woodford Lane junction, this should not come at the cost of damaging an established, profitable business that is also home to more than 300 other local businesses.

Our Client has presented a workable solution for the A5. It is deliverable and creates no additional hold ups on the A5 when compared with the current proposal for traffic signals at the Woodford Lane junction only. There is no material difference between the two schemes in terms of safety. Consequently, there is no justification based on transport modelling, safety or queuing considerations to discount the signalisation of the Drayton Lane junction. We trust therefore that this proposal, or any alternative that preserves Our Client's access to the A5 in both directions, can be accepted as the way forward. As at the date of this letter, consultation responses to this solution are awaited from the three highway authorities and any decision in relation to the Application should not be made until these responses have been provided and sufficient time has been allocated to their consideration.

Please confirm safe receipt of this letter by email.

Yours sincerely



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For and on behalf of Lodders Solicitors LLP

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