



Land to the East of the Former Tamworth Golf Course

Transport Assessment Addendum

March 2024

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This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

| Issue | Date | Prepared by | Checked by | Approved by |
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Comments

A02 – Report issued as second draft to client team for comments.

DRAFT

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Land to the East of the Former Tamworth Golf Course

Project Number: CIV15596

Document Reference: CIV15596-100-R-1-2-3-TAA

1. Introduction

Background

- 1.1. In December 2018 a planning application was submitted by Hallam Land Management to North Warwickshire Borough Council (Application No: PAP/2018/0755) and Tamworth Borough Council (Application No: 0561/2018) for a residential led development on land to the east of the former Tamworth Golf Course. The development description is as follows:

“Outline Planning Permission for the demolition of all existing buildings and construction of up to 1540 dwellings (including a 100 bed extra care home); a community hub (up to 2250m² of gross floorspace for Use Class A1-A5, B1B1b, D1 and D2); a two form entry primary school; the provision of green infrastructure comprising playing fields and sports pavilion; formal and informal open space; children's play areas; woodland planting and habitat creation; allotments; walking and cycling routes and sustainable drainage infrastructure (Cross-boundary application with North Warwickshire Borough Council) at Land to the East of the Former Tamworth Golf Course Site, North of Tamworth Road (B5000) and West of the M42”

- 1.2. At the time of writing this Transport Assessment Addendum the planning application remains undetermined. However, the two Local Highway Authorities (Warwickshire County Council and Staffordshire County Council) along with National Highways (formally Highways England) have each comprehensively reviewed the submission and have all arrived at a no objection decision. A copy of the formal response from each Highway Authority (including National Highways) is provided in **Appendix A**.
- 1.3. Hallam Land Management now seek a formal amendment to the application that would remove development east of Robey's Lane, except for a proposed access onto the B5000 and associated link road. The details of these amendments are shown on the indicative site layout and parameters plan provided in **Appendix B**.

Report Structure

- 1.4. This Addendum is structured around the 2018 Transport Assessment, produced by Waterman Infrastructure & Environment Ltd (hereafter referred to as Waterman), document reference CIV15596-100-R-3-4-3-Transport Assessment Dec 2018 Rev 4.
- 1.5. This report presents a review of the previously presented criteria used in the assessment and decision making and provides an assessment of the proposed development forming the revised application. It is structured to principally address the changes to baseline traffic flows and the subsequent off-site implications of this change.
- 1.6. Whilst we anticipate that effects would either remain the same as previously assessed or reduce (as a consequence of less development overall and removing development from the Strategic Gap), there would in some instances be a requirement to update the baseline given the change in site area. Further, given the original application was submitted in December 2018, it offers an opportunity to update some baseline data, but only where appropriate and proportionate.
- 1.7. This report updates and expands upon information provided within the previous Transport Assessment, where necessary, in line with current adopted policy and available information. Where there has been no change to a particular matter, for example 'policy and guidance', this Addendum states 'no change'. The principal purpose of this Addendum is to appraise whether the conclusions remain as per the original assessment in 2018.

Report Layout

- 1.8. Following this introductory section, the layout of the report is as follows:
- Section 2 describes any changes in planning policy and guidance;
 - Section 3 considers the existing baseline conditions;
 - Section 4 reviews the latest development proposals;
 - Section 5 details the sustainable transport measures;
 - Section 6 reviews development trip trips and distribution assumptions;
 - Section 7 assesses the impact of the development upon the highway network;
 - Section 8 focuses on the off-site improvement strategy;
 - Section 9 considered the impact of construction traffic;
 - Section 10 concludes the main findings of this report.

2. Policy

- 2.1. The 2018 Transport Assessment set out the following items of policy and guidance:
- National Planning Policy Framework published by Department for Communities and Local Government in March 2012;
 - National Planning Practice Guidance: Travel plans, transport assessments and statements in decision making published by Department for Communities and Local Government in March 2014;
 - Department for Transport Circular 02/2013; The Strategic Road Network and the delivery of sustainable development published by the Department for Transport in September 2013;
 - Warwickshire Local Transport Plan 2011 – 2026 published by Warwickshire County Council in 2011; and,
 - North Warwickshire Local Plan 2016- 2033 published by North Warwickshire Borough Council in March 2018.
- 2.2. Of particular relevance from the documents detailed above is the National Planning Policy Framework (July 2018). This has since been revised with the most recent version published in December 2023. This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018 and updated in February 2019, July 2021 and September 2023. It sets out the Government’s planning policy and is a material consideration when determining planning applications.
- 2.3. The following sections contained within the NPPF (in respect to highways/transport) are directly relevant to this proposal:
- Achieving Sustainable Development;
 - Promoting Healthy and Safe Communities;
 - Promoting Sustainable Transport; and
 - Achieving Well-Designed Places.
- 2.4. The NPPF is supported by the Planning Practice Guidance (PPG), which assists applicants and decision makers to interpret the NPPF.
- 2.5. The revised NPPF does not differ in its impact upon the development proposals and the conclusions drawn in the 2018 Transport Assessment report.
- 2.6. Overall, there have been no significant changes to legislation, policy or guidance since the 2018 Transport Assessment which would have a material effect on the approach to or findings of the assessment.

3. Existing Conditions

- 3.1. An extensive baseline description of transport conditions and scheme methodology was included in the 2018 Transport Assessment. This included a description of the existing highway network, road safety, traffic flows and sustainable transport facilities.

Local Highway Network

- 3.2. The site (which excludes Priory Farm) is located to the north of the B5000 Tamworth Road and west of the M42. The M42 has a north/south alignment and is at a lower level than the site, and the B5000 runs in an east/west alignment with a bridge over the M42. Robey's Lane runs north/south from the B5000 and bisects the proposed development site.
- 3.3. To the west of the site is the former Tamworth golf course which has consent for development of 1,100 dwellings and that development has been implemented with construction work ongoing (at the time of writing this report the Tamworth golf course development is well advanced and is expected to be complete within the next two years).
- 3.4. Overall, the local highway network remains broadly the same as detailed within the 2018 Transport Assessment.

Baseline Traffic Flows

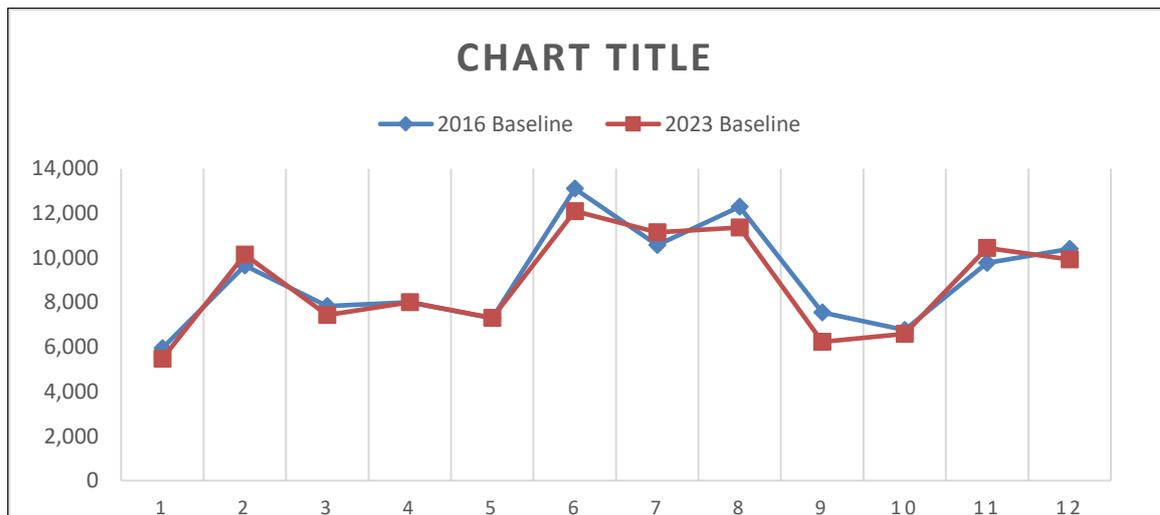
- 3.5. The 2018 Transport Assessment included baseline traffic flows (for the assessment year 2016) which were extracted from the Warwickshire County Council Atherstone Paramics Model and from planning application No. 0088/2015 (Tamworth Municipal Golf Course – Residential led development consisting of 1100 dwellings, a primary school and small convenience store). The data obtained from the Atherstone Paramics Model was the principal source of data for links/junctions within Warwickshire, whereas the data obtained from planning application No. 0088/2015 was the principal source of data for links/junctions within Staffordshire.
- 3.6. To determine if there have been any significant changes in baseline traffic flows, new traffic data has been obtained for 2023. Data has been obtained for the same road links and junctions that were considered within the 2018 Transport Assessment. **Table 1** and **Figure 1** detail the 2016 baseline peak hour traffic flows that were detailed within the 2018 Transport Assessment along with the 2023 baseline peak hour traffic flows. All traffic flows shown are two way and are the morning (8am-9am) and evening peak hour (5pm-6pm) traffic flows combined at each junction.

Table 1: Baseline Traffic Flows (Two-Way) - AM & PM Peaks Combined

| No. | Junction | 2016 Baseline | 2023 Baseline | Difference |
|-----|---|------------------|------------------|------------|
| 1 | Site Access Roundabout | 5,944 | 5,476 | -468 |
| 2 | B5000 / Pennine Way / Sandy Way Roundabout | 9,647 | 10,142 | 495 |
| 3 | A5 Slip Road / Pennine Way Roundabout | 7,832 | 7,428 | -404 |
| 4 | A5 Slip Road / Centurian Way / Quarry Hill / Pennine Way Roundabout | 7,284 | 7,308 | 24 |
| 5 | B5000 / Mercian Way / Beyer Close Roundabout | 8,002 | 8,000 | -2 |
| 6 | A5 / Marlborough Way Roundabout | 13,101 | 12,095 | -1,006 |

| No. | Junction | 2016 Baseline | 2023 Baseline | Difference |
|--------------|---|----------------|---------------|---------------|
| 7 | B5000 / Silver Link Road / Woodland Road Roundabout | 10,574 | 11,140 | 566 |
| 8 | B5000 / Marlborough Way / Sheepcote Way Roundabout | 12,289 | 11,358 | -931 |
| 9 | B5000 / Abbey Road Roundabout | 7,549 | 6,234 | -1,315 |
| 10 | B5000 / Kettlebrook Road Roundabout | 6,762 | 6,592 | -170 |
| 11 | B5000 / Ankerdrive Roundabout | 9,775 | 10,445 | 670 |
| 12 | Bolebridge Street / Amington Road / Ankerdrive | 10,403 | 9,928 | -474 |
| Total | | 101,160 | 98,146 | -3,016 |

Figure 1: Baseline Traffic Flows (Two-Way) - AM & PM Peaks Combined



- 3.7. As evidenced in **Table 1 and Figure 1**, traffic flows on the local highway network have remained relatively constant since 2016. Most junctions (8) indicate a decrease in flows with only 4 junctions showing a slight increase in flows. Across the network as a whole traffic flows have decreased by 3% since 2016. This equates to decrease in flows of 0.43% per annum.
- 3.8. Overall, with traffic flows remaining relatively constant on the local highway network since 2016, all baseline assessments and conclusions drawn within the 2018 Transport Assessment are considered to remain valid/applicable.

Road Safety

- 3.9. A review of collision data is outlined within the 2018 Transport Assessment. This was carried out to understand if there were any collision cluster sites on the local highway network. Collision data was collected for a 5-year period between 2012/13 and 2017. Through using the computer programme www.crashmap.co.uk, Waterman have re-investigated the same area as previously defined for the period 2018 to 2022 (latest 5-year period available). The total number of recorded collisions on the local highway network and at M42 Junction 10 is summarised in **Table 2**.

Table 2: Collision Data Review (Warwickshire and Staffordshire)

| Link or Junction | 2012/13 – 2017 | 2018 – 2022 |
|---|----------------|-------------|
| Robey's Lane | 2 | 0 |
| B5000 / Robey's Lane Junction | 1 | 0 |
| B5000 / Chiltern Road Junction | 1 | 0 |
| Chiltern Road | 1 | 0 |
| B5000 (East) | 3 | 3 |
| B5000 / Pennine Way / Sandy Way Roundabout | 3 | 0 |
| B5000 / Mercian Way / Beyer Close Roundabout | 1 | 0 |
| B5000 / Silver Link Road / Woodland Road Roundabout | 1 | 0 |
| B5000 / Marlborough Way / Sheepcote Lane Roundabout | 11 | 1 |
| B5000 / Dumolo's Lane Junction | 8 | 0 |
| M42 Junction 10 | 38 | 27 |
| Total | 70 | 31 |

- 3.10. On the local highway network, a total of 32 collisions occurred over the 5-year period considered within the 2018 Transport Assessment (6.4 collisions per year). The collision rate has since decreased significantly, with only 4 collisions occurring on the same links/junctions over the most recent 5-year period (0.8 collisions per year).
- 3.11. The M42 Junction 10 is regarded as an extremely busy and complex motorway junction which has been subject to significant changes in operation over recent years. Previously a total of 38 collisions had occurred at the junction over the 5-year period (7.6 collisions per year). The collision rate has since decreased with 27 collisions occurring over the most recent 5-year period (5.4 collisions per year).
- 3.12. Previous conclusions did not point to any significant deficiencies in the local / strategic highway network with respect to road safety. With the number of collisions having reduced considerably over the most recent 5-year period (55.7% less) the previous conclusions remain valid.

Existing Pedestrian & Cycle Facilities

- 3.13. Pedestrian and cycle infrastructure remains broadly the same, as detailed within the 2018 Transport Assessment.
- 3.14. Pedestrian and cycle desire lines also remain the same, as previously identified, with areas to the south and west of the site (i.e. schools, retail, leisure and employment) seen as the most likely destinations for pedestrian/cycle trips and accessible via the B5000.

Existing Public Transport facilities

- 3.15. Public transport provision remains broadly consistent with that detailed within the 2018 Transport Assessment with the local area primarily served by the Arriva 65 bus service. This service operates hourly (Monday to Saturday) and serves destinations such as Tamworth town centre, Atherstone and Nuneaton (via the B5000 and Chiltern Road). Other bus services operating along the B5000 include the 748, 766, 767, 785 and 786 (services operated by Arriva or Stagecoach).

- 3.16. One change of note since the production of the 2018 Transport Assessment, is the introduction of a bus service to the west of the site within the former Tamworth golf course site. The Arriva 5 bus service now operates every 10 minutes along Eagle Drive, Barlaston Way and Boundary Drive. With links provided to the western boundary of the site (as illustrated on the site layout plan in in **Appendix B**), residents (particularly those in the centre/north of the site) would be able to use this serve too.
- 3.17. Tamworth Rail Station is located approximately 4 kilometres from the site. The station is is an interchange between two main lines; the Cross Country Route and the Trent Valley section of the West Coast Main Line. Cross-Country Trains provide regular links to Derby, Nottingham and Birmingham. West Midlands Trains operate hourly services to destinations including London Euston, with services passing major points such as Nuneaton and Rugby. Service frequency is broadly the same as in the 2018 Transport Assessment .

4. Development Proposals

Revised Proposals

- 4.1. The latest development proposals remove development east of Robey's Lane, except for a proposed access onto the B5000 and associated link road. The details of these amendments are shown on the drawings provided in **Appendix B**.
- 4.2. A summary of the development proposals is detailed in **Table 3**.

Table 3: Development Proposals

| | Original Scheme (ES based on 1,700 dwellings) | Amended Scheme | Difference |
|-----------------------------|---|---------------------------------------|---------------|
| Site Size | 96ha | 73.6ha | -22.4ha |
| Residential | Up to 1,540 (including 100 beds Extra Care) | 1,370 (including 100 beds Extra Care) | 170 dwellings |
| Community Hub | Up to 2,250 | Up 2,250 | - |
| Primary School | 2ha | 2.2ha | + 0.2ha |
| Green Infrastructure | 50ha | 31.8ha | -18.2ha |

Vehicular Access Proposals

- 4.3. Access into the site would be provided from the B5000 and Robeys Lane, as illustrated on the site layout plan in **Appendix B**. The access strategy includes:
- 1) A new 4 arm roundabout on the B5000 (opposite Chiltern Road);
 - 2) Improvements to the B5000/Robey's Lane junction which include the introduction of traffic signals;
 - 3) Robey's Lane would be realigned into the site, approximately 150m to the north of the B5000;
 - 4) Robeys Lane would be realigned into the site, approximately 600m to the north of the B5000; and
 - 5) Robeys Lane would be stopped up to vehicular traffic for approximately 400m (this section of Robeys Lane would operate as a pedestrian, cyclist and emergency vehicle link); and
- 4.4. Drawings illustrating the above access proposals are included in **Appendix C**.
- 4.5. The location and design of the new four arm roundabout on the B5000 (Junction 1) and the traffic signal-controlled junction on the B5000 (Junction 2) remain broadly the same as detailed within the 2018 Transport Assessment, albeit with some minor revisions which include the following:
- The 3m wide footway/cycleway to the east of Robeys Lane has been removed from the proposals so that the existing trees/hedgerow (vegetation) can be retained;
 - The 3m wide footway/cycleway to the north of the B5000 is not considered necessary and has been removed from the proposals;
 - Provided a single lane entry on Robeys Lane (as opposed to two). This limits the impact upon the existing vegetation within this area;
 - The junction has been moved further south to limit impact the impact upon existing vegetation;

- The length of the two-lane approach on the B5000 eastern arm has been reduced.
 - The controlled pedestrian crossings on Robeys Lane and the B5000 (East) have been removed. This has enabled the splitter islands to be reduced in width.
 - A Toucan crossing is provided on the B5000 between Robeys Lane and the new four arm roundabout.
- 4.6. With more than one point of access provided into the site this ensures that in the event of an emergency the traffic demands can be accommodated. This strategy is consistent with what was proposed within the 2018 Transport Assessment and agreed with Warwickshire County Council.
- 4.7. The main changes of note concerning the access proposals are to Robey's Lane. The proposals now divert Robey's Lane into the site from the north and south. Between these points the existing section of Robey's Lane would be stopped up to vehicular traffic. This section of Robey's Lane would become a route for pedestrians and cyclists only.
- 4.8. This report does not detail the delivery timetable for the site accesses, nor detail where any temporary construction accesses (if there are to be any) would be located. Should the application be approved, this information would be provided as part of the phasing details for the site or could be agreed as part of any conditions on the outline permission.
- 4.9. All vehicles routing to/from the north (i.e. Alvecote) would be required to divert into the site. The main spine road through the site would be suitable for buses with a carriageway width of 6.75m provided. This remains the same as proposed within the 2018 Transport Assessment.
- 4.10. Capacity assessment modelling using ARCADY and LINSIG was carried out in the 2018 Transport Assessment and indicated that the junction arrangements would operate within capacity for the critical AM and PM peak periods. The development proposals now propose 330 fewer dwellings on site (19.41% reduction when compared against what was assessed as part of the 2018 Transport Assessment). The conclusions drawn within the 2018 Transport Assessment are therefore considered to remain valid/applicable.
- 4.11. A revised Stage One Road Safety Audit has also been carried out on all access proposals and the designer's response to the problems raised have confirmed that all matters can be resolved. A copy of the Stage 1 Road Safety Audit and designers' response is provided in **Appendix D**. Further revisions are likely to be necessary as part of the detailed design/technical approval process. This process includes demonstrating that design elements such as geometric standards, forward visibility splays and junction layouts are in accordance with Design Manual for Roads and Bridges, as well as providing more details such as swept path tracks, the location for pedestrian/cycle crossing points at the proposed roundabout, according with the latest guidance on the layout and dimensions for shared/segregated footway/cycleways and direction of stagger arrangements at signals. A Stage Two Road Safety Audit would be required which may require revisions to be made to the designs currently proposed.
- 4.12. The access drawings were previously considered acceptable in principle. The latest proposals are the broadly the same and so are still considered to be acceptable.

Pedestrian & Cycle Access Proposals

- 4.13. Pedestrian and cycle access proposals remain broadly the same with access proposed onto the B5000 and Robey's Lane.

- 4.14. The only change of note is the removal of the proposed shared footway/cycleway to the east of Robey's Lane and north of the B5000. The shared use footway/cycleway to the east of Robeys Lane would require the removal of vegetation. The design has subsequently been revised to avoid this.
- 4.15. The indicative layout also includes possible pedestrian/cycle connections up to the western boundary of the site (adjacent to the former golf course site to the west).

Internal Layout

- 4.16. The internal layout would be finalised once a Reserved Matters application is made and would be designed in accordance with the appropriate national and local highway design guidance. Consideration would also be given to the principles set out in LTN 1/20 with respect to pedestrians and cyclists.
- 4.17. For this application, only access is being considered as described earlier. As part of the Reserved Matters application the applicant would submit vehicle tracking which shows that a refuse vehicle of not less than 11.6m in length can access and egress the site safely in forward gear. The layout of the site would be designed so that a refuse vehicle would be able to get within 25m of all bin collection points. The site layout would also be tracked using a bus to ensure that a bus can satisfactorily manoeuvre around the site.

Parking

- 4.18. The 2018 Transport Assessment confirmed that car parking spaces would be provided within the development in accordance with North Warwickshire Borough's policies. If the planning application is approved this would be assessed as part of a Reserved Matters application. The revised development proposals do not change this position.

Servicing and Refuse Collection

- 4.19. Servicing and refuse collection would now be unchanged. Within the site particular attention has been paid during the design process to assure that service vehicles would be able to manoeuvre safely throughout the development site. Cul-de-sacs and dead-end streets would provide turning heads for larger vehicles to enter and exit the areas in forward gear.

5. Sustainable Transport Strategy

Introduction

- 5.1. The 2018 Transport Assessment and Framework Travel Plan reports submitted in support of the 2018 application have, in accordance with current national and local guidance and policy documents, emphasised the importance of introducing measures to ensure that residents at the new development can make choices to travel by sustainable modes. These measures include connection to existing footway/cycleways as well as delivery of infrastructure as part of the development and build-out of the site itself. The following measure remain unchanged from those detailed in 2018.

Pedestrians & Cyclists

- 5.2. To encourage walking and cycling to/from the development, links are proposed onto the B5000, Robey's Lane and the former Golf Course site.

New Residents Local Sustainable Travel Pack

- 5.3. It is proposed that all new residents of the development would receive a local sustainable travel pack upon occupation. The travel pack would provide useful information in relation to sustainable travel options to assist residents in making informed choices for travelling to/from the site. The travel packs would include information such as:
- Plans showing the location of local bus stops and rail stations;
 - Details of the services from the local bus stops;
 - Walking maps and plans showing local cycle routes;
 - Contact details for organisations providing public transport information;
 - Details of local taxi operators;
 - Plans showing local amenities and facilities (shops, schools and community facilities); and
 - Details of local discounted ticketing arrangements for public transport operators.
- 5.4. The sales team would ensure that the travel packs contain up-to-date information on public transport services. The travel packs would be provided in hard copy, however, the information could also be provided on any website which is used to promote or advertise the proposed development.

Public Transport Strategy

- 5.5. It is provided for bus services to access and penetrate the proposed development. The site layout is illustrated in **Appendix B**. This plan demonstrates how the layout of the site can be arranged so that an attractive bus service can be provided through the site. Bus stops and other facilities would be provided along the route of the bus service through the development site. The provision for such bus routes would ensure that residential properties are within 400 metres of a bus service.
- 5.6. The previous site layout included a bus gate within the site. The revised layout forming part of this submission removes the bus gate (no longer necessary). Buses would route to/from the B5000 via the new site access roundabout, with a loop provided within the site. The bus route would measure 6.75m wide (minimum) within the site.

- 5.7. In addition to the existing bus stops on the B5000, and those to the south on Chiltern Road and west of the site on the former Tamworth Golf Course site, new stop stops are also proposed on the B5000 immediately to the east of the proposed roundabout, as well as providing new stops within the site.
- 5.8. The bus route to be provided through the site is to be constructed to allow for buses to travel unhindered and bus stops are to be located to ensure that residents would be within 400m of a bus stop.
- 5.9. Discussions have previously been held with Warwickshire County Council's public transport officers and Arriva, and options to serve the site include the provision of a bespoke service, or the diversion of the No.65 service.
- 5.10. Further details of the public transport strategy and infrastructure would be provided as part of the phasing details and any Reserved Matters application as appropriate.
- 5.11. Provision of information on bus services would be accessible to all residents, in advance of occupying the site. Information would include details on routes, services, timetables and fares. This information would be displayed in 'New Household Sustainable Travel Packs'
- 5.12. Through the provision of 'New Household Local Sustainable Travel Packs' vouchers for 2 free bus passes for 3 months (or 1 bus pass valid for 6 months) per household would be provided. These vouchers would be provided on request to the first occupiers of each property only.

Local Services & Facilities

- 5.13. There are local services and facilities within walking/cycling distance of the site, most notably at Stonydelph and Polesworth. Further afield the closest large retail provision is at Tamworth. A community hub is to be provided within the site, however the delivery timescale for delivery is unspecified and in the interim years, residents would need to rely on facilities in the local area. The details for the layout and servicing arrangements of the community hub should be provided as part of a Reserved Matters application.

6. Vehicle Trip Generation & Distribution

2018 Vehicle Trip Generation

- 6.1. The vehicle trip rates from 2018 Transport Assessment were calculated using the TRICS online database and are detailed in **Table 4**. Trip rates are detailed for the periods 08:00-09:00 (AM Peak) and 17:00-18:00 (PM Peak) which are the times the local/strategic highway network is typically most congested. Note: The 2018 Transport Assessment considered a development of 1,700 as opposed to 1,540 dwellings. This Addendum considers 1,370 dwellings (a reduction of 19.41%).

Table 4: 2018 Transport Assessment Vehicle Trip Rates

| Time Period | Trip Rate per Dwelling | | | Trip Generation for 1,700 Dwellings | | |
|-------------|------------------------|------------|-------|-------------------------------------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak | 0.148 | 0.415 | 0.563 | 252 | 706 | 957 |
| PM Peak | 0.396 | 0.232 | 0.628 | 673 | 394 | 1,068 |

| Time Period | Trip Rate per Pupil | | | Trip Generation for 420 Pupils | | |
|-------------|---------------------|------------|-------|--------------------------------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak | 0.272 | 0.190 | 0.462 | 114 | 80 | 194 |
| PM Peak | 0.021 | 0.034 | 0.055 | 9 | 14 | 23 |

- 6.2. The above trip rates were obtained for the 'houses privately owned' and 'primary school' categories. The other proposed land uses within the development site such as the community hub, care home and sports pitches are all considered ancillary and would primarily serve the local population within the development. It was accepted as part of the 2018 submission that these land uses would mostly generate internal trips and were therefore excluded from further analysis.
- 6.3. The 2018 Transport Assessment also identified a 60% reduction factor in vehicular trips for the primary school. This was agreed with Warwickshire County Council.

2023 Trip Generation

- 6.4. A trip generation comparison exercise has also been undertaken using a more recent version of the TRICS database. For robustness and ease of comparison the same parameters as used in the 2018 Transport Assessment have been used. The results of this exercise are provided in **Table 5**.

Table 5: 2023 Transport Assessment Vehicle Trip Rates

| Time Period | Trip Rate per Dwelling | | | Trip Generation for 1,370 Dwellings | | |
|-------------|------------------------|------------|-------|-------------------------------------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak | 0.157 | 0.375 | 0.532 | 215 | 514 | 729 |
| PM Peak | 0.332 | 0.164 | 0.496 | 455 | 225 | 680 |

| Time Period | Trip Rate per Pupil | | | Trip Generation for 420 Pupils | | |
|-------------|---------------------|------------|-------|--------------------------------|------------|-------|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| AM Peak | 0.279 | 0.228 | 0.507 | 117 | 96 | 213 |
| PM Peak | 0.116 | 0.035 | 0.051 | 7 | 15 | 21 |

- 6.5. As detailed in **Table 5** the residential trip rates indicate a slight decrease whilst the primary school trip rates indicate a slight increase. The full TRICS output files are included in **Appendix E**.

Comparison of Trip Generation

- 6.6. A comparison between the 2018 trip generation calculations and those from the latest version of TRICS is provided in **Table 6**. This table details the combined AM and PM peak hour trip generation for both the residential proposals and the primary school. For ease, the trip generation totals do not include the 60% reduction factor in vehicular trips for the primary school, which could be used to reflect other nearby schools (agreed as part of the 2018 submission).

Table 6: Peak Hour Vehicle Trip Generation

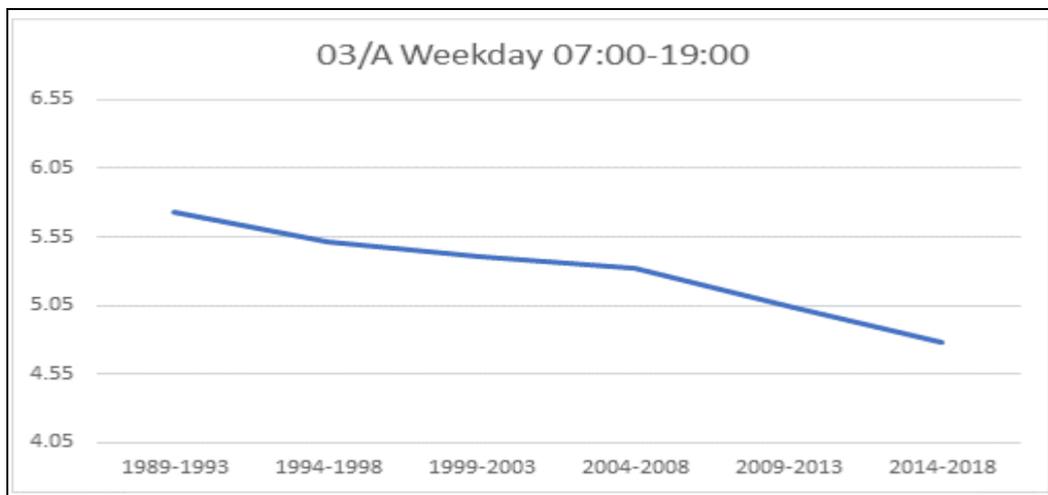
| TRICS | Original Scheme (ES based on 1,700 dwellings) | Amended Scheme (based upon 1,370 dwellings) | Difference |
|-----------------|---|---|--------------|
| 2018 Trip Rates | 2,242 | 1,849 | -393 (17.5%) |
| 2023 Trip Rates | 1,965 | 1,626 | -339 (17.3%) |

- 6.7. The results in **Table 6** indicate that the revised development proposals would result in a significant reduction in trips (circa 17%). This reduction would occur regardless of whether the agreed 2018 trip rates or the latest trip rates are used. If using the latest TRICS trip rates this results in fewer trips overall. The difference between the TRICS derived trip rates is understandable as the TRICS database is being continually updated with new survey data being added to the database. The trend is that over recent years the vehicle trip rates for residential developments within TRICS has reduced (discussed in more detail below).
- 6.8. In order to provide a robust assessment and for ease of comparison with the 2018 Transport Assessment the trip rates used to calculate the development flows for the 2024 scheme are the same as agreed within the 2018 Transport Assessment (as detailed in **Table 4**).

Trip Reductions

- 6.9. Research undertaken in recent years has shown there to be a reduction in trip rates across several land use classes over the last 30 years. The TRICS document entitled 'TRICS Guidance Note on Changes in Travel Behaviour August 2019' includes analysis (on Page 12 of the document), which shows that daily trip rates for private residential use have decreased by 15.8% between the 1989 and 2018 long-term period. This graph has been extracted and shown in **Figure 2**.

Figure 2: TRICS Analysis of Change in Private Residential Daily Trips



- 6.10. It is clear that trip rates have reduced over the last 30 years and are certain to reduce further going forward as people change their travel behaviours and undertake fewer trips.
- 6.11. Additionally, trip rates are likely to fall further in future years due to large increases in people working from home due to lifestyle changes brought about by the Covid-19 pandemic and improvements in remote working capabilities due to technological advancements. This is evident by the traffic surveys results presented in **Table 1** and **Figure 1**.
- 6.12. Given that approximately 22% of trips are commuter-related (National Travel Survey 2019, Table NTS0502), if people work from home at least two days a week (i.e. 40% of the time), it can be estimated that there would be a further 8.8% reduction in residential trips to work in the future.
- 6.13. Furthermore, Page 9 of the '*TRICS Guidance Note on Changes in Travel Behaviour August 2019*' document shows analysis of the amount of shopping trips undertaken between 2002 and 2017. This shows a reduction in shopping trips of 15% over this period. This reduction is also likely to have been made more significant since the 2018 submission due to the growth in online shopping, particularly over the last 2-3 years due to the Covid-19 pandemic and this is highly unlikely to return to former levels as lifestyle patterns are now significantly based around online activities.

Trip Distribution

- 6.14. The trip distribution for the forecast generated trips was previously derived based on Census Journey to Work data and this suggested that just 9% of traffic would route east along the B5000 towards Polesworth, and 91% would route west towards Tamworth and those travelling beyond would use routes via the M42 junction 10, or south and west from Marlborough Way. The distribution of development traffic from the revised development proposals is expected to be no different to that agreed as part of the 2018 Transport Assessment (no change).

Summary

- 6.15. Overall, it is considered that the revised schedule for the site is acceptable in highway terms given that it would generate fewer vehicle trips (during the highway peak hours and day) than previously agreed in 2018. With further reductions likely due to home working and home deliveries the impact of the development upon the local highway network is expected to be less than predicted in 2018. The proposals should therefore continue to be viewed as acceptable.

7. Development Impact

Study Area

- 7.1. This Transport Assessment Addendum considers the same study area assessed within the 2018 Transport Assessment. The only exception to this is the B5000 / Beyer Close / Mercian Way Roundabout where no data has been obtained. Data has however been obtained for the B5000 / Sandy Way / Pennine Way Roundabout and the B5000 / Woodland Road / Silver Link Road Roundabout which lie directly to the east and west of the B5000 / Beyer Close / Mercian Way roundabout. This data has enabled Waterman to determine if there has been any changes in traffic flows locally.

Assessment Scenarios

- 7.2. The 2018 Transport Assessment included assessments which were undertaken in 2026 using:
- 2026 baseline traffic flows (including committed developments as detailed in **Table 9**); and
 - 2026 baseline (including committed developments) plus development traffic flows.
- 7.3. For the junctions within Warwickshire, 2026 traffic flows were extracted from the Atherstone Paramics Model. For the junctions in Staffordshire traffic flows were obtained from planning application No. 0088/2015 and then factored up, to the assessment year 2026.
- 7.4. For the purposes of this comparative assessment the 2023 baseline traffic flows have been factored up from 2023 to 2026 by utilising TEMPro growth factors. These have been derived from the 'Core' scenario dataset within the National Trip End Model (NTEM). This Model forecasts the growth in trip origin-destinations (or productions-attractions) up to 2060. Datasets within Tamworth and North Warwickshire have been used to calculate a local growth factor which has then been applied to the 2023 weekday AM/PM peak hour traffic flows. The resulting growth factor is displayed in **Table 7**.

Table 7: NTEM Traffic Growth using (TEMPro Version 8.1) dataset 80

| Level | Area | Local Growth Figure Weekday AM | Local Growth Figure Weekday PM |
|---|------------------------|-----------------------------------|-----------------------------------|
| E02006219 | Tamworth 003 | 1.009 | 1.007 |
| E02006223 | Tamworth 007 | 1.019 | 1.016 |
| E02006224 | Tamworth 008 | 1.006 | 1.002 |
| E02006468 | North Warwickshire 001 | 1.026 | 1.026 |
| Average of AM & PM Growth Figure | | 1.014 (1.4%) | |

- 7.5. The information in **Table 7** details how traffic flows on the local highway network would grow by 1.4% between 2023 and 2026 (0.47% per annum). This is considered a highly robust figure, when considering how traffic flows have decreased by 2.8% since 2016 (0.40% per annum), as detailed in **Table 1**.
- 7.6. The TEMPro database also includes several other datasets and of particular note is the 'Behavioural Change' dataset This dataset results in a reduction in flows of 2.4% (0.8% per annum) between 2023 and 2026, as demonstrated by the growth factor in **Table 8**.

Table 8: NTEM Traffic Growth using (TEMPRO Version 8.1) dataset 80 - Alternative Dataset

| Dataset Description | Average of AM & PM Growth Figure |
|---------------------|----------------------------------|
| Behavioural Change | 0.976 (-2.4%) |

- 7.7. With the way travel patterns have changed over recent years, with more and more people working from home due to lifestyle changes brought about by the Covid-19 pandemic, improvements in remote working capabilities (due to technological advancements) and the increase in online shopping it is considered more likely that traffic flows would continue to decrease rather than grow, as evidenced by the data in **Table 1** and the growth factor in **Table 8**.
- 7.8. Nevertheless, to provide a robust assessment all baseline traffic flows have been increased by 1.4% (as per the growth factor generated by the core dataset within the TEMPro software).

Committed Developments & Highway Improvement Schemes

- 7.9. The baseline 2026 traffic flows detailed within the 2018 Transport Assessment included a wide range of committed development schemes, as detailed in **Table 9**. Several highway improvement works were also accounted for within the Atherstone Paramics Model. These schemes are listed in **Table 9**.

Table 9: Committed Developments & Highway Improvement Schemes

| Committed Development | Highway Improvement Scheme |
|--|--|
| Tamworth Golf Club | Hall End Farm Access |
| Land South of Grendon | Holly Lane Masterplan |
| Plot 7, Bich Coppice | Land South of Grendon Access |
| Phase 1 Danny Morson Way | Tamworth golf Club Access |
| Land at Hall End Farm | Holly Lane |
| Land at Outwoods Road | Tamworth Road / Marke Street |
| Aldi Food store Ltd | B5000 Canal Bridge Widening |
| Land South of Dairy House Farm | A5 / B5000 Link |
| Phase 3 Land at Beanstalk, Gypsy Lane | Enhanced A5 Proposals (Phase 1) |
| Land at Rowland Way | Dordon Signals |
| Land at Holly Lane | Holly Lane Widening Approaches |
| Land at Durnos Nurseries | Reconfiguration of M42 Signal Approaches & Junction Optimisation |
| Darwell Park | Grendon Roundabout |
| Former Polesworth High School | Birch Coppice Trinity Way Link |
| 5/7 Fairfield's Hill, Polesworth | - |
| Land at Whittington Farm, Atherstone | - |
| Atherstone Football Ground, Atherstone | - |
| Land at Whittington Farm, Atherstone | - |

| Committed Development | Highway Improvement Scheme |
|--------------------------------------|----------------------------|
| Former Britannia Mill, Atherstone | - |
| Former Sparrowdale School, Grendon | - |
| Land at Chapel House, Dordon | - |
| Land at Windy Ridge, Dordon | - |
| Birch Coppice | - |
| Land at Rowland Way | - |
| Land East of Centurial Park | - |
| Land North of Aldi, Whittington Lane | - |

- 7.10. The committed developments detailed in **Table 9** resulted in a 0.82% increase in traffic flows per annum (between the 2016 baseline traffic flows and the 2026 baseline traffic flows)
- 7.11. The information in **Table 7** details how traffic flows on the local highway network are expected to grow by 0.40% per annum between 2023 and 2026. Whilst this figure is less than the previous growth estimates applied in the 2018 Transport Assessment it is considered to still provide a robust assessment given the reduction in flows across the network over recent year (this trend is expected to continue). As a result, no 'additional' committed developments have been included in the 2026 baseline traffic flows.

Traffic Flows

2023 Baseline Traffic Flows

- 7.12. A summary of the 2023 AM (8am-9am) and PM (5pm-6pm) baseline peak hour traffic flows is provided in full in **Appendix E**. Data is provided for the same links and junctions assessed within the 2018 Transport Assessment.
- 7.13. As evidenced earlier in this report in **Table 1**, traffic flows on the local highway network have remained relatively constant since 2016, albeit they have slightly decreased across the network as a whole (3%).

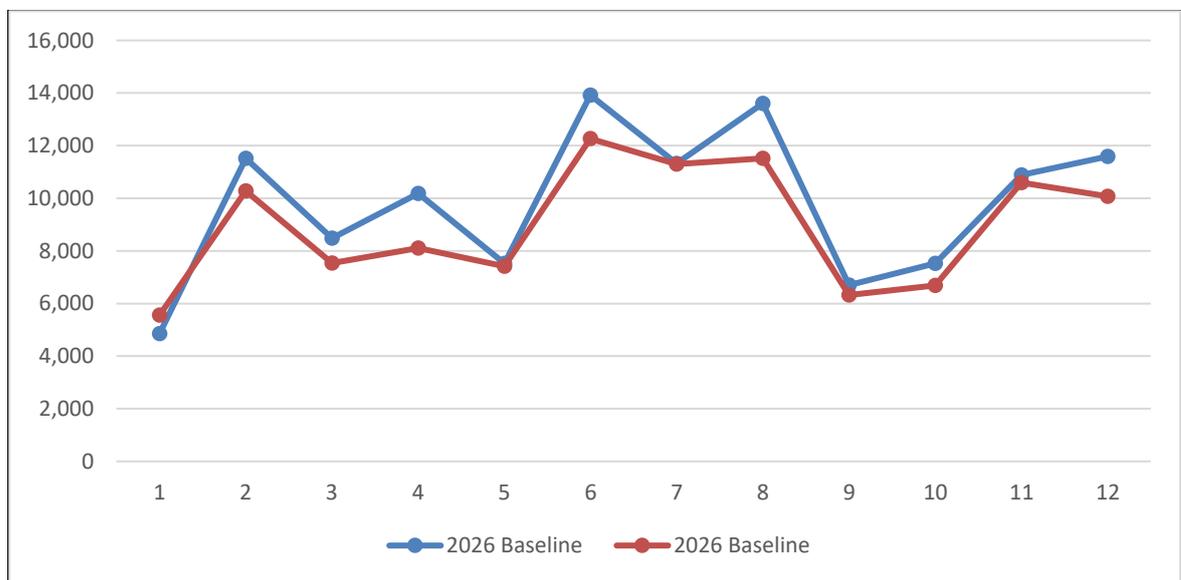
2026 Baseline Traffic Flows

- 7.14. The 2018 Transport Assessment considered the impact of the development in 2026 and included traffic flows from the committed developments detailed above in **Table 9**.
- 7.15. **Table 10** overleaf details the 2026 baseline peak hour traffic flows that were detailed within the 2018 Transport Assessment along with the new 2026 baseline peak hour traffic flows (calculated using the 2023 survey data and growthed to 2026 using the growth factor provided in **Table 7**).
- 7.16. All traffic flows shown are two way and are the morning (8am-9am) and evening peak hour (5pm-6pm) traffic flows combined at each junction. Traffic flows for each link within the study area are provided in full in **Appendix F**.

Table 10: 2026 Baseline Traffic Flows (Two-Way) - AM & PM Peaks Combined

| No. | Junction | 2026 Baseline (2018 TA) | 2026 Baseline (2024 TAA) | Difference |
|-----|---|-------------------------|--------------------------|----------------|
| 1 | Site Access Roundabout | 4,853 | 5,552 | 699 |
| 2 | B5000 / Pennine Way / Sandy Way Roundabout | 11,517 | 10,283 | -1,234 |
| 3 | A5 Slip Road / Pennine Way Roundabout | 8,481 | 7,531 | -950 |
| 4 | A5 Slip Road / Centurian Way / Quarry Hill / Pennine Way Roundabout | 7,521 | 7,409 | -112 |
| 5 | B5000 / Mercian Way / Beyer Close Roundabout | 10,177 | 8,111 | -2,066 |
| 6 | A5 / Marlborough Way Roundabout | 13,917 | 12,263 | -1,654 |
| 7 | B5000 / Silver Link Road / Woodland Road Roundabout | 11,325 | 11,295 | -30 |
| 8 | B5000 / Marlborough Way / Sheepcote Way Roundabout | 13,600 | 11,516 | -2,084 |
| 9 | B5000 / Abbey Road Roundabout | 6,694 | 6,321 | -373 |
| 10 | B5000 / Kettlebrook Road Roundabout | 7,529 | 6,683 | -846 |
| 11 | B5000 / Ankerdrive Roundabout | 10,884 | 10,590 | -294 |
| 12 | Bolebridge Street / Amington Road / Ankerdrive | 11,583 | 10,066 | -1,516 |
| | Total | 107,904 | 99,509 | -10,461 |

Figure 3: 2026 Baseline Traffic Flows (Two-Way) - AM & PM Peaks Combined



7.17. As evidenced in **Table 10** and **Figure 3**, with the exception of the site access roundabout all junctions show a decrease in traffic flows. Across the local highway network as a whole, forecast traffic flows are predicted to be 8.86% lower than previously detailed in the 2018 Transport Assessment. This is because traffic flows have decreased rather than increase, as evidenced by the data in **Table 1** and **Figure 1**.

7.18. With the 2026 baseline traffic flows forecast to be lower than previous estimates, all 2026 baseline assessments and conclusions drawn within the 2018 Transport Assessment are considered to remain valid/applicable.

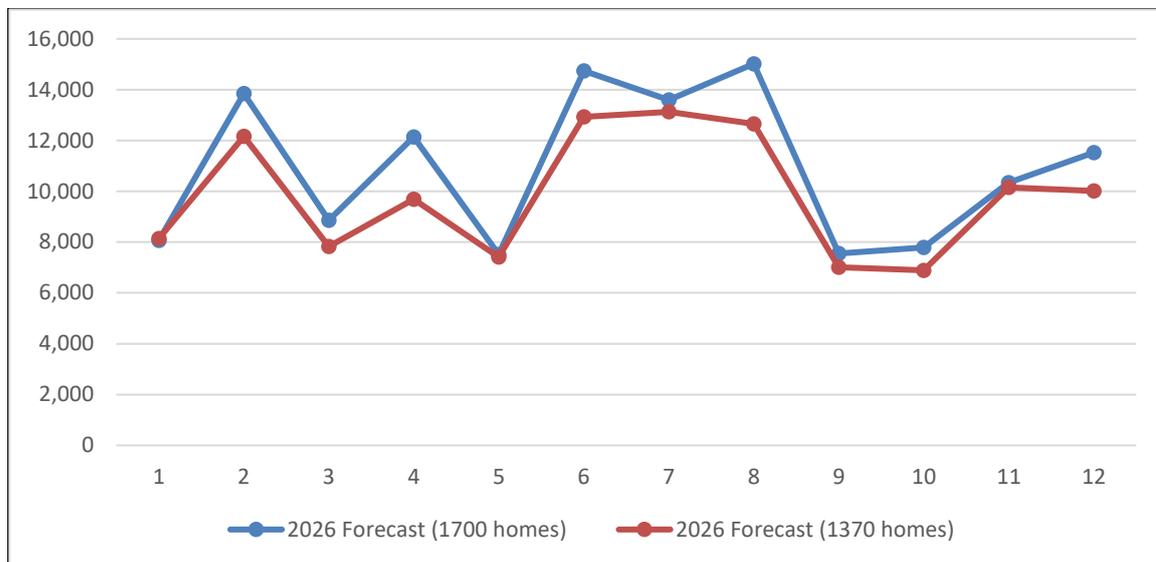
2026 Forecast Traffic Flows (Including Development)

7.19. **Table 11** details the 2026 base plus development peak hour traffic flows that were detailed within the 2018 Transport Assessment along with the new 2026 base plus development peak hour traffic flows (calculated using the 2023 survey data and latest development proposals). All traffic flows shown are two way and are the morning (8am-9am) and evening peak hour (5pm-6pm) traffic flows combined at each junction. Traffic flows for each link within the study area are detailed in full in **Appendix F**.

Table 11: 2026 Base + Development Traffic Flows (Two-Way) - AM & PM Peaks Combined

| No. | Junction | 2026 Forecast (Inc Dev) 2018 TA | 2026 Forecast (Inc Dev) 2024 TAA | Difference |
|-----|---|---------------------------------|----------------------------------|----------------|
| 1 | Site Access Roundabout | 8,070 | 8,145 | 75 |
| 2 | B5000 / Pennine Way / Sandy Way Roundabout | 13,852 | 12,165 | -1,687 |
| 3 | A5 Slip Road / Pennine Way Roundabout | 8,854 | 7,832 | -1,022 |
| 4 | A5 Slip Road / Centurian Way / Quarry Hill / Pennine Way Roundabout | 7,519 | 7,408 | -111 |
| 5 | B5000 / Mercian Way / Beyer Close Roundabout | 12,136 | 9,690 | -2,446 |
| 6 | A5 / Marlborough Way Roundabout | 14,739 | 12,925 | -1,814 |
| 7 | B5000 / Silver Link Road / Woodland Road Roundabout | 13,599 | 13,127 | -472 |
| 8 | B5000 / Marlborough Way / Sheepcote Way Roundabout | 15,018 | 12,658 | -2,360 |
| 9 | B5000 / Abbey Road Roundabout | 7,549 | 7,010 | -539 |
| 10 | B5000 / Kettlebrook Road Roundabout | 7,785 | 6,890 | -896 |
| 11 | B5000 / Ankerdrive Roundabout | 10,338 | 10,150 | -188 |
| 12 | Bolebridge Street / Amington Road / Ankerdrive | 11,517 | 10,013 | -1,504 |
| | Total | 118,840 | 108,322 | -12,964 |

Figure 4: 2026 Base + Development Traffic Flows (Two-Way) - AM & PM Peaks Combined



- 7.20. As evidenced in **Table 11**, with the exception of the site access roundabout all junctions show a decrease in traffic flows. The site access roundabout shows an increase of 75 two-way vehicle trips during the two peak hours. This equates to an increase of 0.92%. This increase is considered negligible.
- 7.21. Across the local highway network as a whole, forecast traffic flows are predicted to be 9.90% lower than previously detailed in the 2018 Transport assessment. This is primarily because the baseline traffic flows are now lower and the latest development proposals result in fewer trips.
- 7.22. With the 2026 forecast traffic flows (including development traffic) lower than previous estimates, all 2026 with developments assessments and conclusions drawn within the 2018 Transport Assessment are considered to remain valid/applicable.

Air and Noise Assessments

- 7.23. The 24-hour Annual Average Daily Traffic (AADT) traffic flows and the 18-hour Annual Average Weekday Traffic (AAWT) traffic flows are also indicated in **Appendix F**. These flows have been utilised in the respective air quality and noise assessments. To calculate the 24-hour and 18-hour traffic flows, the peak hour traffic flows have been factored up using a local growth factor, calculated from the results of 11 Automatic Traffic Counters (ATC) installed locally in 2023. A summary of this information and the resulting conversion factor is provided in **Table 12**.

Table 12: 2023 ATC Summary Table & AADT / AAWT Conversion Factors

| No. | Two Way Link Flow | Peak Hour (All Vehicles) | | AADT | 24hr AADT Conversion Factor | AAWT (All Vehicles) | 18hr AAWT Conversion Factor |
|-----|-------------------|--------------------------|---------|--------------|-----------------------------|---------------------|-----------------------------|
| | | AM Peak | PM Peak | All Vehicles | | | |
| 1 | Hermitage Lane | 366 | 264 | 2,991 | 4.8 | 2,927 | 4.6 |
| 2 | Linden Lane | 216 | 313 | 2,865 | 5.4 | 2,805 | 5.3 |

| No. | Two Way Link Flow | Peak Hour (All Vehicles) | | AAWT | 24hr AADT Conversion Factor | AAWT (All Vehicles) | 18hr AAWT Conversion Factor |
|----------------|---------------------|--------------------------|---------|--------------|-----------------------------|---------------------|-----------------------------|
| | | AM Peak | PM Peak | All Vehicles | | | |
| 3 | B5000 | 486 | 547 | 6,483 | 6.3 | 6,184 | 6.0 |
| 4 | Dordon Road | 510 | 362 | 4,577 | 5.3 | 4,424 | 5.1 |
| 5 | B5000 Tamworth Road | 1,227 | 1,311 | 14,079 | 5.5 | 13,679 | 5.4 |
| 6 | Tamworth Road | 947 | 1,075 | 10,613 | 5.2 | 11,170 | 5.5 |
| 7 | Mercian Way | 723 | 763 | 7,228 | 4.9 | 7,656 | 5.2 |
| 8 | Pennine Way | 1,313 | 1,532 | 14,557 | 5.1 | 15,078 | 5.3 |
| 9 | Robey's Lane | 99 | 103 | 997 | 4.9 | 1,031 | 5.1 |
| 10 | Watling Street | 2,260 | 2,337 | 27,622 | 6.0 | 27,699 | 6.0 |
| 11 | Dordon Road | 515 | 420 | 4,235 | 4.5 | 4,588 | 4.9 |
| Average | | | | | 5.4 | | 5.5 |

Junction Capacity Assessments

7.24. The 2018 Transport Assessment considered the impact of the proposed development upon the highway network within Warwickshire and Staffordshire (part only) by using the Atherstone Paramics Model. The results of the traffic modelling exercise for the 2026 with development scenario indicated that off-site junction improvement schemes were required at two junctions detailed in **Table 13**. Further details regarding the proposed improvement schemes are provided in Chapter 8. Also included in **Table 13** are details regarding the proposed 2026 with development traffic flows (using the latest traffic data and the revised development proposals). This information has been reviewed to determine if any additional mitigation is now required.

Table 13: Junction Capacity Assessment Summary (Paramics Modelling)

| Junction | Original Scheme (ES based on 1,700 dwellings) | Amended Scheme (based upon 1,370 dwellings) |
|------------------------------|---|---|
| Site Access Roundabout | Proposed Design Acceptable | Increase of 75 two-way vehicle trips during the two peak hours (0.92%). This increase is negligible, and the results of the previous traffic modelling are considered appropriate. The proposed design remains unchanged. |
| B5000 / Robey's Lane Traffic | Proposed Design Acceptable | Two-way traffic flows on the B5000 (east of Robey's Lane) have decreased by 0.7%. To the west of Robey's Lane, the two-way traffic flows on the B5000 |

| Junction | Original Scheme (ES based on 1,700 dwellings) | Amended Scheme (based upon 1,370 dwellings) |
|---|--|---|
| Signal Controlled Junction | | decrease by 7.6%. Robey's Lane would continue to serve a similar number of dwellings as proposed within the 2018 TA and remains a lightly trafficked road. Overall, the difference in flows at the junction is negligible and the results of the previous traffic modelling are considered appropriate. The proposed design remains unchanged |
| B5000 / Pennine Way / Sandy Way Roundabout | Improvements Required | Two-way traffic flows at the roundabout have decreased from 13,852 to 12,165 (a decrease of 12.2%). The results of the previous traffic modelling are considered to provide a robust / worst case assessment. The proposed mitigation strategy is considered appropriate and remains the same. |
| B5000 / Mercian Way / Beyer Close Roundabout | Improvements Required | Locally two-way traffic flows have decreased by 12.2% at the B5000 / Pennine Way / Sandy Way Roundabout and by 3.5% at the B5000 / Silver Link Road / Woodland Road Roundabout. Traffic flows at the B5000 / Mercian Way / Beyer Close Roundabout are also likely to have decreased. The results of the previous traffic modelling are considered to provide a robust / worst case assessment. The proposed mitigation strategy is considered appropriate and remains the same. |
| A5 Slip Road / Pennine Way Roundabout | No Improvements Required | Two-way traffic flows at the roundabout have decreased by 11.5%. The results of the previous traffic modelling are considered to provide a robust / worst case assessment. Therefore, no mitigation required. No change. |
| A5 Slip Road / Centurian Way / Quarry Hill / Pennine Way Roundabout | No Improvements Required | Two-way traffic flows at the roundabout have decreased by 1.5%. The results of the previous traffic modelling are considered to provide a robust / worst case assessment. Therefore, no mitigation required. No change. |

| Junction | Original Scheme (ES based on 1,700 dwellings) | Amended Scheme (based upon 1,370 dwellings) |
|----------------------------|---|---|
| M42 Junction 10 Roundabout | No Improvements Required | National Highways confirmed that the proposed development did not have a severe impact upon the strategic road network, and in particular the M42 Junction 10 Roundabout. The development proposals have since decreased in size as to have traffic flows on the highway network. The previous conclusions remain valid, and no mitigation works are necessary on the strategic highway network. No change. |

7.25. The 2018 Transport Assessment also considered the impact of the proposed development upon the highway network within Staffordshire by using the ARCADY modelling software to assess the capacity of seven off-site roundabouts in Tamworth (listed in **Table 14** below). The results of the traffic modelling exercise for the 2026 with development scenario indicated that no off-site junction improvement schemes were required at these roundabouts. Also included in **Table 14** are details regarding the proposed 2026 with development traffic flows, using the latest traffic data and the revised development proposals. This information has been reviewed to determine if any additional mitigation is required.

Table 14: Junction Capacity Assessment Summary (ARCADY Modelling)

| Junction | Original Scheme (ES based on 1,700 dwellings) | Amended Scheme (based upon 1,370 dwellings) |
|---|---|--|
| A5 / Marlborough Way Roundabout | No Improvements Required | Two-way traffic flows at the roundabout have decreased by 12.3%. The results of the previous traffic modelling are considered to provide a robust / worst case assessment. Therefore, no mitigation required. No change. |
| B5000 / Silver Link Road / Woodland Road Roundabout | No Improvements Required | Two-way traffic flows at the roundabout have decreased by 3.5%. The results of the previous traffic modelling are considered to provide a robust / worst case assessment. Therefore, no mitigation required. No change. |
| B5000 / Marlborough Way / Sheepcote Way Roundabout | No Improvements Required | Two-way traffic flows at the roundabout have decreased by 15.7%. The results of the previous traffic modelling are considered to provide a robust / worst case assessment. Therefore, no mitigation required. No change. |

| Junction | Original Scheme (ES based on 1,700 dwellings) | Amended Scheme (based upon 1,370 dwellings) |
|---|---|--|
| B5000 / Abbey Road Roundabout | No Improvements Required | Two-way traffic flows at the roundabout have decreased by 7.1%. The results of the previous traffic modelling are considered to provide a robust / worst case assessment. Therefore, no mitigation required. No change. |
| B5000 / Kettlebrook Road Roundabout | No Improvements Required | Two-way traffic flows at the roundabout have decreased by 11.5%. The results of the previous traffic modelling are considered to provide a robust / worst case assessment. Therefore, no mitigation required. No change. |
| B5000 / Ankerdrive Roundabout | No Improvements Required | Two-way traffic flows at the roundabout have decreased by 1.8%. The results of the previous traffic modelling are considered to provide a robust / worst case assessment. Therefore, no mitigation required. No change. |
| Bolebridge Street / Amington Road / Ankerdrive Roundabout | No Improvements Required | Two-way traffic flows at the roundabout have decreased by 13.1%. The results of the previous traffic modelling are considered to provide a robust / worst case assessment. Therefore, no mitigation required. No change. |

7.26. Following discussions with various stakeholders and members of the public, the 2018 Transport Assessment also considered the impact of the development upon the junctions listed in **Table 15**.

Table 15: Junction Capacity Assessment Summary (Qualitative Assessment)

| Junction | Original Scheme (ES based on 1,700 dwellings) | Amended Scheme (based upon 1,370 dwellings) |
|---|---|--|
| B5000 / Chiltern Road (west) Junction | Improvements Required | To improve the operation of the junction a ghost island right tun lane was proposed on the B5000. Traffic flows on the B5000 are now expected to decrease by 7.6% from the previous calculations. The proposed mitigation strategy is however still considered appropriate and would be provided. No change. |
| Tamworth Road / Mercian Way (Amington) Roundabout | No Improvements Required | The 2018 Transport Assessment concluded that the impact of the development proposals upon this junction would not be material. A maximum queue of 2 vehicles was recorded at the Roundabout in the with and without development scenarios The |

| Junction | Original Scheme (ES based on 1,700 dwellings) | Amended Scheme (based upon 1,370 dwellings) |
|---|---|---|
| | | increase in traffic resulting from the development was 3.9%. The development proposals have since decreased as to have traffic flows on the highway network. The previous conclusions remain valid, and no mitigation works are necessary at this roundabout. No change. |
| A5 / Bitterscote Drive Roundabout | No Improvements Required | The 2018 Transport Assessment concluded that the impact of the development proposals upon this junction would not be material (less than 3.1%) and do not require detailed assessment. The development proposals have since decreased as to have traffic flows on the highway network. The previous conclusions remain valid, and no mitigation works are necessary at this roundabout. No change |
| A453 / A51 / Bitterscote Drive Roundabout | No Improvements Required | The 2018 Transport Assessment concluded that the impact of the development proposals upon this junction would not be material (less than 3.1%) and do not require detailed assessment. The development proposals have since decreased as to have traffic flows on the highway network. The previous conclusions remain valid, and no mitigation works are necessary at this roundabout. No change |

7.27. With the 2026 forecast traffic flows (including development traffic) lower than previous estimates, all conclusions drawn within the 2018 Transport Assessment along with the proposed mitigation strategy are considered to remain valid/applicable. No additional mitigation is considered necessary.

8. Off-Site Mitigation Strategy

Agreed Mitigation Strategy

8.1. The mitigation strategy outlined within the 2018 Transport Assessment and discussed with the Local Highway Authorities during post application discussions remain unchanged. This is despite the reduction in baseline and forecast traffic flows on the local highway network when compared with that detailed within the 2018 Transport Assessment. The agreed mitigation strategy includes the following measures:

- Improvement works (traffic signals) at the B5000 / Robey's Lane junction.
 - The improvement works include the introduction of traffic signals at the existing B5000 / Robey's Lane junction. As part of the works the B5000 would be widened to enable ahead and right/left turn lanes to be provided along with Toucan crossing facilities and a shared footway/cycleway on Robey's Lane. These proposals are illustrated on the site access drawing provided in **Appendix C**.
 - These works would be funded by the applicant / developer prior and delivered as per the conditions set by the Local Authority (to be agreed).
- Improvement works at the B5000 / Sandy Way / Pennine Way Roundabout.
 - The improvement works include extending the length of the flare to two lanes on both the B5000 (east) arm and Pennine Way. A drawing illustrating the proposals is provided in **Appendix G**.
 - The applicant agrees to fund these works which would be secured through the S106 and delivered by Staffordshire County Council prior to occupation of 1,200 dwellings.
- Improvement works at the B5000 / Mercian Way / Beyer Close Roundabout.
 - The improvement works include widening the Mercian Way approach arm to three lanes. The works also include minor amendments to the circulatory carriageway width opposite Merian Way. A drawing illustrating the proposals is provided in **Appendix H**.
 - The applicant agrees to fund these works which would be secured through the S106 and delivered by Staffordshire County Council prior to occupation of 1,200 dwellings.
- Improvement works to the B5000 / Bridge Street / Market Street junction in Polesworth.
 - The trip distribution for the forecast generated trips has been agreed and results in just 9% of traffic routing to the east along the B5000 towards the B5000 / Bridge Street / Market Street junction in Polesworth. This now equates to 155 two-way vehicles during the morning and evening peak hours combined (utilising the agreed trip rates from the 2018 Transport Assessment, provided in **Table 4**). As a percentage of the 2026 traffic flows at the junction this equates to 5.65%. The anticipated increase in traffic is considered negligible and would fall within typical daily variations (circa 10%).
 - The Paramics modelling undertaken in support of the 2018 submission indicates that the development would have an impact at the B5000 / Bridge Street / Market Street junction in Polesworth, with notable increases in queues on Bridge Street, and modelled journey time information. The impacts are shown to be mitigated for in 2026 assessment scenarios because the signalisation scheme has been included.
 - Based on the modelled demand flows through this junction, Paramics indicates that the proposed development contributes 67% of the new traffic at the junction.

- Warwickshire County Council have requested a contribution of £600,000 towards the signalisation scheme (which is estimated to cost £900,000 in total).
- The applicant agrees to provide a contribution of £600,000 to these works, which would be delivered by Warwickshire County Council prior to occupation of 800 dwellings.
- Public transport provision and infrastructure, including bus penetration of the site and bus stop improvements/new infrastructure on the B5000.
 - In addition to the existing bus stops on the B5000 south of the site, and those on Chiltern Road, new stops are proposed on the B5000 immediately to the south-east of the proposed roundabout site access junction (as illustrated on the site access drawing included in **Appendix C**), as well as providing new stops within the site. Depending on the phased build-out of the development, it may also be necessary to construct a further pair of bus stops to the west of Robey's Lane (with suitable pedestrian connectivity) in order that residents are within 400m of a bus stop. A commuted sum for future maintenance of the bus stops would be provided by the applicant / developer as required.
 - The bus route to be provided through the site is to be constructed to allow for buses to travel unhindered and bus stops are to be located to ensure that residents would be within 400m of a bus stop. Further details would be provided as part of a Reserved Matters application.
 - Bus services currently operating in the area generally provide a reasonable level of service during the day and provide connections to Tamworth, Polesworth and Nuneaton. The Public Transport Operations Team at Warwickshire County Council has advised that as the site builds out and residents are more than 400m from a well serviced bus stop, then arrangements would need to be made to either divert an existing service into the site or provide a new service. Discussions have been held between with Arriva, and options to serve the site include the provision of a bespoke service, or the diversion of an existing service (No.65).
 - The applicant agrees to commit up to £175,000 per annum for a period of 5 years for the procurement of a bus service into the site.
- The implementation of a Framework Travel Plan to encourage the use of sustainable transport.
 - The Framework Travel Plan details a range of measures that would be made available to residents in order to encourage sustainable travel. Many of these, such as 2 x 3-month or 1 x 6-month free bus passes, a Local Sustainable Travel Pack and the appointment of a Travel Plan Coordinator are welcomed by Warwickshire County Council.
 - The implementation of the Travel Plan for the proposed development is seen as a positive initiative by the applicant to provide travel choice, enhance accessibility and, where possible, to encourage travel by modes other than the private car by residents.
- Road safety initiatives and safer routes to school contributions (applicant to provide a contribution).
 - It is likely during the early years of occupation; children of primary school age will need to access schools in the Polesworth or Tamworth area and will therefore need to travel outside of the site to access primary and secondary education. To address concerns for parents and children under Safer Routes to school Walking / Cycling Polesworth School, Birchwood Primary School, The Nethersole School and Dordon Primary School improved cycle/pedestrian and infrastructure links include:
 - Signalised crossing points on the B5000; and
 - Improved cycle/pedestrian link to Polesworth

- The applicant agrees to provide a contribution of £80,000 to improve the cycle/pedestrian link to Polesworth. These works which would be delivered by Warwickshire County Council prior to occupation of 150 dwellings. The signalised crossing points would be delivered as part of the improvement works (traffic signals) at the B5000 / Robey's Lane junction and the new site access roundabout on the B5000.
- Monitoring programme of Robey's Lane Railway Bridge.
 - Warwickshire County Council agreed that there is no requirement to alter the timings for the existing one-way traffic signal operation to the north of Robey's Lane at the railway bridge to accommodate development traffic flows. This layout currently operates to allow for the safe north-south movement of a relatively limited number of vehicle movements.
 - Concerns have been raised by the local communities of Alvecote and Shuttington in regard to the potential for increased traffic flows to use this route. Whilst the modelling does not indicate that significant numbers of development traffic will use this route, given the funding and delivery of more strategic highway improvements is uncertain, if congestion increases elsewhere on the network it could lead to increased levels of rat running.
 - It is agreed that following occupation of the development site that annual monitoring surveys would be carried out and the results submitted to Warwickshire County Council and if traffic flows are observed to significantly increase then the signal timings/length of cycle can be adjusted to discourage traffic from using this route.
 - The applicant / developer agrees to commit to funding a monitoring programme for traffic volumes using the Robey's Lane railway bridge to the north of the site. Warwickshire County Council would be provided with a contribution of £20,000 for the monitoring programme.

Disputed Mitigation Measures

8.2. The following measures are disputed:

- Widening of the canal bridges along the B5000 to Polesworth.
 - Warwickshire County Council have requested that the applicant / developer provide a contribution totalling £1,000,000 towards a scheme to widen the canal bridges (which create pinch points on the main transport routes to/from the centre of Polesworth).
 - The trip distribution for the forecast generated trips has been agreed and results in just 9% of traffic routing to the east along the B5000 towards Polesworth. This equates to 155 two-way vehicles during the morning and evening peak hours combined (utilising the agreed trip rates from the 2018 Transport Assessment, provided in **Table 4**). As a percentage of the 2026 forecast two-way traffic flows on the B5000 this equates to 5.64%. The anticipated increase in traffic is considered negligible and would fall within typical daily variations (circa 10%).
 - The traffic modelling information indicates that the increase would be even less, at 0.51% (14 vehicles). This figure is lower due to background traffic on the network redistributing to other routes following occupation of the proposed development.
 - The applicant has fundamental concerns with the suggested contribution to the widening of the canal bridges in Polesworth. Firstly, the development traffic flows demonstrate that it is not necessary to mitigate the proposed development. Warwickshire County Council have not provided any compelling evidence that it is required. Further, there is no evidence that the alterations are deliverable. Warwickshire County Council have previously stated that no work has been undertaken to cost the proposed widening works and so the contribution request has

no basis.

- Overall, the requested contribution is considered not to meet the CIL tests of regulation 122 in that they are not:
 - necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- Sustainable transport link to Birch Coppice Business Park.
 - Warwickshire County Council have also requested that the applicant / developer provide a contribution totalling £200,000 towards a scheme to provide a sustainable transport link to the A5 and thus to the Birch Coppice Business Park.
 - Warwickshire County Council's Cycling Team have advised that this scheme was proposed as part of the Draft Local Plan work, and that upgrading the existing bridleway (that routes via Birchmoor along Green Lane) is likely to be the cheapest option and provide a more direct link to Birch Coppice Business Park. This route would require approval from National Highways for the connection onto the A5. No detailed cost estimates or design work have yet been carried out. The alternative routes would be for cyclists to travel via Stonydelph and M42 junction 10 (circa 4.0km) or via Polesworth and Doron (circa 4.7km).
 - The likelihood is that some people would choose to route via Stonydelph, some would route via Polesworth and some would route via the existing Bridleway.
 - This contribution is not justified. Similar to the canal bridge widening it appears aspirational and is not rooted in impacts from the development. Further, again there is no information to support that the scheme is deliverable or that the contribution is based on any reasonable cost assessment.
- A5 Housing Investment Grant – Recovery and Recycling Strategy
 - Homes England has made available Housing Investment Grant and, on behalf of Warwickshire County Council, the Department for Levelling Up, Housing and Communities is providing the grant directly to the Department for Transport to carry out the following works to the A5:
 - a) a new roundabout and extension of the existing A5 dual carriageway at Dordon;
 - b) improvements to A5/Spon Lane roundabout; and
 - c) improvements to A5/Holly roundabout and localised widening of the A5.
 - A number of Housing Sites allocated in the North Warwickshire Local Plan as adopted by the Borough Council in September 2021, were identified in the Housing Investment Grant. Without the delivery of the highways works identified above, we understand that National Highways would object to the applications and likely recommended or direct that permission is refused.
 - One of the conditions of the grant is that Warwickshire County Council has to implement a strategy to recover and recycle Housing Investment Grant funds to be recycled for use by the County Council to unlock housing delivery within North Warwickshire. Therefore, Warwickshire County Council seeks to secure proportionate contributions from developments which can be shown to have been enabled by the works and likely to consume a material part of the capacity created by the schemes forward funded by the Housing Investment Grant. A contribution of £9,950,718 is requested via correspondence dated XXX.
 - This figure is completely unjustified when considering the minimal impact, the proposals would have upon the A5 corridor. As a result, this contribution is strongly disputed.

- National Highways have previously confirmed that all technical parameters of the 2018 Transport Assessment are agreed and the development impacts of 1,700 dwellings would be “**smaller than the day-to-day variation in traffic flows**”. See correspondence included in **Appendix A**. National Highways previously concluded that no highway mitigation scheme for the strategic highway network is required as a result of the development proposals. Given that the revised development is expected to generate fewer vehicles trips and traffic flows on the highway network have decreased the same conclusions as detailed in response to the 2018 submission are considered appropriate.
- In terms of impact upon the A5 at Dordon the development proposals were previously expected to result in an increase in traffic flows of 0.46% (34 vehicles) across the morning/evening peak hours combined. This level of increase is considered minimal and within the level of daily flow change on the A5. When considering the two peak hours result in excess of 7,000 vehicle movements along the A5, such a small increase in traffic would not result in a detrimental impact upon the performance of this road. The request for circa £10 million appears aspirational and is not rooted in impacts from the development. There is no explanation from Warwickshire County Council provided as to how the figure has been calculated.
- This Addendum considers 1,370 dwellings which correlates to a reduction in dwellings of 19.41% (when compared to the number of dwellings considered as part of the 2018 Transport Assessment). This would result in an increase in flows of only 27 vehicles across the morning/evening peak hours combined. This impact is considered minimal.
- The requested contribution is not necessary to make the development acceptable in planning terms, directly related to the development or fairly and reasonably related in scale and kind to the development.

Summary

- 8.3. No additional mitigation is required or proposed as part of this revised application for the operational phase.

9. Construction Impact

- 9.1. The 2018 Transport Assessment provides some guiding principles around managing the impacts of construction traffic. All of the principles set out in the 2018 Transport Assessment (repeated below) would assist in managing construction traffic associated with the proposed development:
- Delivery vehicles would access and egress the site from the B5000;
 - A routing strategy would be prepared, and drivers advised of this in order to limit the impact of vehicles on the local highway network. The Traffic Management Plan would be agreed with the Local Highway Authorities;
 - All contractors would be made aware of the agreed route and would be expected to enforce its use through the implementation of penalties;
 - Signage would be erected within the site to clearly direct traffic;
 - The site working hours are likely to be as follows:
 - 8:00am to 6:00pm Monday to Friday;
 - 8:00am to 2:00pm on Saturday; and
 - No works would take place on Sundays or Bank Holidays.
 - Delivery vehicles, whenever practical, would avoid peak hours to reduce traffic congestion and nuisance on the local highway network;
 - Vehicles associated with the development would not park on the local highway network;
 - Where works impact on the 'live' public highway, appropriate temporary traffic regulation orders would be put in place;
 - On site car parking would be provided for essential contractor vehicles;
 - The entrance to the site would be kept clear and clean. Appropriate cleaning/sweeping would be carried out;
 - In the interests of environmental and road safety all containers carrying materials would be appropriately covered or secured to prevent soiling of the highway network, causing a hazard to vehicles, pedestrian and cyclists;
 - The site would be appropriately secured; and
 - A 5-10mph speed limit could also be introduced across the site.
- 9.2. This revised application seeks a formal amendment to the existing application that would remove development east of Robey's Lane, with the exception of a proposed access onto the B5000 and associated link road. The effects of this change would either remain the same as previously assessed or reduce (i.e. less development overall and removing development from the Strategic Gap). These changes would not materially change the construction impacts outlined within the 2018 Transport Assessment.
- 9.3. A condition is requested for a detailed Construction Management Plan so that further details can be provided to the Local Planning Authority for approval.
- 9.4. In addition to the general principles outlined above, further details would be provided within the detailed Construction Management Plan. These include:
- the location for construction access points;
 - the numbers of HGVs likely to be travelling on the network;

- details concerning the enforcement of any agreed HGV routing plan;
- temporary signage for on and off site;
- plans indicating compounds and locations for construction staff parking;
- a highways condition survey.

9.5. In summary no additional mitigation is required as part of this revised application and the previous request for a condition as set out above should be retained.

10. Summary

10.1. The conclusions of the Transport Assessment Addendum are as follows:

- There have been no significant planning policy or guidance changes of relevance to the assessment.
- Baseline conditions on the local highway network remain broadly the same with regards to highway infrastructure, sustainable transport infrastructure and public transport services.
- Some baseline conditions show significant betterment. For example:
 - traffic flows have decreased on the local highway network; and
 - the number of collisions on the local highway network has reduced considerably over the most recent 5-year period (55.7% less).
- There has been no significant change in regard to cumulative developments considered.
- Forecast traffic growth is slightly lower than previously estimated (0.47% per annum as opposed to 0.5% per annum).
- This revised application proposes a development of up to 1,370 dwellings, as opposed to 1,700 dwellings (considered within the 2018 Transport Assessment). Vehicle trips to/from the development are now significantly less than previous calculations, 19.41% reduction.
- The existing mitigation incorporated into the 2018 Transport Assessment remains appropriate and adequate.
- No additional mitigation is required.
- The construction impact would remain the same as detailed within the 2018 Transport Assessment.
- The proposed access strategy is considered appropriate.
 - The location and design of the new 4 arm roundabout on the B5000 (Junction 1) and the traffic signal-controlled junction on the B5000 (Junction 2) remain broadly the same as the proposals detailed within the 2018 Transport Assessment.
 - Robey's Lane would be realigned into the site, approximately 150m to the north of the B5000;
 - Robeys Lane would be realigned into the site, approximately 600m to the north of the B5000; and
 - Robeys Lane would be stopped up to vehicular traffic for approximately 400m (this section of Robeys Lane would operate as a pedestrian, cyclist and emergency vehicle link); and
 - A revised Stage One Road Safety Audit has also been carried out on all access proposals and the designer's response to the problems raised have confirmed that all matters can be resolved.

10.2. Overall, it is considered that the revised schedule for the site is acceptable in highway terms given that it would generate fewer vehicle trips (during the highway peak hours and day) than previously agreed in 2018. With further reductions likely due to home working and home deliveries the impact of the development upon the local highway network is expected to be less than predicted in 2018.

10.3. The overall traffic and transport demands of the proposed development would be accommodated on the highway network. The conclusion of the 2018 Transport Assessment remains applicable in that the residual impact of the proposed development would be negligible.

APPENDICES

A. Highways Consultation Responses



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Catherine Brookes (Divisional Director)
Operations Directorate
Midlands Region
Highways England
planningm@highwaysengland.co.uk

To: North Warwickshire Borough Council – FAO Jeff Brown

CC: growthandplanning@highwaysengland.co.uk

Council's Reference: **PAP/2018/0755**

Referring to the planning application referenced above, consultation dated 9 January 2019, **OUTLINE APPLICATION - DEMOLITION OF ALL EXISTING BUILDINGS AND CONSTRUCTION OF UP TO 1540 DWELLINGS (INCLUDING A 100 BED UNIT EXTRA CARE HOME) A COMMUNITY HUB (UP TO 2,250M2 OF GROSS FLOORSPACE FOR USE CLASS A1-A5, B1A-B1B, D1 AND D2) A TWO FORM ENTRY PRIMARY SCHOOL, THE PROVISION OF GREEN INFRASTRUCTURE COMPRISING PLAYING FIELDS AND SPORTS PAVILION, FORMAL AND INFORMAL OPEN SPACE, CHILDREN'S PLAY AREAS, WOODLAND PLANTING AND HABITAT CREATION, ALLOTMENTS, WALKING AND CYCLING ROUTES, SUSTAINABLE DRAINAGE INFRASTRUCTURE, VEHICULAR ACCESS AND LANDSCAPING**, Land to east of Former Tamworth Golf Course North of Tamworth Road - B5000 and west of M42, Alvecote, notice is hereby given that Highways England's formal recommendation is that we:

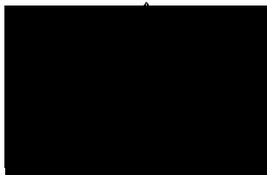
- ~~a) offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

~~d) recommend that the application be refused (see Annex A — Reasons for recommending Refusal).~~

Highways Act Section 175B is not relevant to this application.¹

This represents Highways England's formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gsi.gov.uk.

| | |
|--|--------------------------------|
| Signature:  | Date: 30 January 2019 |
| Name: Graham Broome | Position: Asset Manager |
| Highways England: Highways England The Cube 199 Wharfside Street Birmingham B1 1RN | |
| Graham.Broome@highwaysengland.co.uk | |

¹ Where relevant, further information will be provided within Annex A.

Annex A Highways England recommended planning conditions

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regard the above referenced planning application and has been prepared by Graham Broome, Asset Manager for Highways England.

Highways England has engaged with the applicant at the pre application stage.

All of the technical parameters of the Transport Assessment (TA) have previously been agreed with Highways England.

For an earlier application (LPA Ref PAP/2017/0257), the applicant carried out robust Paramics traffic modelling. This modelling included the development quantum for that application, plus a further development quantum for a potential Phase 2 of the site. In terms of dwellings, in total this amounted to 1700 homes. The current application is for 1540 homes, although for the purposes of a robust assessment the traffic modelling has assumed 1700 homes.

The traffic modelling analysis for 1700 homes has previously been reviewed in detail by Highways England, and it has already been concluded that the development impacts are smaller than the day to day variation in traffic flows. Given that the same traffic modelling information has been used to support the current application, it is concluded that no highway mitigation scheme for the SRN is required as a result of the development proposals.

We are content that the application presents no boundary issues that need to be addressed at this outline stage, subject to future consideration of the detailed design under Reserved Matters application(s). However due to the scale and location of the site, it will need to be ensured that the construction phase of the development does not give rise to adverse impacts on the SRN. We therefore recommend the following condition to be applied to any planning consent which may be granted:

Condition 1: No development shall commence on site until a Construction Environmental Management Plan (CEMP) has been submitted to the local planning authority in consultation with Highways England and approved in writing. The

development shall thereafter be implemented in accordance with the terms of the approved Construction Environmental Management Plan.

Reason: In order to minimise environmental impact from the construction phase of the development.

Development Control Manager
Tamworth Borough CouncilTelephone: 07967764081
Email: Malcolm.jones@staffordshire.gov.uk
Please ask for: Malcolm Jones**SENT BY EMAIL**

Our Ref: T0561/2018

Your Ref: 0561/2018

Date: 29 October 2019

DESCRIPTION OF THE DEVELOPMENT: Outline Planning Permission for the demolition of all existing buildings and construction of up to 1540 dwellings (including a 100 bed extra care home); a community hub (up to 2250m² of gross floorspace for Use Class A1-A5, B1B1b, D1 and D2); a two form entry primary school; the provision of green infrastructure comprising playing fields and sports pavillion; formal and informal open space; children's play areas; woodland planting and habitat creation; allotments; walking and cycling routes and sustainable drainage infrastructure (Cross-boundary application with North Warwickshire Borough Council) at Land to the East of the Former Tamworth Golf Course Site, North of Tamworth Road (B5000) and West of the M42

I refer to your consultation in connection with the above, received on 11 January 2019 and write to confirm the observations of Staffordshire County Council (SCC), acting as the Highway Authority (HA).

In considering this application the submitted Environmental Statement/Transport Assessment and subsequent Technical Notes along with the framework Travel Plan have been considered.

The application site is within Warwickshire and therefore the impact of the generated traffic and the assessed junctions fall within both Warwickshire and Staffordshire.

The levels of traffic likely to be generated by the proposed development along with its distribution onto the local highway network have been agreed with the highway authorities involved in the determination of the application.

In order to assess the impact of that traffic detailed capacity assessments of junctions within Staffordshire have been undertaken, using design flows from the agreed WCC Paramics model. The assessed junctions include:

- Site Access / B5000 / Chiltern Road (Proposed Layout)
- B5000 / Robey's Lane (Proposed Layout)
- B5000 / Sandy Way / Pennine Way (Existing Layout)
- B5000 / Sandy Way / Pennine Way (Proposed Layout)
- B5000 / Mercian Way / Beyer Close (Existing Layout)
- B5000 / Mercian Way / Beyer Close (Proposed Layout)



- Glascote Road/Woodland Road/Silver Link Road Roundabout;
- Glascote Road/Marlborough Way Roundabout;
- Glascote Road/Abbey Road Roundabout;
- Glascote Road/Kettlebrook Road Roundabout;
- Anker Drive/Glascote Road Roundabout; and
- Anker Drive/Bolebridge Street/Amington Road Roundabout

The assessments of the proposed Site Access / B5000 / Chiltern Road roundabout have demonstrated that the junction would operate within capacity during both the AM and PM peak periods for the agreed design flow scenarios. The assessments of the proposed B5000 / Robey's Lane traffic signal junction have demonstrated that the junction would operate within capacity during both the AM and PM peak periods for the agreed design flow scenarios.

The assessments of the existing Glascote Road / Sandy Way / Pennine Way roundabout demonstrate that the junction would operate in excess of capacity for the agreed design flows. Junction improvement proposals for the junction have been identified which will provide significant widening of both the B500 East and Pennine Way arms of the junction. It should be noted that these junction improvements are more significant in scale than those which had been previously identified for this junction within the Transport Assessment (2018). The assessment of these junction improvements has demonstrated that they would operate within capacity during both the AM and PM peak periods for the agreed design flow scenarios. The proposed junction improvements are therefore considered to be appropriate.

The assessments of the existing Glascote Road / Mercian Way / Beyer Close roundabout demonstrate that the junction would operate within capacity during both the AM and PM peak periods. However, it is recognised that the Paramics model assessments within the Strategic Transport Assessment, for the North Warwickshire Local Plan, has identified improvements to this junction. Therefore, a scheme providing widening of the Mercian Way arm of the junction has been identified and considered. This improvement would significantly improve the capacity of this arm of the junction.

A S106 Agreement will be required to be entered into to ensure the delivery of these improvements and that S106 Agreement should include potential trigger points for the identified off-site junction improvements as shown below:

- Site Access / B5000 / Chiltern Road First Occupation
- B5000 / Robey's Lane First Occupation
- B5000 / Sandy Way / Pennine Way Occupation of 1200th Dwelling
- B5000 / Mercian Way / Beyer Close Occupation of 1200th Dwelling
- B5000/Bridge Street/Market Street junction Occupation of 800th Dwelling

The applicant has suggested "a threshold of 400 dwellings rather than upon first occupation. In terms of the site phasing the land will be developed adjacent to the B5000/Chiltern Way/Site access roundabout



first. Therefore, no connection would be needed to Robeys Lane initially. When the connection to Robeys Lane is made (WCC have suggested after 150 dwellings) then development traffic will not use Robeys Lane to access the B5000 (except in an emergency), until the dwelling locations become close to Robeys Lane. Therefore a 400 dwelling trigger would seem appropriate.”

Once the phasing has been confirmed these trigger points can be agreed as part of the S106 process.

The S106 Agreement should also include the implementation of measures described in the Travel Plan along with the monitoring strategy to determine the impact of the Travel Plan and measures that will be implemented should the Travel Plan fail to meet the targets contained within it.

It will also include various financial contributions to public transport, education etc.

These issues are likely to require some further discussion and agreement during the drafting of the S106 Agreement.

Subject to the completion of the S106 Agreement it is recommended that the application be approved subject to the following conditions:

Prior to the commencement of any construction, including demolition, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The approved management plan shall include details relating to construction access, hours of construction, routing of HGV's, delivery times and the location of the contractor's compounds, cabins, material storage areas and contractors parking and a scheme for the management and suppression of dust and mud from construction activities including the provision of a vehicle wheel wash. It shall also include a method of demolition and restoration of the site. All site operations shall then be undertaken strictly in accordance with the approved CEMP for the duration of the construction programme.

No dwelling shall be occupied until such time as the associated driveway has been surfaced in a bound material, and sustainably drained, in accordance with details to be agreed in writing by the Local Planning Authority.

Before the construction of any buildings within any relevant phase of the development is commenced, a scheme for the provision of secure cycle parking for building provided within that phase shall be submitted to and approved in writing by the local planning authority. The cycle parking shall be implemented in accordance with the approved details, prior to the first occupation of those buildings and shall thereafter be kept available for that use.

The proposed car parking, servicing and circulation areas shall be sustainably drained, hard surfaced in a bound material, (lit) and marked out prior to the first occupation of any non-residential use hereby permitted. Thereafter these parking/servicing areas shall be retained in accordance with the approved plans for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Notwithstanding the submitted plan, prior to the submission of any reserved matters application in relation to the proposed development hereby approved, a Master Plan shall be submitted to and approved in writing by the local Planning Authority. The submitted Master Plan shall include the following:

- Movement Framework;



- Connections to the surrounding area for all modes;
- Connection through the site for all modes;
- Street layout and character including measures to restrain the speeds of vehicles to 20mph;
- Parking strategy around the school and community uses including the provision of secure cycle parking facilities for all uses on the site;
- Development phasing

Prior to the submission of any Reserved Matters application in relation to the proposed development hereby approved, a public transport strategy between the site, town centre and other local services shall be submitted to and approved in writing by the local planning authority. The strategy shall include details of routing, days of operation, timetabling and phasing. The approved strategy shall be implemented in accordance with phasing.

Before the development hereby approved is commenced within any relevant phase of the development details of a Pedestrian and Cyclist Connectivity Scheme, including a timetable for the provision/improvement of linkages to footpaths, footways and cycleways adjacent to that phase, have been submitted to and approved in writing by the local planning authority. The development or phase thereof shall be carried out in accordance with the approved details.

Please add the following notes to any decision notice:

The conditions requiring off-site highway works shall require a Highway Works Agreement with Staffordshire County Council. The applicant is requested to contact Staffordshire County Council in order to secure the Agreement. The link below is to the Highway Works Information Pack including an application form. Please complete and send to the address indicated on the application form or email to (nmu@staffordshire.gov.uk). The applicant is advised to begin this process well in advance of any works taking place in order to meet any potential timescales.

Any reserved matters will require approval under Section 7 of the Staffordshire Act 1983 and will require a Section 38 of the Highways Act 1980. Please contact Staffordshire County Council to ensure that approvals and agreements are secured before commencement of works.

I trust that SCC's observations will be taken into account in reaching a decision on the application.

Yours faithfully

Malcolm Jones

Senior Highways Development Control Engineer



Your ref: PAP/2018/0755

My ref: 180755



Mr J Brown BA Dip TP MRTPI
Head of Development Control Service
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FAO: Jeff Brown

Environment Services

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Warwick
CV34 4SX

Tel: (01926) 412362

Fax: (01926) 412641

joanearcher@warwickshire.gov.uk

www.warwickshire.gov.uk

25 August 2020

Dear Mr Brown

LOCATION: Land to east of Former Tamworth Golf Course, North of Tamworth Road - B5000 and west of M42, Alvecote

PROPOSAL: Outline application - Demolition of all existing buildings and construction of up to 1540 dwellings (including a 100 bed unit extra care home) a community hub (up to 2,250m2 of gross floorspace for use class A1-A5, B1a-B1b, D1 and D2) a two form entry primary school, the provision of green infrastructure comprising playing fields and sports pavilion, formal and informal open space, children's play areas, woodland planting and habitat creation, allotments, walking and cycling routes, sustainable drainage infrastructure, vehicular access and landscaping.

APPLICANT: Hallam Land Management Ltd

Warwickshire County Council, hereby known as the 'Highway Authority' has undertaken a full assessment of the planning application and the supporting information which has been submitted. Based on our assessment the Highway Authority has **NO OBJECTION** to the proposals **subject to the requested conditions and planning obligations.**

POLICY

The development proposals have been assessed in line with the following national policy and guidance documents:

- National Planning Policy Framework published by Department for Communities and Local Government in March 2012;

*Working for
Warwickshire*

- National Planning Practice Guidance: Travel plans, transport assessments and statements in decision making published by Department for Communities and Local Government in March 2014;
- Department for Transport Circular 02/2013; The Strategic Road Network and the delivery of sustainable development published by the Department for Transport in September 2013;
- Warwickshire Local Transport Plan 2011 – 2026 published by Warwickshire County Council in 2011; and,
- Submitted North Warwickshire Local Plan 2016- 2033 published by North Warwickshire Borough Council in March 2018.

The justification for this decision is provided below:

ANALYSIS

It is proposed to develop the site in two phases for around 1540 dwellings (including a 100 bed care home), a community hub, a two form entry primary school and a variety of green/sustainable infrastructure. As set out in the Transportation Assessment report and Environmental Statement, the site has been modelled assuming a development of up to 1700 dwellings.

This is an outline application with access not reserved. Therefore whilst the internal layout within the masterplan indicates how the site could be laid out, if this planning application is approved by North Warwickshire Borough Council, the layout will be subject to separate Reserved Matters applications.

Whilst the site is located in the administrative area of North Warwickshire, its location close to the County Boundary with Staffordshire and the Borough of Tamworth, and the proximity of the A5 and M42 as strategic highway routes, means that in addition to impacts on the highway network for which Warwickshire County Council are responsible, impact on Staffordshire's network and Highways England's network will need to be considered. Highway authorities work together as necessary as developments progress through the planning and technical approval stages, however at this stage each of the highway authorities have been consulted and will provide a separate response for their own network.

The site location

The site (which excludes Priory Farm) is located to the north of the B5000 Tamworth Road and west of the M42. The M42 has a north/south alignment and is at a lower level than the site, and the B5000 runs in an east/west alignment with a bridge over the M42. Robey's Lane runs north/south from the B5000, and bisects the proposed development site. To the west of the site is the former Tamworth golf course which has consent for development of 1100 dwellings and that development has been implemented.

The B5000 provides access to the village of Polesworth to the east and Tamworth to the west. Other principal road links in the area include the residential route through

Polesworth and Dordon to the A5 Watling Street, which provides a route to the M42 junction 10 and Birch Coppice Business Park to the west and to major centres such as Atherstone, Nuneaton, Hinckley and the M69 to the east. Pennine Way provides a route through the residential area of Stonydelph within Tamworth, and also provides a connection to the A5 and M42 junction 10, which in turn provides links to Tamworth and to major roads such as the M6 Toll, A38, A51 and A453 which serve the West Midlands conurbation.

In the vicinity of the site frontage the B5000 Tamworth Road is a single carriageway approximately 7.3m wide, has a footway on the southern side of the road, is street lit and has a 40mph speed limit. The speed limit reduces to 30mph on the approach to Polesworth.

Robey's Lane has a width of around 6.5m to the north of the simple priority junction it has with the B5000, is generally 6m wide for the majority of its length and then narrows to around 5.5m towards the northern part of the road and on its approach to the one-way traffic signal control for the railway bridge which leads to the village of Alvecote, and narrows to 5m at the bridge over the Coventry Canal immediately to the south of the railway bridge. Robey's Lane has a derestricted (60mph) speed limit, has no footways, is not street lit and has mature trees and hedgerows throughout its length.

The collision history for WCC's network between May 2012 and December 2017 was reviewed and this showed there to have been seven accidents either adjacent to the site or in reasonably close proximity. One accident occurred on the B5000 Tamworth Road in the vicinity of the proposed site access junction, one accident on Chiltern Road to the south of the B5000, one accident at the junction of the B5000/Robeys Lane junction and one accident further north on Robeys Lane, two accidents on the B5000 bridge over the M42 and another at the on Hermitage Lane. All of the accidents were classified as being of slight severity, some were single vehicle accidents others were shunts. Reviewing the latest data available to WCC the pattern of injury accidents has not changed, however on the main roads to the south of Polesworth (Fairfields Hill, Dordon Road, Whitehouse Road and Long Street) there have been personal injury accidents involving cyclists – none were child cyclists.

Site access

Three vehicular accesses into the site are proposed:

1. New four arm roundabout created with the B5000/Chiltern Road/site access (WIE15596-SA-06-001-A06 – revision to version in TA)
2. Traffic signal junction created at the priority junction of the B5000/Robey's Lane (WIE15596-SA-06-005-A02)
3. Priority junction onto Robey's Lane north of a public realm 'square' within the site (WIE15596-SA-06-017-A01)

In addition it is understood that there is a policy requirement for vehicular access to the site (former Tamworth Golf Course) that is being redeveloped for residential development. However the TA details that for several reasons - land ownership, already consented reserved matter layouts, level differences and ecological reasons - the provision of a vehicular connection may not be feasible. However, it may be possible for

a pedestrian/cycle connection to be provided. This would significantly benefit the permeability for pedestrians/cyclists on this site, the adjoining site and residents in the wider area of Amington, Stonydelph and Polesworth.

The TA states that two points of access onto the B5000 will be provided, this ensures that in the event that one of the access points is blocked an alternative route for emergency vehicles is provided, and in the case of such a large development, that the traffic demands can be accommodated at the connection to the transport network. The TA does not detail the delivery timetable for the site accesses, nor detail where any temporary construction accesses (if there are to be any) will be located. Should the application be approved, this information is requested as part of the Phasing Details for the site.

The drawings submitted within the TA report for the proposed roundabout and traffic signal junction are acceptable in principle. In addition to the Paramics modelling (see below) capacity assessment modelling using ARCADY and LINSIG respectively have been carried out and shown that the junction arrangements will operate within capacity for the AM and PM peak periods. A Stage One Road Safety Audit has also been carried out on both junction proposals and the Designer's response to the problems raised have confirmed that all matters can either be resolved through the detailed design process. Further revisions are likely to be necessary as part of the detailed design/technical approval process. This process includes demonstrating that design elements such as geometric standards, forward visibility splays and junction layouts are in accordance with Design Manual for Roads and Bridges, as well as providing more details such as swept path tracks, the location for pedestrian/cycle crossing points at the proposed roundabout, according with the latest guidance on the layout and dimensions for shared/segregated footway/cycleways and direction of stagger arrangements at signals. A Stage Two Road Safety Audit would also be required which may also require revisions to be made to the designs currently proposed.

The third vehicular access illustrated on Drawing no. WIE15596-SA-06-017-A01, the Indicative Phasing Plan (6186-L-13-E) and the Parameters Plan (6186-L-12 rev C) indicate that as part of Phase B to the north of Priory Farm a vehicular route will be provided to the west of Robey's Lane which would then connect with Robey's Lane to the north and provide a connection to Phase A via a public realm 'square'. That part of Robey's Lane that would no longer be required for vehicular traffic is proposed to become a route for pedestrians and cyclist use only. Whilst the routes indicated on the Parameters Plan make provision for buses to route through the development, it should be noted that such a diversion of the adopted highway could only be agreed to following the submission of sufficient information to demonstrate that all of the vehicle types currently accessing properties from Robey's Lane to the north – several of them are businesses – can be accommodated through the proposed public realm 'square', the internal road layout and the site access junctions. In addition details would be required for pedestrian and cycle access arrangements at the connection points.

Parking

The submitted TA confirms that car parking spaces will be provided within the development in accordance with North Warwickshire Borough's policies. If the planning

application is approved this would be assessed as part of a Reserved Matters application – the applicant is advised to enter into pre-application advice in order to understand the details that will be required in order to assess the proposed highway layout, including provision for parking.

Trip generation, distribution and modelling

The scope for the submitted Transport Assessment report was agreed in respect of the trip rates and the Paramics network modelling.

A total of 1700 dwellings was modelled, the land uses (A1-A5, B1a-B1b, D1 and D2) associated with the community hub were all assumed to be ancillary to the residential development, this assumes that the uses are located well within the site and will not attract pass-by traffic. The trip generation associated with the primary school was assumed to have 60% generated from the on-site residential development. The trip distribution for the forecast generated trips has been derived based on Census Journey to Work data and this suggests that just 9% of traffic would route east along the B5000 towards Polesworth, and 91% would route west towards Tamworth and those travelling beyond would use routes via M42 junction10, or south and west from Marlborough Way.

The Base and Forecast Paramics models have been reviewed by Transport Planning and found to be acceptable and as agreed through the scoping process. It was agreed at the scoping stage that an end of Local Plan Year (2033) would not be required for the assessment of this planning application due to the uncertainty over the funding and delivery of the wider A5 infrastructure. Therefore the following modelling scenarios were required:

- Scenario 1 - 2026 reference case
- Scenario 2 - 2026 reference case + full development
- Scenario 3 - 2026 Local Plan
- Scenario 4 - 2026 Local Plan + full development

Scenario 1 models the forecast situation for 2026 with all known committed/consented developments and associated network improvements. A list of these schemes is provided within the TA at para's 7.12 and 7.14. Scenario 2 models the same situation with the proposed development traffic flows and proposed site access junctions.

Scenario 3 models the forecast situation for 2026 with all known committed/consented developments and associated network improvements, plus the Local Plan allocations and network mitigation improvements. A list of these schemes are provided within the TA at para's 7.13 and 7.15. Scenario 4 models the same with the proposed development and site access junctions.

Based on para 7.15 of the TA, the 2026 Local Plan Scenarios (3 & 4) modelling has included Local Plan mitigation schemes which include amongst others the following that could reasonably be expected to benefit traffic generated by the development site:

- Market St/Tamworth Road signalisation
- B5000 canal bridge widening
- A5/B5000 link road

- Enhanced A5 proposals Phase 1
- Dordon signals
- Reconfiguration of M42 junction 10 signal approaches and junction optimisation

This and other infrastructure will need to be funded by those sites which impact upon them.

A review of the impacts of the full development proposals has been carried out. Transport Planning have advised that there is no significant impact upon any of the junctions to the north of Polesworth or to the key junctions in Dordon. It is also noted that there is no requirement to alter the timings for the existing one-way traffic signal operation to the north of Robey's Lane at the railway bridge to accommodate development traffic flows. This layout currently operates to allow for the safe north-south movement of a relatively limited number of vehicle movements. Concerns have been raised by the local communities of Alvecote and Shuttington in regard to the potential for increased traffic flows to use this route. Whilst the modelling does not indicate that significant numbers of development traffic will use this route, given the funding and delivery of more strategic highway improvements is uncertain, if congestion increases elsewhere on the network it could lead to increased levels of rat running. Therefore it is recommended that following occupation of the development site that annual monitoring surveys should be carried out and the results submitted to NWBC and WCC and if traffic flows are observed to significantly increase then the signal timings/length of cycle can be adjusted to discourage traffic from using this route.

The development is shown to have an impact at the Market Street/Tamworth Road junction in Polesworth for Scenarios 1 & 2 with notable increases in queues on Bridge Street, and modelled journey time information. The impacts are shown to be mitigated for in the Local Plan Scenarios because the signalisation scheme has been included. It is also noted that the development contributes to increases in vehicle movements along the B5000. Therefore it is concluded that the development should make a contribution to the delivery of the Market St/Tamworth Road signalisation scheme and the canal bridge widening/TM scheme included in the Sustainable Transport Assessment that supported/identified the Local Plan mitigation infrastructure. Based on the modelled demand flows through this junction, Paramics shows the Robey's Lane site to contribute 67% of the new traffic. Therefore based on the most recent cost estimates provided (over £900,000) a contribution of £0.6M is requested towards the signalisation scheme. A contribution of £1,000,000 is requested towards the widening of the canal bridges within Polesworth which currently act as pinch points on the network. These improvements have been identified as being necessary to provide the transport infrastructure to support the delivery of development identified in the Draft Local Plan, and are included in the Infrastructure Delivery Plan.

The development is also shown to have a minor impact at the A5/Long Street junction with queue increases on Long Street in the AM Peak period, and impacts on M42 junction 10 at the Watling Street and Trinity Way approaches. Whilst it is understood that Highways England have not requested mitigation measures for the A5 or M42 junction 10, given the current uncertainty over the funding and delivery of strategic highway improvements, permitting development that will lead to a worsening of the networks performance is not recommended. However it is also recognised that the scale of improvements required for the strategic network will be beyond the viability of

even most major development sites. Therefore in mitigation of these impacts a request is included below to provide a contribution towards an improvement to the sustainable transport linkage to the A5 and Birch Coppice Business Park.

Sustainable travel & Accessibility to services/facilities

The Transportation Assessment and Framework Travel Plan reports submitted in support of the application have, in accordance with current national and local guidance and policy documents, emphasised the importance of introducing measures to ensure that residents at the new development can make choices to travel by sustainable modes. These measures include connection to existing footway/cycleways as well as delivery of infrastructure as part of the development and build-out of the site itself.

Whilst the reports make reference to the provision of 3m shared footway/cycleways being provided as part of the site access and on-site infrastructure, there is recent advice published that recommends the provision of 4m footway/cycleways to more easily allow for segregated use. There does not appear to be a land constraint on any of the site access arrangements – highway land or part of the redline site boundary – therefore should this application be approved, the detail about provision of footway/cycleway provision is a matter of detail that could be determined at the detailed design/technical approval stage following discussions with cycling officers.

In addition to the existing bus stops on the B5000 east of the site, and those to the south on Chiltern Road, new stop laybys are proposed on the B5000 immediately to the south-east of the proposed roundabout site access junction, as well as providing new stops within the site. Depending on the phased build-out of the development, it may be necessary to construct a further pair of bus stops to the west of Robey's Lane (with suitable pedestrian connectivity) in order that residents are within 400m of a bus stop. A specification for the bus stop facilities can be provided by contacting WCC's public transport team, a commuted sum for future maintenance will be required.

The bus route to be provided through the site is to be constructed to allow for buses to travel unhindered and bus stops are to be located to ensure that residents will be within 400m of a bus stop. Reference is made to an on-site bus gate on the Indicative Layout Plan (6186-L-04-J). It is recommended that further details should be provided as part of a Reserved Matters application.

Bus services currently operating in the area generally provide a reasonable level of service during the day (generally hourly with a few additional local services) and provide connections to Tamworth, Polesworth and Nuneaton. There are limited evening and Sunday services. Services operate either along the B5000, with some operating via Chiltern Road. The public transport operations team has advised that as the site builds out and residents are more than 400m from a well serviced bus stop, then arrangements will need to be made to either divert an existing service into the site or provide a new service. Discussions have been held between the developer's transport consultant, WCC public transport officers and Arriva, and options to serve the site include the provision of a 30 minute frequency bespoke service, or the diversion of #5 service which has a 12 minute frequency. It was also agreed that the #65 service could be diverted to provide a connection to Polesworth School.

The provision of the road infrastructure and bus stops within the site, as well as the provision of bus service(s) to facilitate public transport access, will need to be well planned. Therefore it is requested that details of the public transport strategy and infrastructure are provided as part of the Phasing Details and any Reserved Matters application as appropriate.

Tamworth rail station is located around 4km from the site, and provides frequent services to a number of key destinations.

There are local services and facilities within walking/cycling distance of the site, most notably at Stonydelph and Polesworth. Further afield the closest large retail provision is at Tamworth. A community hub is to be provided within the site, however the delivery timescale for delivery is as yet unspecified and in the interim years, residents would need to rely on facilities in the local area. The details for the layout and servicing arrangements of the community hub should be provided as part of a Reserved Matters application.

Whilst land for a primary school is to be provided on the site, it is not known at this stage when this will be available or what the access arrangements will be. However the Parameters Plan (6186-L-12 rev C) indicates the land for the primary school is to be located adjacent to the spine road, for residential development to be on the opposite side of the spine road, and with the need to facilitate bus services within the site vertical traffic calming features will not be acceptable on what is an undeveloped piece of land. Such a mix is likely to lead to vehicle speeds in excess of 25mph, and therefore there are likely to be concerns raised as part of any future Reserved Matters applications over highway safety for school children needing to access the school. Designs for the residential access roads should provide a layout with horizontal alignment changes that ensure a maximum 20mph vehicle speed. This issue should be considered in detail prior to the submission of any RM application.

As the timeline for the on-site primary school is unknown at this stage, it is likely during the early years of occupation, children of primary school age will need to access schools in the Polesworth or Tamworth area, and will therefore need to travel outside of the site to access primary and secondary education. Consideration is given within the TA report, and details the distances that children would travel to/from primary and secondary schools on foot and by cycle. For pupils attending primary schools in the Polesworth area, routes will require parents to cross children at Hermitage Lane, and negotiate the canal bridge on the B5000. If attending Nethersole School they will be required to cross the B5000 in the vicinity of the Market Street crossroads junction, and if attending primary schools to the south the local residential roads and cross Birchmoor Road. For pupils attending secondary school travel by foot and cycle is to be expected, and for those walking to Polesworth School a similar route to those travelling to primary schools could be used. However the route for cyclists needs further consideration, especially with the number of pedestrians likely to be using the footway route via the B5000 which is likely to force child cyclists to use the carriageway. Therefore a condition is requested below for details of a safer routes to school strategy for pedestrians and cyclists to be submitted for approval and implementation.

The TA report refers to many of the key employment areas and the level of accessibility provided via public transport and cycle. However no mention is made of the large development at Birch Coppice Business Park. This is a significant employment site, within walk and cycle distance of the development (3.3km), and therefore provision should be made to encourage sustainable travel to it. Cycling officers have reviewed the potential to provide a route between the site and the A5, and have advised that the existing provision via Green Lane and Birchmoor would provide a good quality route for 1.9km and upgrades to an existing PROW and a short distance along the A5 for approximately 1.4km would provide a connection through to the A5 signalised crossing facilities. A request for £200,000 is made in order to deliver this.

The Framework Travel Plan and TA report detail a range of measures that would be made available to residents in order to encourage sustainable travel. Many of these, such as two 3 month or one 6 month free bus passes and a Local Sustainable Travel Pack are to be welcomed.

Therefore, based on the information detailed in the submission, should this application be approved, it is requested that an overall Phasing Plan and Delivery Timetable should be provided to include details of:

- timing of delivery for site access junctions,
- timing and location for connection to Tamworth Golf Course site
- location of any temporary construction accesses,
- bus route(s) within the site,
- bus stop locations and specification,
- timing for buses to enter the site
- frequency of bus services entering the site
- timing, location and details for bus gate
- timing and location for delivery of Community Hub/Local Centre

such that these elements can then be incorporated into the relevant Reserved Matters applications.

Construction Management Plan

The TA provides some guiding principles around managing the impacts of construction traffic. All of the principles set out at para 9.5 would assist in managing construction traffic associated with the proposed development, and a condition is requested for a detailed Construction Management Plan so that further details can be provided to the LPA for approval. In addition to the general principles outlined, details would need to be provided of the location for construction access points; the numbers of HGVs likely to be travelling on the network; details should be provided around the enforcement of any agreed HGV routing plan; temporary signage should be detailed for on and off site; plans indicating compounds and locations for construction staff parking should be provided; and a highways condition survey should be carried out with County Highways.

Therefore the Highway Authority response is one of **no objection subject to the following conditions and planning obligations:**

Conditions:

1. Access for vehicles/cycles/pedestrians to phase A of development at the site from B5000 Tamworth Road shall be in general accordance with drawing number WIE15596-SA-06-001-A06 and delivered as a s278/s38 works package.
2. The development shall not be occupied until the site access roundabout junction shown in drawing no. WIE15596-SA-06-001-A06 has been provided and opened to the public. No structure, tree or shrub shall be erected, planted or retained within the splays exceeding, or likely to exceed at maturity, a height of 0.6 metres above the level of the public highway carriageway.
3. Prior to the occupation of 200 dwellings the junction of B5000 Glascote Road/Robey's Lane shall be signalised, the junction layout to be in general accordance with WIE15596-SA-06-005-A02 and delivered as a s278 works package.
4. Prior to the occupation of 150 dwellings, a connection is to be provided to Robey's Lane to act as an emergency access, and prior to 200 dwellings a connection shall be made between phases A and B and E as shown on the Indicative Phasing Plan (6186-L-13-E)
5. Details shall be submitted for the approval in writing of the Local Planning Authority in consultation with the Highway Authority for the creation of the length of Robey's Lane shown on the Indicative Phasing Plan (6186-L-13-E) at 'B4' to be designated for foot/cycle traffic only. If approved, implementation to be in accordance with the approved phasing details, and delivered as a scheme of s278 and s38 works.
6. Details to be submitted for approval to the Local Planning Authority in consultation with the Highway Authority for a monitoring programme for traffic volumes using the Robey's Lane railway bridge, and thereafter to be implemented unless otherwise agreed in writing.
7. Details to be submitted for approval to the Local Planning Authority in consultation with the Highway Authority for a safer routes to school strategy, and thereafter any measures to be implemented as a scheme of s278 works.
8. Details are to be submitted to the Local Planning Authority for the phasing/delivery timetable of the on-site infrastructure, including but not limited to:
 - a. site access junctions,
 - b. connection to Tamworth Golf Course site
 - c. temporary construction accesses,
 - d. bus route(s) within the site,
 - e. bus stop locations,
 - f. buses to enter the site
 - g. frequency of bus services entering the site
 - h. bus gate
 - i. Community Hub/Local Centre
9. The construction of the estate roads serving the development including footways/cycleways and verges shall not be other than in accordance with the standard specification of the Highway Authority.
10. Before the development is commenced, the written approval of the Local Planning Authority shall be obtained for the design of the residential estate roads layout serving the development, including footways, cycleways, verges, footpaths, public transport infrastructure and means of accessing individual plots/buildings and parking (vehicle and cycle) provision. The layout for the non-residential uses shall also be submitted for approval including the proposed access arrangements,

car/cycle parking strategy, servicing and delivery areas. These details shall include large scale plans (dimensioned and including horizontal visibility splays and forward splays around bends), sections showing the layout, swept paths for all types of large heavy goods vehicles and public transport vehicles likely to access the development, vertical alignment, surface water drainage details including the outfalls, any AIPs within the highway, and proposed adopted highway. A stage 1/2 Road Safety Audit will also be required to be submitted following confirmation that the aforementioned design information is considered acceptable, the Highway Authority will comment on briefs in advance of the Road Safety Audit being commissioned.

11. Prior to the commencement of the development a Construction Management Plan (for each phase) shall be submitted in writing to the Local Planning Authority for their approval in consultation with the Highway Authority. This shall include details of the point of access from the public highway, measures (including type, method of operation and control of use) to ensure that mud and debris will not be deposited on the highway as result of construction traffic leaving the site; details of construction HGV routeing and numbers of vehicles and measures to be employed eg. signage and its location; details of construction staff parking to be provided; layout of compound(s) including swept paths for HGV turning within the site
12. No groundworks, remediation or built construction shall be undertaken until a construction access point has been identified and submitted in writing for approval by the Local Planning Authority in consultation with the Highway Authority
13. Within 6 months of the primary school being occupied a Travel Plan shall be submitted to the Local Planning Authority for approval in writing in consultation with the Highway Authority.

Planning Obligations:

1. B5000 Tamworth Road/Market Street/Bridge Street

The applicant / developer is required to contribute £600,000 towards the signalisation scheme of the above junction. The contribution to be paid prior to the occupation of the 400th dwelling.

2. Widening of Canal Bridges along B5000

The applicant / developer is required to contribute £1,000,000 towards a scheme to widen the canal bridges which create pinch points on the main transport routes to/from the centre of Polesworth. The contribution to be paid prior to the occupation of the 1000th dwelling.

3. Sustainable link to Birch Coppice Business Park

The applicant / developer is required to contribute £200,000 towards a scheme to provide a surfaced pedestrian/cycle route between Birchmoor and the Birch Coppice Business Park. The contribution to be paid prior to the occupation of the 50th dwelling.

4. Travel Plan

The s106 should reference the Framework Travel Plan and the measures included.

Informative Notes:

S38

Condition numbers 1, 4, 5, 8 and 9 require that the estate roads, including footways/cycleways/verges/and footpaths, are designed and laid out in accordance with

the principles set out in 'Transport and Roads for Developments: The Warwickshire Guide 2001' and constructed in accordance with the Highway Authority's standard specification. The applicant / developer is advised that they should enter into a Highway Works Agreement with the Highway Authority made under Section 38 of the Highways Act 1980 for the adoption of the roads.

The approval of plans for the purposes of the planning permission hereby granted does *not* constitute an approval of the plans under Section 38 of the Highways Act 1980.

An application to enter into a Section 38 Highway Works Agreement should be made to the Planning & Development Group, Communities Group, Warwickshire County Council, Shire Hall, Warwick, CV34 4SX.

In accordance with Traffic Management Act 2004 it is necessary for all works in the Highway to be noticed and carried out in accordance with the requirements of the New Roads and Street Works Act 1991 and all relevant Codes of Practice. Before commencing any Highway works the applicant / developer must familiarise themselves with the notice requirements, failure to do so could lead to prosecution.

Application should be made to the Street Works Manager, Budbrooke Depot, Old Budbrooke Road, Warwick, CV35 7DP. For works lasting ten days or less, ten days notice will be required. For works lasting longer than 10 days, three months notice will be required.

S278

Condition numbers 1, 3, 4 and 5 require works to be carried out within the limits of the public highway. The applicant / developer must enter into a Highway Works Agreement made under the provisions of Section 278 of the Highways Act 1980 for the purposes of completing the works. The applicant / developer should note that feasibility drawings of works to be carried out within the limits of the public highway which may be approved by the grant of this planning permission should *not* be construed as drawings approved by the Highway Authority, but they should be considered as drawings indicating the principles of the works on which more detailed drawings shall be based for the purposes of completing an agreement under Section 278.

An application to enter into a Section 278 Highway Works Agreement should be made to the Planning & Development Group or Environment Design Services Group, Communities Group, Warwickshire County Council, Shire Hall, Warwick, CV34 4SX.

In accordance with Traffic Management Act 2004 it is necessary for all works in the Highway to be noticed and carried out in accordance with the requirements of the New Roads and Streetworks Act 1991 and all relevant Codes of Practice. Before commencing any Highway works the applicant / developer must familiarise themselves with the notice requirements, failure to do so could lead to prosecution.

Applications should be made to the Street Works Manager, Budbrooke Depot, Old Budbrooke Road, Warwick, CV35 7DP. For works lasting ten days or less ten days, notice will be required. For works lasting longer than 10 days, three months notice will be required.

S39

Section 39 of the Road Traffic Act 1988 requires local authorities to take such measures as appear to the Authority to be appropriate to reduce the possibilities of accidents when new or improved roads come into use. In submitting plans for the approval of reserved matters the applicant/developer are advised that an independent stage [1/2] safety audit of the proposals must be provided to satisfy the requirements of the Act.

S149 & S151

Pursuant to Section 149 and 151 of the Highways Act 1980, the applicant/developer must take all necessary action to ensure that mud or other extraneous material is not carried out of the site and deposited on the public highway. Should such deposits occur, it is the applicant's/developer's responsibility to ensure that all reasonable steps (e.g. street sweeping) are taken to maintain the roads in the vicinity of the site to a satisfactory level of cleanliness.

S59

Prior to commencement of development, the applicant is required enter into an agreement with the Highway Authority under Section 59 of the Highways Act 1980. Prior to works taking place on site and following completion of the development, a joint survey shall be undertaken with the County's Locality Officer to agree the condition of the public highway. Should the public highway be damaged or affected as a consequence of the works being undertaken during the development of the site, the developer will be required to undertake work to remediate this damage as agreed with the Locality Officer.

Yours sincerely



Joanne Archer
Principal Development Management Engineer

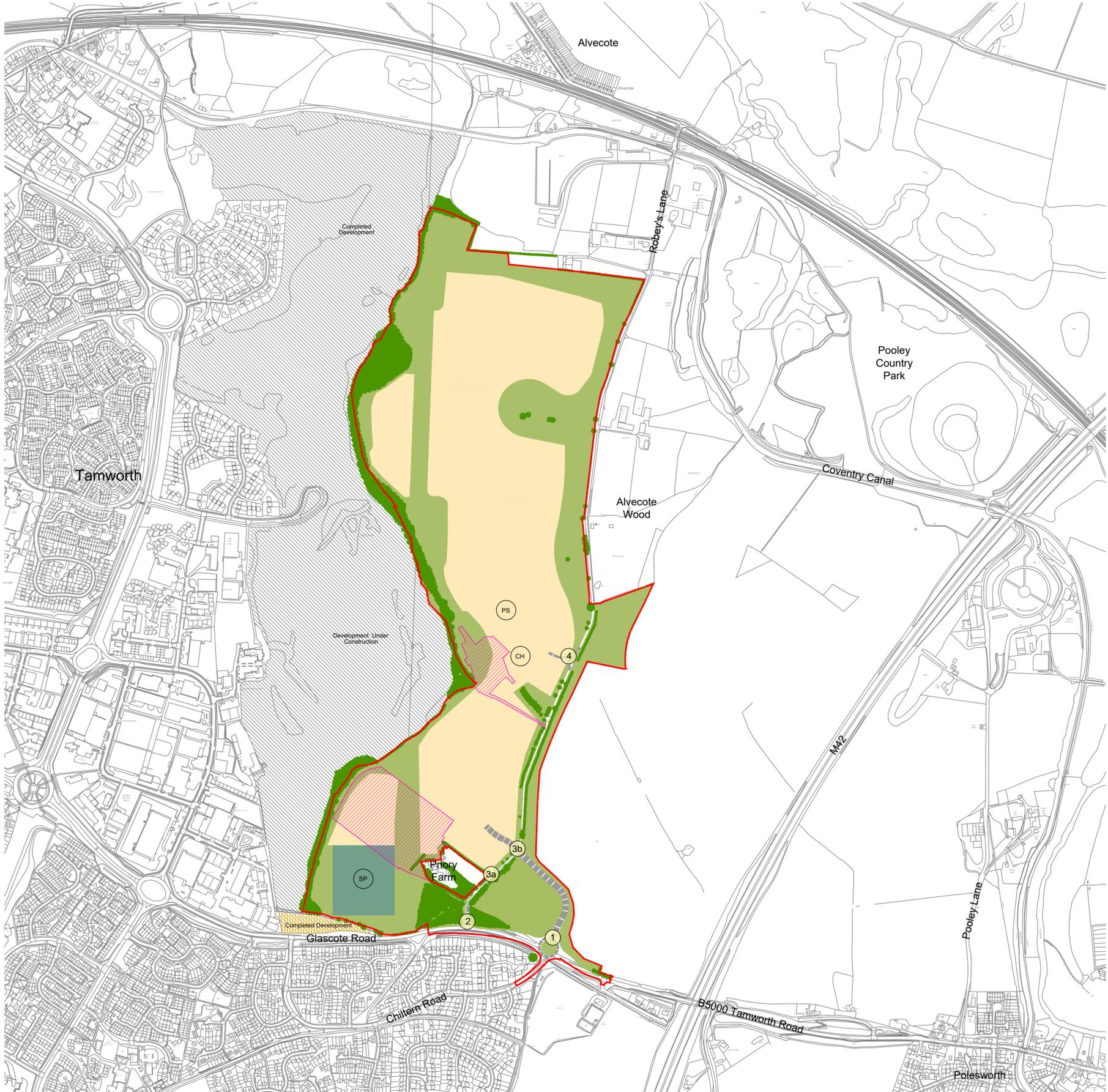
Copy to; Councillor Mr D Parsons, - Polesworth, for information only.

B. Indicative Site Layout & Parameters Plan

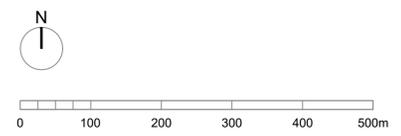
KEY

-  Site Boundary 73.82ha
-  Built Development 37.8ha
- Residential** 34.8ha
Up to 1270 homes (C3 use) to include 100 bed extra care provision (C2 use) Residential area includes Primary Streets, other residential streets, & private gardens.
-  Community Hub 0.8ha
Use Classes E(a)(iv) & (g)(ii) and (b), F.2 (a) & (b), drinking establishment and hot food takeaway uses (with residential above)
-  Primary School 2.2ha
Primary School (2FE) with Pre-School Provision
- Proposed Points of Access (1 to 4)**
Refer to Application Drawings
-  Access with Tamworth Road and Chiltern Road
-  Access from Robey's Lane
-  Proposed Emergency Access
-  Access across Robey's Lane
-  Access to Robey's Lane
-  Buildings/ Structures to be demolished
- Green Infrastructure**
-  Greenspace 34.28ha
Includes: Retained woodland, hedgerows, trees and watercourses and new woodland, hedgerows, tree planting, play, grassland, drainage basins, recreational routes.
-  Existing Retained Vegetation and Features
-  Sports Pitches (2.3ha included within total greenspace) 2.3ha
- Context**
-  Land with Planning Consent, Development under Construction and Completed Development
Sustainable Urban Extension: Policy HQ2 Tamworth Borough Local Plan 2006-2031
-  Completed Development
Commercial development at Derwell Park

Notes: Maximum building height from ground level to ridge: 12.5m, excluding point features.



NOTES
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| rev | date | description | dm | chkd |
|-----|------|-------------|----|------|
| | | | | |



- masterplanning
- environmental assessment
- landscape design
- urban design
- ecology
- architecture
- arboriculture

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client
Hallam Land Management

project
Land to the East of the Former Tamworth Golf Course

drawing title
EIA PARAMETERS PLAN

scale
1:5000 @ A1

drawn / checked
S.J.L / BC

revision date
12 April 2024

drawing number
6186-L-12

rev
Z

CAD file: J:\61006186\LANDS\Plans\6186-L-12 Z Parameters Plan.dwg



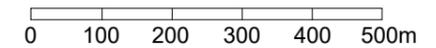
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-  Site Boundary
-  Residential
-  Primary School
-  Extra Care/ Care Home
-  Community Hub
-  Sports Pitches
-  Proposed Primary Point of Access
-  Proposed Secondary Point of Access
-  Proposed Emergency Access
-  Proposed Access to Across Robey's Lane
-  Proposed Access to Robey's Lane
-  Indicative Bus Route
-  No Through Route
-  Green Infrastructure
Includes: Retained hedgerows, trees and watercourses, new woodland, hedgerows, tree planting, play, grassland, drainage basins and recreational routes.
-  Existing Vegetation
-  New Planting and Green Space
-  Play Area
-  Drainage Basins and Swales
[Combination of infiltration and attenuation]
-  Recreational Routes
[Indicative Locations]
-  Section of Robey's Lane for Pedestrian/ Cycle Access Only

The Indicative Layout illustrates how the detailed layout of streets and buildings could come forward based upon the Development Parameters Plan. Rather than showing individual dwellings - which is a matter for the detailed stage - the buildings shown represent the housing blocks and an indication of the design approaches envisaged.



C. Site Access Proposals

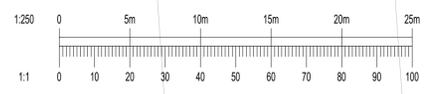
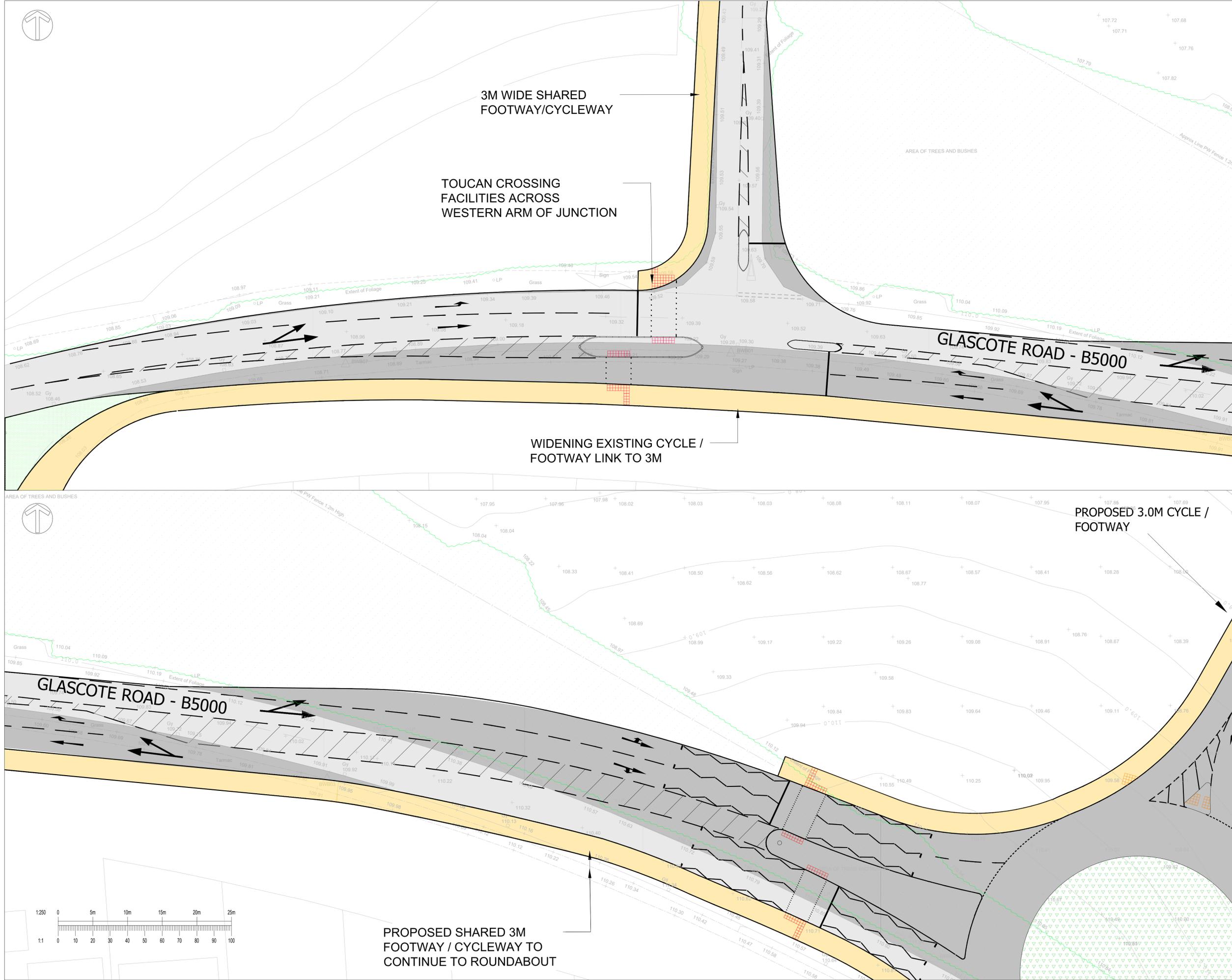


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5. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.

- KEY:**
- EXISTING ROAD
 - PROPOSED PAVEMENT ROUTE
 - PROPOSED ROUTE OF SHARED FOOTWAY / CYCLEWAY
 - PROPOSED ROUTE OF SHARED FOOTWAY / CYCLEWAY AND EMERGENCY ACCESS
 - PROPOSED LANDSCAPED AREA
 - PROPOSED RETRACTABLE BOLLARDS
 - EXISTING FOLIAGE / VEGETATION
 - CONTROLLED SIGNALISED CROSSING



PROPOSED SHARED 3M FOOTWAY / CYCLEWAY TO CONTINUE TO ROUNDABOUT

| | | | | |
|------------|----------|--------------------------------|-----|-----|
| PI02 | 19.03.24 | DESIGN UPDATED FOLLOWING RSA 1 | NYP | DW |
| PI01 | 15.02.24 | FIRST ISSUE | NYP | DW |
| Rev | Date | Description | By | Chk |
| Amendments | | | | |

Project
 LAND TO THE EAST OF THE FORMER TAMWORTH GOLF COURSE, TAMWORTH

Title
 B5000 / ROBEY'S LANE JUNCTION IMPROVEMENT SCHEME (JUNCTION 2)

Client
 HALLAM LAND MANAGEMENT LTD



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 mail@watermangroup.com www.watermangroup.com

Work Stage
 STAGE 2
 Concept Design

Subsidiary
 RIBA
 S2

INFORMATION

| | | | | | |
|------------------------------|------------|------------|--------------|--------------|---------------------|
| Designed By | NYP | Director | DW | Waterman Ref | WIE |
| Drawn By | NYP | Date | JANUARY 2024 | Scales @ A1 | 1:250 |
| Project | Originator | Functional | Spatial | Form | Discipline Number |
| 15596-WIE-HGN-ZZ-DR-C-950106 | | | | | P02 |

waterman-consulting.com/legis/NI_WTDL/Projects/NOTTINGHAM_JOB_FILES/15596-100-Robey's Lane, Tamworth/2024/Revision/7_CADISE_Highways



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5. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.

KEY:

| | |
|--|--|
| | EXISTING ROAD |
| | PROPOSED PAVEMENT ROUTE |
| | PROPOSED ROUTE OF SHARED FOOTWAY / CYCLEWAY |
| | PROPOSED ROUTE OF SHARED FOOTWAY / CYCLEWAY AND EMERGENCY ACCESS |
| | PROPOSED LANDSCAPED AREA |
| | PROPOSED RETRACTABLE BOLLARDS |
| | UNCONTROLLED CROSSING (TACTILES) |
| | EXISTING FOLIAGE / VEGETATION |
| | CONTROLLED SIGNALISED CROSSING |

| PO3 | 16.04.24 | BUS STOP SHELTERS AND LAY BY'S REMOVED | NYP | DW |
|------------|----------|--|-----|-----|
| PO2 | 19.03.24 | DESIGN UPDATED FOLLOWING RSA 1 | NYP | DW |
| PO1 | 19.02.24 | FIRST ISSUE | NYP | DW |
| Rev | Date | Description | By | Chk |
| Amendments | | | | |

Project
LAND TO THE EAST OF THE FORMER TAMWORTH GOLF COURSE, TAMWORTH

Title
B5000 / TAMWORTH ROAD ROUNDABOUT PRELIMINARY LAYOUT

Client
HALLAM LAND MANAGEMENT LTD



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Work Stage
STAGE 2 RIBA
 Concept Design

Subsidiary
INFORMATION S2

| | | | | | |
|------------------------------|------------|------------|---------------|--------------|------------|
| Designed By | NYP | Director | DW | Waterman Ref | WIE |
| Drawn By | NYP | Date | FEBRUARY 2024 | Scales @ A1 | 1:500 |
| Project | Originator | Functional | Spatial | Form | Discipline |
| 15596-WIE-HGN-ZZ-DR-C-950107 | | | | | P03 |

