

A R CARTWRIGHT LTD

PROPOSED RESIDENTIAL DEVELOPMENT
CHAPEL LANE, WITHERLEY, LEICESTERSHIRE

TRANSPORT STATEMENT

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1		Keith Gamblen		internal draft
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1.0 INTRODUCTION

- 1.1 A R Cartwright Ltd commissioned ADC Infrastructure Limited to provide transport and highways advice in support of a detailed planning application for a residential development on land to the south of Chapel Lane, Witherley. Hinckley and Bosworth Borough Council (HBBC) are the local planning authority and Leicestershire County Council (LCC) are the local highway authority.
- 1.2 The proposals comprise a linear development along Chapel Lane with a total of five dwellings. In May 2015, a detailed planning application (ref: 15/00441/FUL) was submitted to HBBC for the erection of 21 dwellings which was later reduced to 10 dwellings due to consultation with the Environment Agency and a Flood Risk Assessment. There was no objection from LCC on highway grounds, however the application was refused by the Planning Inspectorate at appeal in November 2018.
- 1.3 The NPPF¹ states that:
- 110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Guide; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- 111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 1.4 Typically, no formal transport assessment of a residential development of this scale is required. However, this document provides a proportionate assessment of the proposal and its transport implications, to demonstrate that the aims of the NPPF are satisfied and that planning consent should not be prevented on transport grounds.

¹ Paragraphs 110 & 111, National Planning Policy Framework, Department for Communities and Local Government, July 2021

2.0 EXISTING CONDITIONS

Site location and existing use

- 2.1 The site fronts onto Chapel Lane and is located within the village of Witherley. The land is greenfield, and is predominantly grassed with derelict buildings on the northern boundary. The site is bounded by Chapel Lane to the north, the Parish Hall to the west, an existing residential property to the east, and greenfield land to the south. The general site location is shown in **Figure 1** and an aerial photo is shown in **Figure 2**.

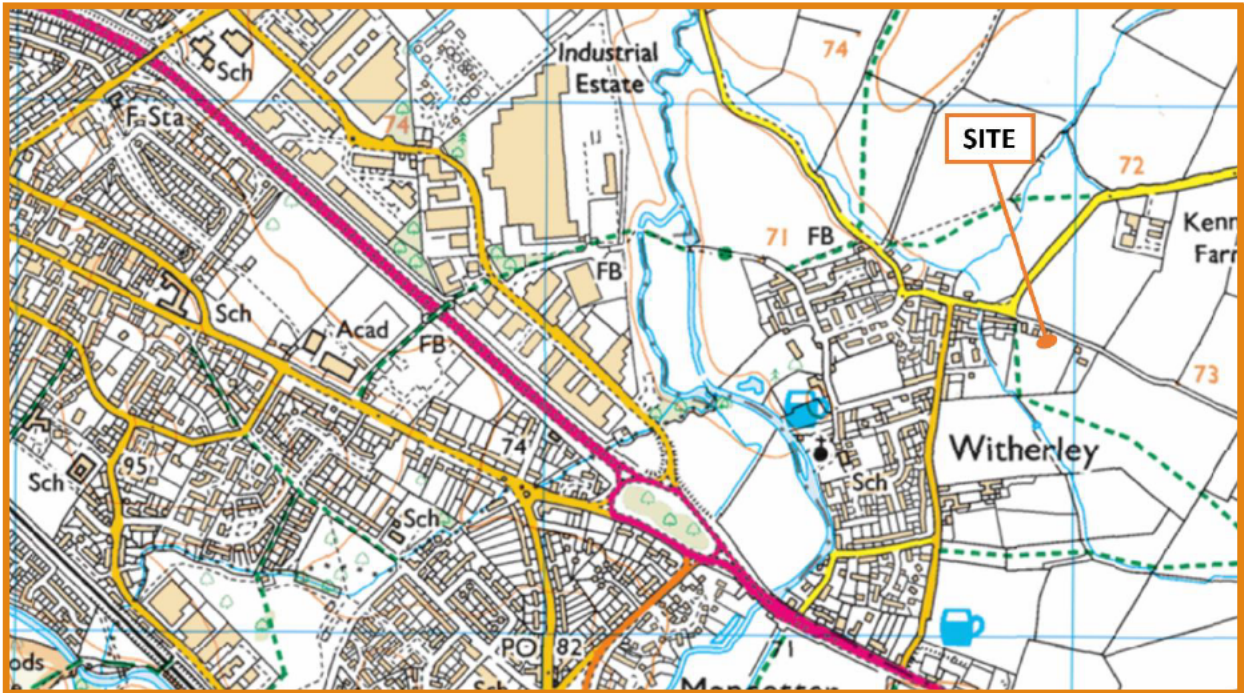


Figure 1: general site location



Figure 2: aerial photograph

Highway network

- 2.2 As shown in **Figure 3**, Chapel Lane abuts the northern boundary of the development. **Figure 4** shows the highway boundary (also contained in **Appendix B**) along Chapel Lane which confirms the western part is adopted by LCC (highlighted in brown) and the highway corridor to the east is unadopted, notably along the site frontage. As part of development proposals, the private section of Chapel Lane will not be offered for adoption. Chapel Lane is a single track road and ranges from 2.8m to 3.3m in width along the site frontage. Chapel Lane is subject to a 30mph speed limit and it is bound by a grass verge and hedgerow. Chapel Lane serves the Parish Hall and two residential properties to the west of the site, along with Drayton Barn Farm and its associated Kennels and Cattery, and two or three residential properties to the east of the site.
- 2.3 To the west of the site, Chapel Lane meets with Atterton Lane at a priority-controlled T-junction. Atterton Lane is single carriageway and subject to a 30mpph speed limit through the junction but there is a speed limit change point approximately 60m north of the junction on the outskirts of the village, where the road is subject to the national speed limit. To the west, Atterton Lane meets with Kennel Lane at a priority-controlled T-junction. Kennel Lane extends southwards from the junction and meets with the A5. The A5 is maintained by National Highways (formerly Highways England) and provides connectivity to Atherstone and Tamworth to the west and Nuneaton and Hinckley to the east.



Figure 3: local highway network

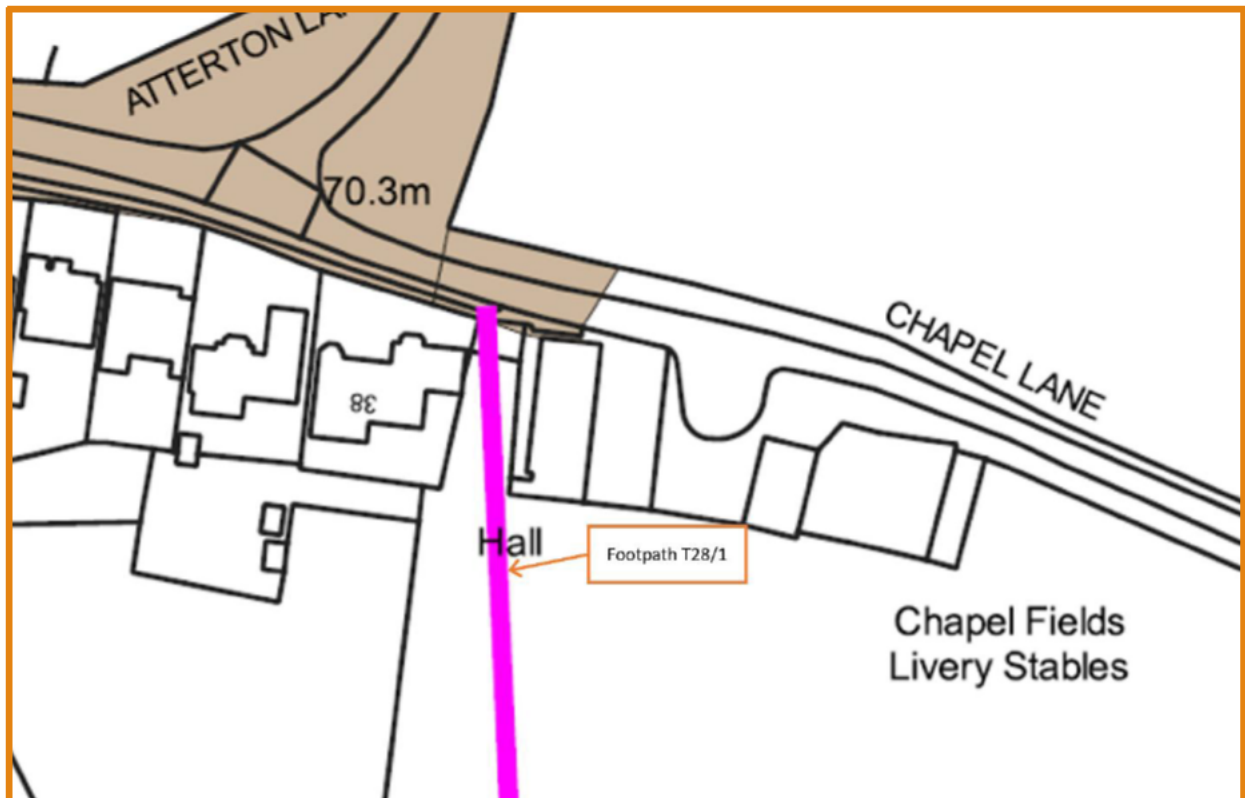


Figure 4: extract of highway boundary obtained from LCC

Accident record

- 2.4 It is necessary to examine the Personal Injury Accident (PIA) record in the vicinity to the site to identify any trends that may be made worse by the additional traffic and person trips generated by the proposed development. Therefore, the most recent five years PIA data was obtained from LCC for the period between 1 January 2016 and 30 April 2021. A copy of the accident data is contained in **Appendix C**.
- 2.5 One accident was recorded during the study period in the vicinity to the site. The accident was slight in nature and occurred at the Atterton Lane/Kennel Lane junction as shown in **Figure 5**. The accident involved an agricultural vehicle turning right from Kennel Lane onto Atterton Lane and a car travelling westbound on Atterton Lane.

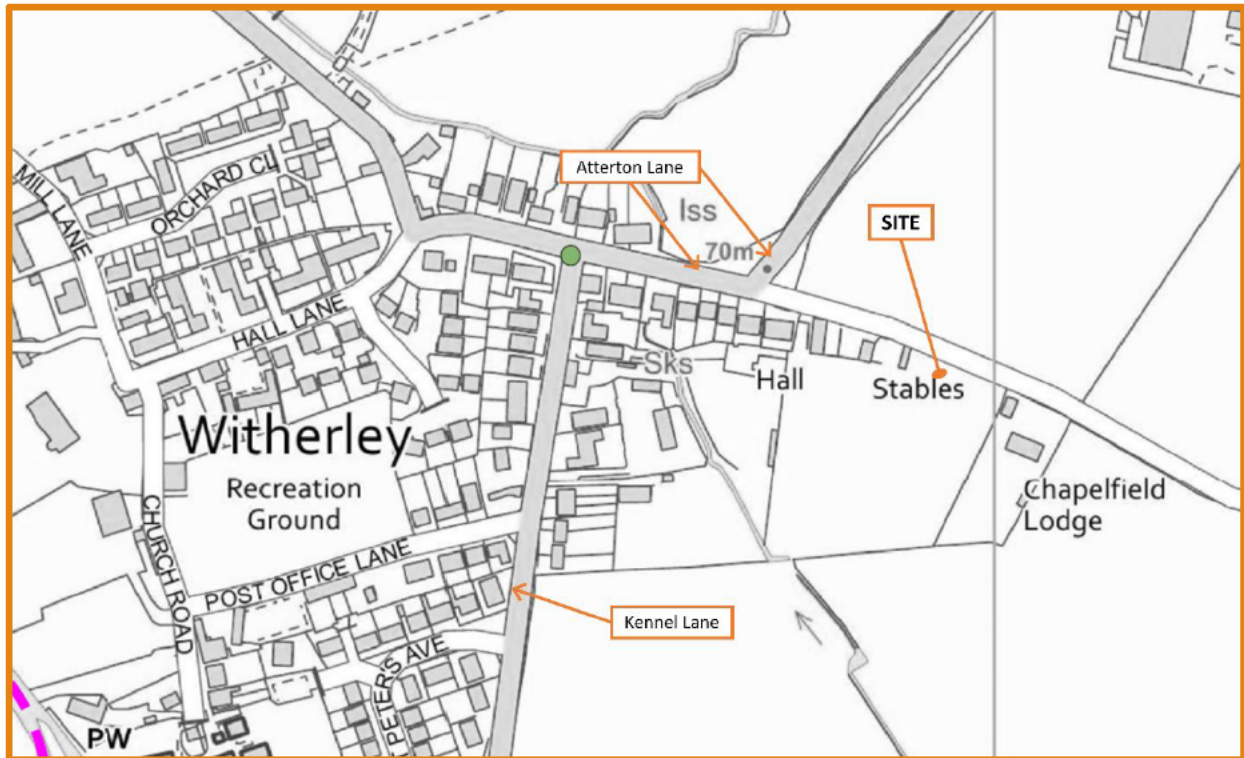


Figure 5: location of recorded accident in vicinity to the site

Opportunities for pedestrian travel

- 2.6 Pedestrians are typically prepared to walk up to 2km for non-leisure journeys such as travelling to work or school². All of Witherley is within 2km walking distance from the site as well as the village of Mancetter to the south west of the site. This includes facilities such as Witherley CE Primary School, St. Benedict's R.C Primary School, Wathen Grange and Mancetter Post Office (including convenience store). The southern part of the Carlyon Road Industrial Estate is also located within 2km walking distance. **Figure 6** shows a 2km walking catchment from the centre of the site.

² Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000



Figure 6: 2km pedestrian catchment

- 2.7 The facilities mentioned above can be accessed via a network of footways in the vicinity to the site. There is no footway along the site frontage. However, there is a footway on the southern side of Chapel Lane to the west of the site which connects to a footway on the southern side of Atterton Lane. There is a footway on the western side of Kennel Lane and within Witherley, although there are sections where pedestrians share the carriageway with vehicles. A footway is provided on the northern side of A5 linking with Carlyon Road industrial estate, as well as an uncontrolled crossing to enable pedestrian connectivity to Mancetter, via a short section of footway on the southern side of the A5.
- 2.8 **Figure 7** shows the local Public Rights of Way (PRoW) network. No PRoW runs through the site. However, Footpath T28/1 runs from the west of the Parish Hall and connects with Footpath T27/2 which extends to Fenny Drayton.



Figure 7: public Rights of Way

Opportunities for cycle travel

- 2.9 Guidance suggests that cyclists are typically prepared to travel up to 5km for non-leisure journeys, such as those to work. Statistics published in the National Travel Survey 2019 showed that the average cycle journey to work took 23 minutes from their home. At an average cycle speed of 12mph, a cyclist travelling at 12mph for 23 minutes will cover a distance of 7.4km. **Figure 8** therefore shows a 5km and 7.4km cycle catchment from the centre of the site. The 5km cycle catchment area includes Witherley, Mancetter, Atherstone and Fenny Drayton whilst the 7.4km catchment includes Baddesley Ensor, Higham on the Hill and the northern part of Nuneaton.
- 2.10 With regards to cycle facilities, as shown in **Figure 9**, National Cycle Network route (NCN) 52 runs to the east of the site and extends from Warwick to Coalville. As shown by the yellow lines on **Figure 9**, LCC also consider Atterton Lane and the adjoining Mythe Lane to be suitable for cyclists, providing a suitable cycle link to Atherstone.

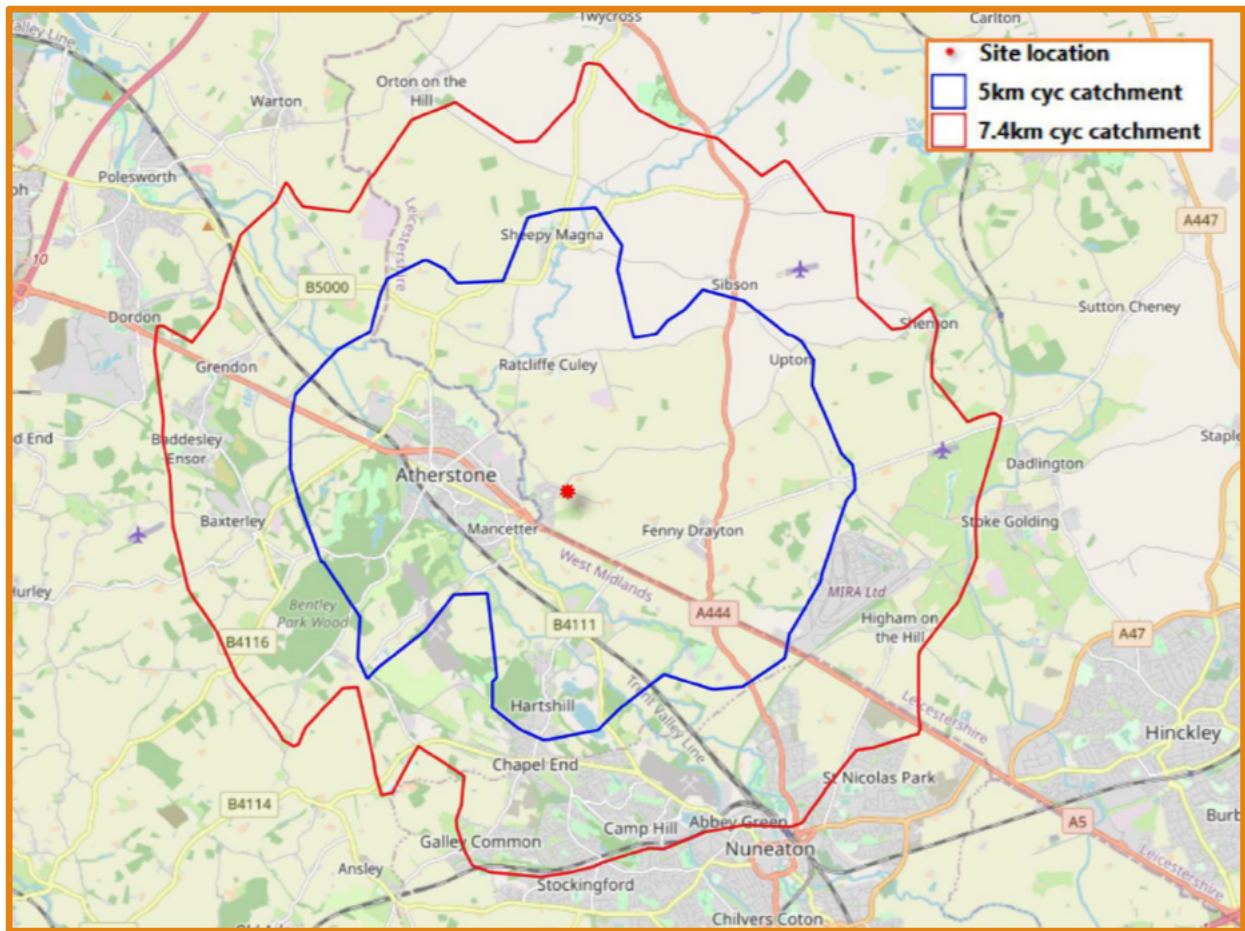


Figure 8: cycle catchments

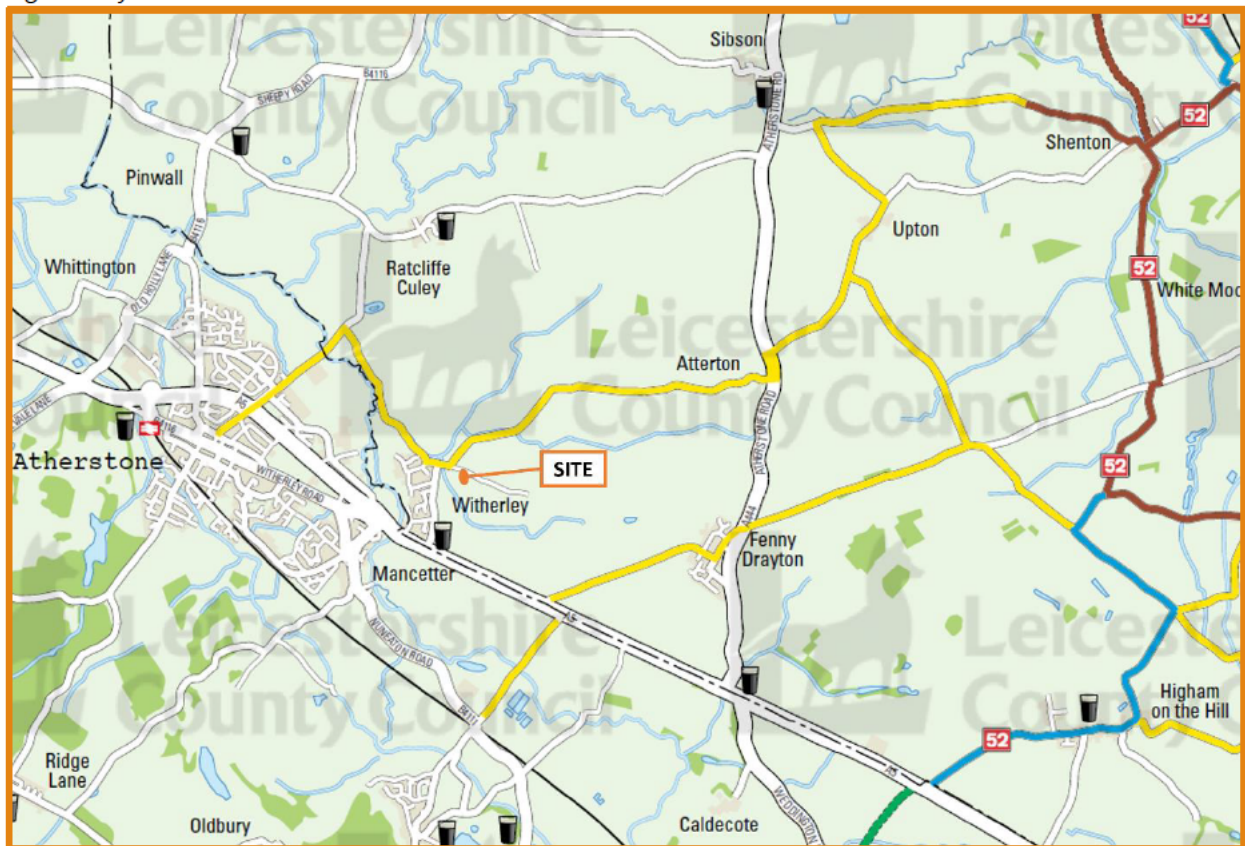


Figure 9: extract from Leicestershire County Council cycle map - Borough of Hinckley and Bosworth

Opportunities for bus travel

- 2.11 The nearest bus stops are on Hall Lane, within 420 metres of the site (**Figure 10**). The stops serve the 7 Service, operated by Roberts Travel Group. The service routes from Measham to Atherstone. The service to Atherstone runs a service generally every two hours between 0946 and 1618 on weekdays as well as between 0946 and 1552 on Saturdays. The route to Measham runs between at 0750 on weekdays.

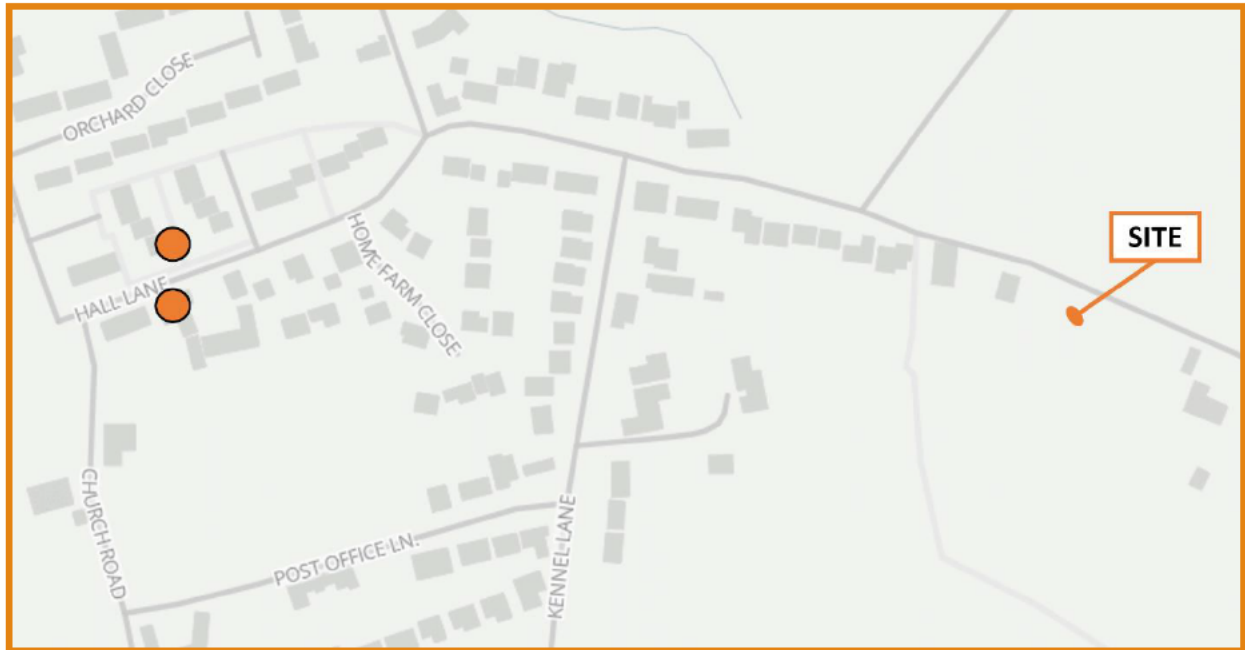


Figure 10: location of nearest bus stops

Opportunities for rail travel

- 2.12 The nearest railway station is Atherstone Railway Station, approximately 3.2km from the site and, therefore, within the 5km cycle catchment. The station is served by hourly trains to London Euston as well as regular services to Birmingham New Street, Crewe and Coventry.

Summary

- 2.13 There are opportunities for sustainable travel, proportionate to the scale and location of the development. There are numerous footpaths and footways running within the pedestrian catchment area. There are facilities in the vicinity of the site, including primary schools as well as a post office and convenience store. Pedestrians can access the site via the existing footway on the southern side of Chapel Lane and Atterton Lane as well as footways along Kennel Lane and the A5. NCN route 52 runs to the east of the site and the local roads in the vicinity of the site are suitable for cycle travel. The nearest bus stops are on Hall Lane, approximately 420 metres from the site and provides a service from Measham to Atherstone.

3.0 PROPOSED DEVELOPMENT

Development proposals

- 3.1 The proposals comprise a linear development along the southern side of Chapel Lane with a total of five dwellings and associated parking. The development layout is shown in **Appendix A**.

Car parking

- 3.2 HBBC's and LCC's car parking standards state that two car parking spaces are required for a dwelling with three bedrooms and less, whilst dwellings of four or more beds should provide three car parking spaces.
- 3.3 Plots 1 and 2 are 3-bed and will each provide two car parking spaces and a single garage whilst Plot 3 will be 4-bed and will provide two car parking spaces and a double garage. Plots 4 and 5 are 5-bed and will each provide four car parking spaces. With regards to Plot 3, whilst there are two car parking spaces, the double garage will also provide car parking space for a further two cars. For LCC to accept a garage as a car parking space, a double garage must have minimum internal dimensions of 6 x 6m. The double garage for Plot 3 will be 6.45 x 6.45m and, therefore, is suitable to be classed as parking for two cars.
- 3.4 Therefore, the car parking spaces are in line with the car parking standards and would avoid the development leading to on-street parking on the local highway network.

Access and servicing

- 3.5 As stated in Section 2, Chapel Lane ranges from 2.8m to 3.3m in width and, hence does not enable two-way vehicular movements. Hence, as part of the previous application for the site (Ref: 15/00441/FUL), it was proposed the carriageway would be widened to 4.8m in accordance with the width of a residential access road suitable to serve up to 50 dwellings as set out in Leicestershire's Highway Design Guide. However, there is an existing pinch point in front of the Parish Hall, where Chapel Lane is 3.15m wide, which would prevent widening to 4.8m for a short section of the lane.
- 3.6 As part of the previous application, ADC consulted LCC on a suitable arrangement for dealing with this pinch point. That work identified that in front of the Parish Hall, widening to 3.7m is possible. Leicestershire's Highway Design Guide accepts a carriageway width of 3.7m within a development as a speed control feature. Whilst Chapel Lane is not an internal road, it is not a through route and it is very lightly trafficked, and therefore the narrowing is acceptable for a short section of the carriageway. LCC did not object to the proposed highway works along Chapel Lane as part of their highways observations for the previous scheme.
- 3.7 Along with the widening highway works on Chapel Lane, it is proposed the 5 residential dwellings would be accessed via four private driveways on Chapel Lane. Plots 1 and 2 would be accessed via a shared driveway and would measure 6.225m whilst Plots 3, 4 and 5 would each provide a driveway which would measure 6m in width. To enable pedestrian connectivity, a 2m wide footway is proposed on the southern side of Chapel Lane to link with the existing footway which currently stops adjacent to the Parish Hall. The proposed access arrangement is shown in **Drawing ADC1306/008/D**.
- 3.8 As the speed limit along the site frontage is 30mph, the access arrangement shows visibility splays of 2.4 x 43m which are achievable in both directions without conflicting with the gardens.

Pedestrian visibility splays of 1 x 1m are shown for each driveway, all of which are achievable, avoiding conflict with the proposed hedgerows either side.

- 3.9 Due to the farm on Chapel Lane to the east of the site, **Drawing ADC1306/009/A** shows a swept path analysis of the widening works in front of the Parish Hall and demonstrates that a farm tractor with trailer can pass a car at the pinch point in both directions and vice versa.
- 3.10 Hence, the proposed driveways and associated highways works along Chapel Lane would provide safe and suitable access for the development. As part of development proposals, the unadopted section of Chapel Lane would not be offered for adoption.
- 3.11 Regarding servicing, refuse vehicles currently route along Chapel Lane and turn around at the eastern end, adjacent to Drayton Barn Farm. The dwellings either side of the site are therefore serviced on-street. Hence, it is proposed the proposed development would replicate the current approach.

Stage One Road Safety Audit

- 3.12 The proposed driveways and highway works along Chapel Lane has been subject to a Stage One Road Safety Audit carried out in accordance with GG119. The Audit found one problem with the initial design. A copy of the report is contained in **Appendix D**.
- 3.13 A Response Report has been produced which is in **Appendix D** and changes to the proposed scheme has been incorporated within the drawing presented within this Transport Statement.

4.0 TRIP GENERATION

Trip rates and traffic generation

- 4.1 To provide an estimate of the potential traffic generation associated with proposed five dwellings, a first principles approach has been adopted based on privately owned houses generating 0.75 two-way vehicle trips per hour in the morning and evening peak hours, with a 20%/80% arrival/departure split in the AM peak hour and 70%/30% split in the evening peak hour. A development of five dwellings would therefore generate approximately four new two-way trips, as shown in the table below.

traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.150	0.600	0.750
	PM peak hour	0.520	0.230	0.750
vehicle trips (5 dwellings)	AM peak hour	1	3	4
	PM peak hour	3	1	4

Modal split and person trip generation

- 4.2 The proportion of trips by each main mode of travel was calculated using the 2011 National Census 'Method of travel to Work' data (dataset QS701EW). The site is in the 'Hinckley and Bosworth 008' middle super output area (MSOA), and it is reasonable to assume that new residents at the development would display similar travel patterns to existing residents in the area. The data is contained in **Appendix E** and the resultant modal split and person trip generation is summarised below.

	walk	cycle	bus	train	m/cycle	car driver	passenger	taxi
	7.3%	2.5%	1.3%	1.7%	1.0%	81.5%	4.6%	0.1%
av. peak hour	1	0	0	0	0	4	0	0

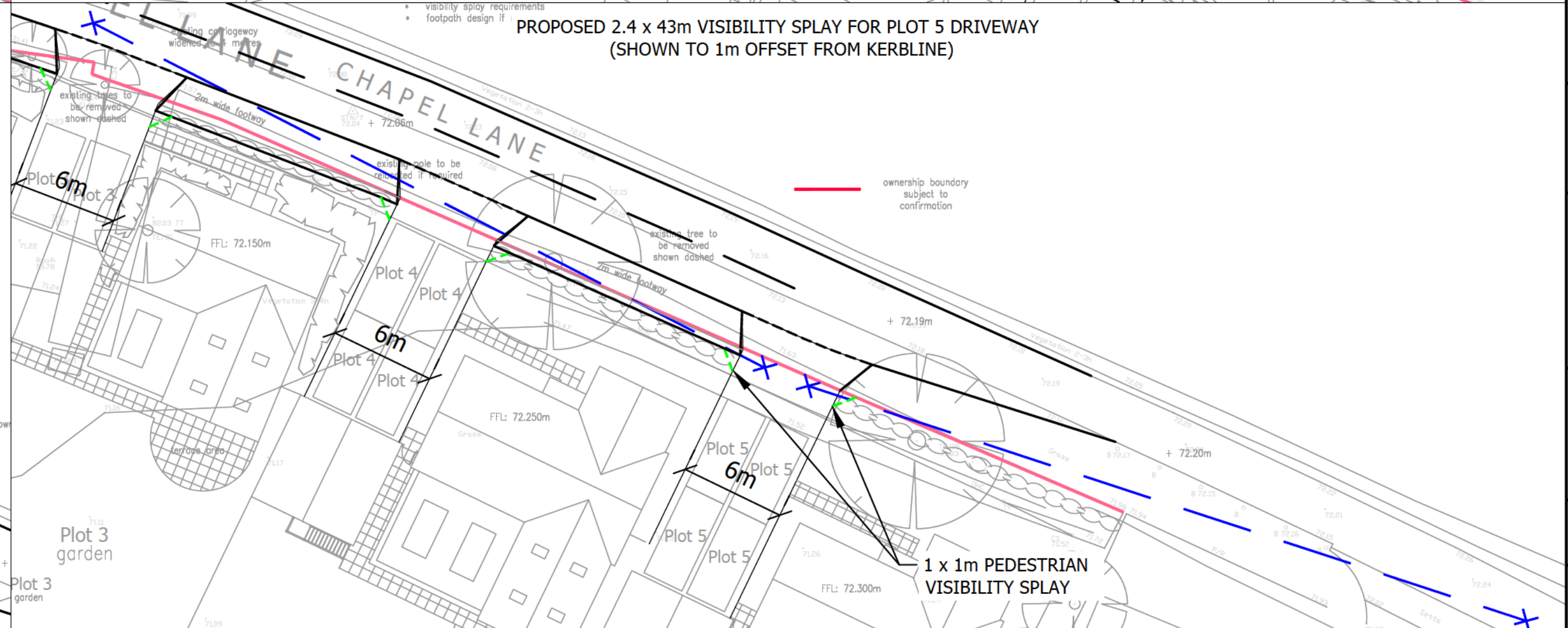
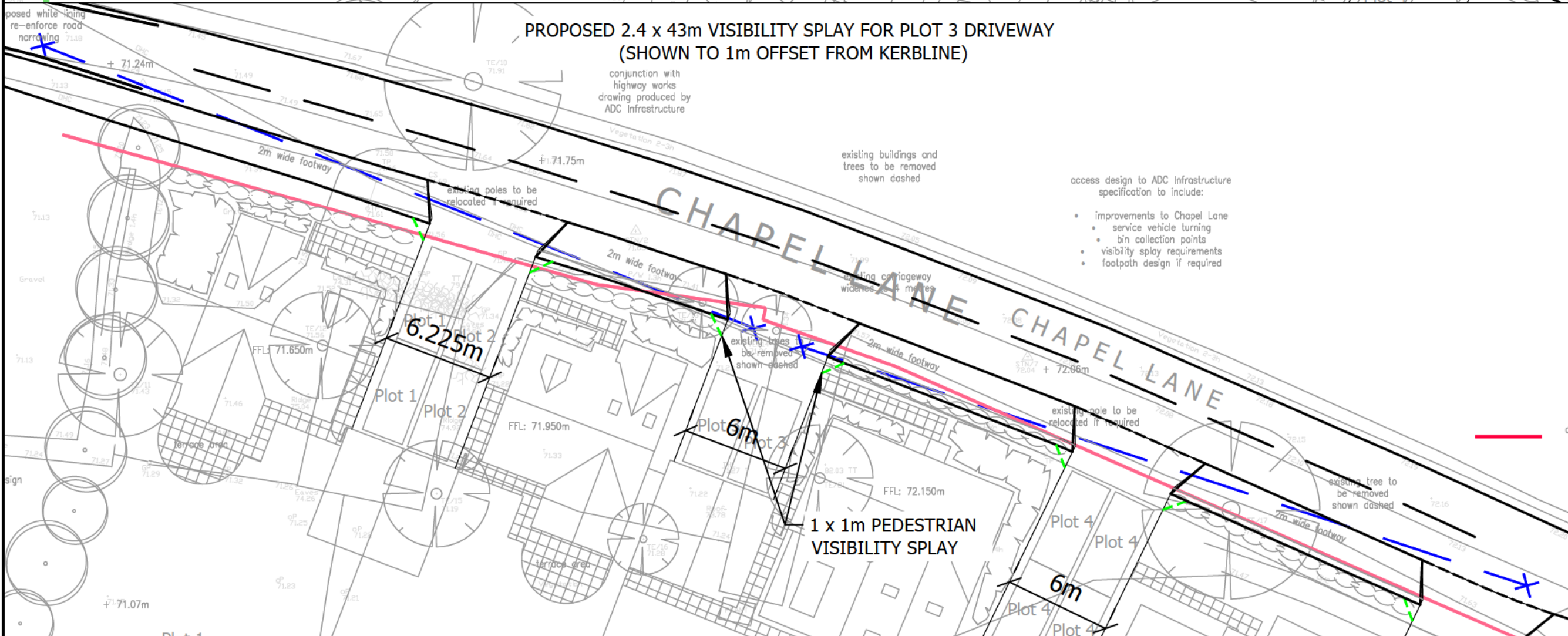
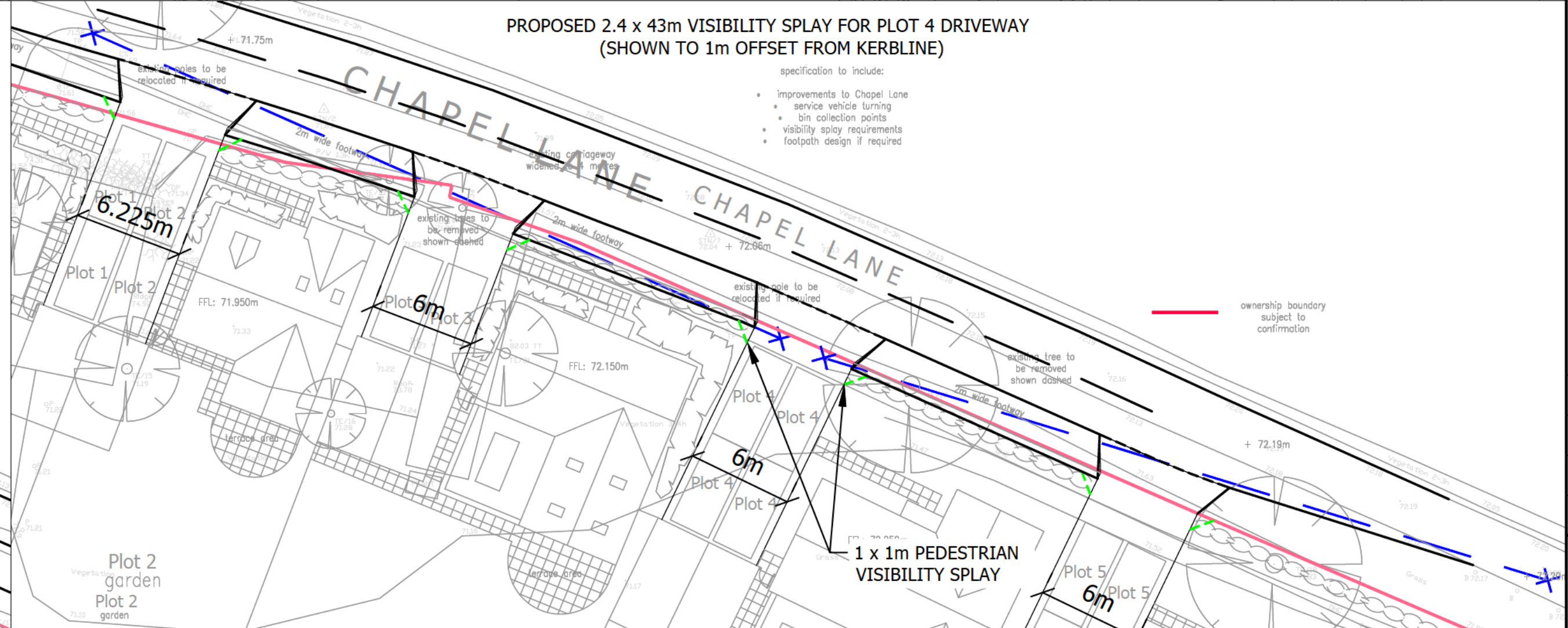
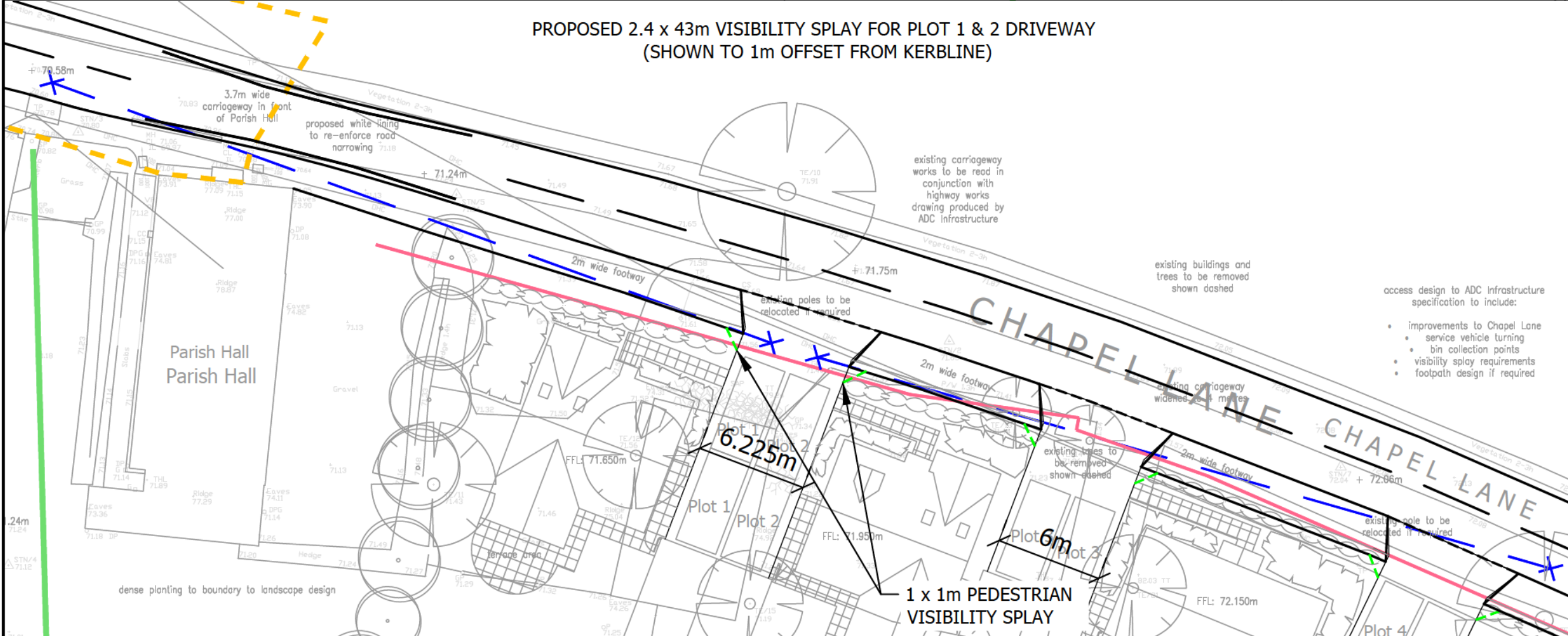
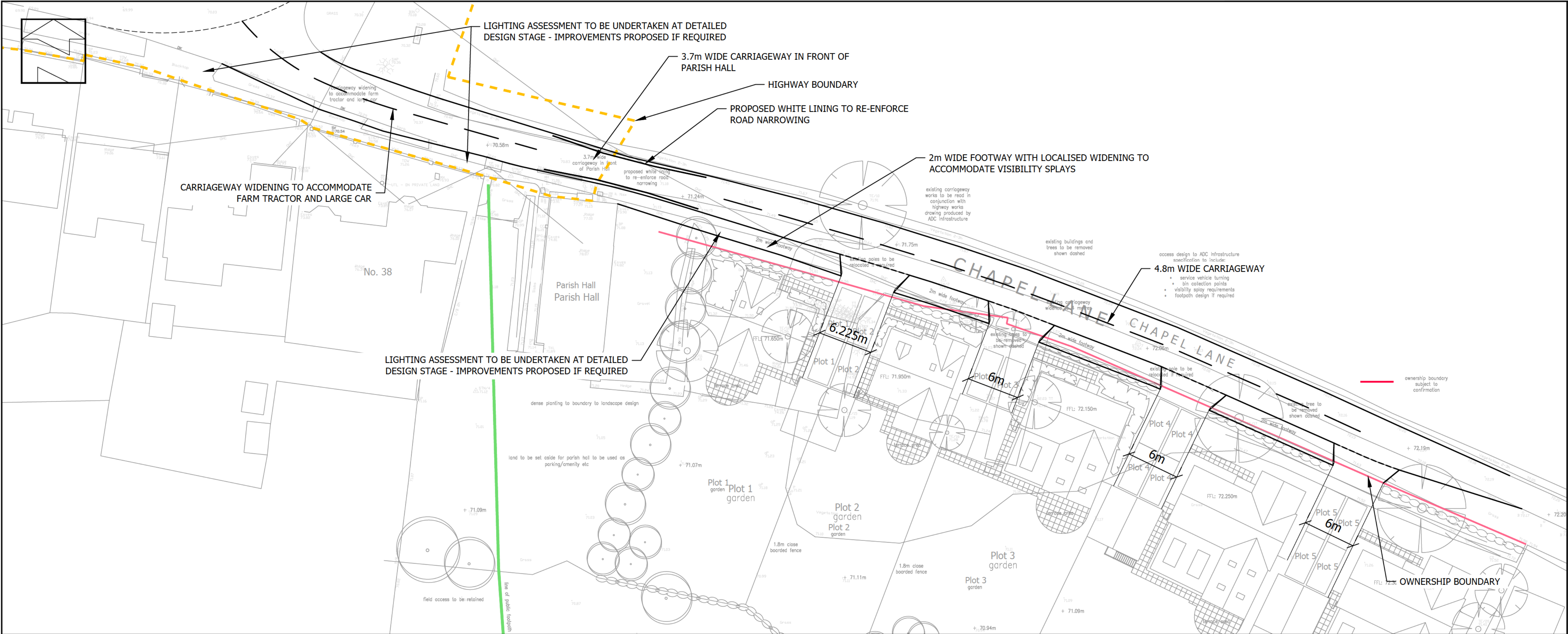
5.0 HIGHWAY IMPACT

- 5.1 The proposed development would generate up to four two-way car trips in the peak hours. To determine the likely distribution pattern of the proposed development traffic, reference was made to the 2011 National Census 'Location of Usual Residence and place of work method to travel to work' dataset (reference WU03EW). The data provides information on the in moves and out moves to and from each MSOA associated with journeys to work. This was undertaken in September 2015 as part of the previous application for the site.
- 5.2 Based on the Census data contained in **Appendix F**, 90% of development traffic will use the A5 to the south, with 70% travelling to and from the east and 20% travelling to and from the west. This equates to a maximum of three vehicular two-way movements in a peak hour entering and exiting the site via the A5. This minimal increase would not materially alter the operation or safety of the highway network. Overall, therefore, there would be no adverse impacts on the highway network.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement supports a detailed planning application for a linear development along the southern side of Chapel Lane with a total of five dwellings and associated parking.
- 6.2 There are opportunities for sustainable travel, proportionate to the scale and location of the development. There are footpaths and footways running within the pedestrian catchment area. There are facilities in the vicinity of the site, including primary schools as well as a post office and convenience store. Pedestrians can access the site via the existing footway on the southern side of Chapel Lane and Atterton Lane as well as footways along Kennel Lane and the A5. NCN route 52 runs to the east of the site and the local roads in the vicinity of the site are suitable for cycle travel. The nearest bus stops are on Hall Lane, approximately 420 metres from the site and provides a service from Measham to Atherstone.
- 6.3 Regarding access, as part of the previous application for the site, a highway widening scheme was proposed along Chapel Lane due to the narrow nature of the existing track. The proposals include widening the site frontage to 4.8m to enable two-way traffic movements whilst widening the section of carriageway at the front of the Parish Hall to 3.7m. LCC did not object to the proposed highway works along Chapel Lane as part of their highways observations for the previous scheme. Along with the highway works on Chapel Lane, the proposed development would be accessed via four private driveways, all of which are sufficient for the development and provides suitable visibility, both pedestrians and vehicular.
- 6.4 The development would generate up to four two-way vehicle movements in a peak hour. Thus, there would not be a material increase in traffic on the off-site highway network. There is no accident problem in the vicinity to the site. As conditions would not materially alter, an adverse impact would not occur. Therefore, the additional traffic as a result of the development would not have a severe impact.
- 6.5 Overall, the proposed development would accord with the aims of the NPPF. Safe and suitable access can be achieved by all modes of travel, and the proposed development would not result in a severe impact on the road network. Therefore, it would be unreasonable to prevent the development on highways grounds.

DRAWINGS



D	Updated following Stage 1 RSA	07/10/2021
C	Updated Masterplan	17/09/2021
B	Updated Masterplan	01/07/2021
Rev	Description	Date

Client:
A R Cartwright Ltd

Project:
**Proposed Residential Development
Chapel Lane, Witherley**

Title:
Proposed Highway Works

ADC INFRASTRUCTURE		
Drg Size: A1	Scale: 1:500	Date: 19/07/2017
Drg No: ADC1306/008	Rev: D	

LARGE CAR TRAVELLING EAST AND PASSING FARM TRACTOR WITH TRAILER

The site plan illustrates the proposed road layout for the new road, showing the road alignment, existing buildings, and surrounding infrastructure. Key features include:

- Proposed Road Alignment:** Indicated by a solid black line, showing the road's path from the top left towards the bottom right.
- Existing Carriageway:** Shown as a dashed black line, indicating the current road layout.
- Existing Footways:** Shown as dashed yellow lines, indicating the current pedestrian paths.
- Buildings and Landmarks:**
 - No. 38:** A large building located on the left side of the plan.
 - Parish Hall:** A building located in the center of the plan.
 - Plot 1, Plot 2, Plot 3:** Residential plots located on the right side of the plan.
- Other Features:**
 - Green Line:** A vertical green line running through the center of the plan, likely representing a boundary or a specific feature.
 - Dimensions:** Various dimensions are provided, such as 70.00m, 71.24m, 71.75m, and 71.89m, indicating the lengths of different road sections or building footprints.
 - Notes:** Several notes are present, including "existing carriageway works to be road in conjunction with highway works" and "existing footways to be widened".

LARGE CAR TRAVELLING WEST AND PASSING FARM TRACTOR WITH TRAILER

3.7m wide of Parish Hall
proposed side-slope to re-align road to improve road narrowing

2m side footway

71.26m

No. 38

Parish Hall
Parish Hall

CHAPPELL

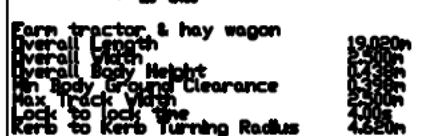
Plot 1
Plot 2
Plot 3

existing overpassing works to be used in conjunction with highway works drawing produced by AEC Infrastructure

dense planting to boundary to landscape design

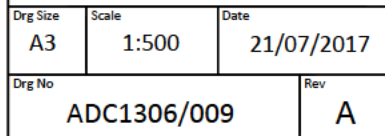
FARM TRACTOR TRAVELLING WEST AND PASSING LARGE CAR

The plan shows the proposed railway alignment and station layout. Key features include the existing railway line, the proposed station platform, and the proposed railway alignment. The plan also shows the existing railway line, the proposed station platform, and the proposed railway alignment.



Project	Chapel Lane, Witherley
Title	Swept Path Analysis of Large Car and Farm Tractor

A R Cartwright Ltd

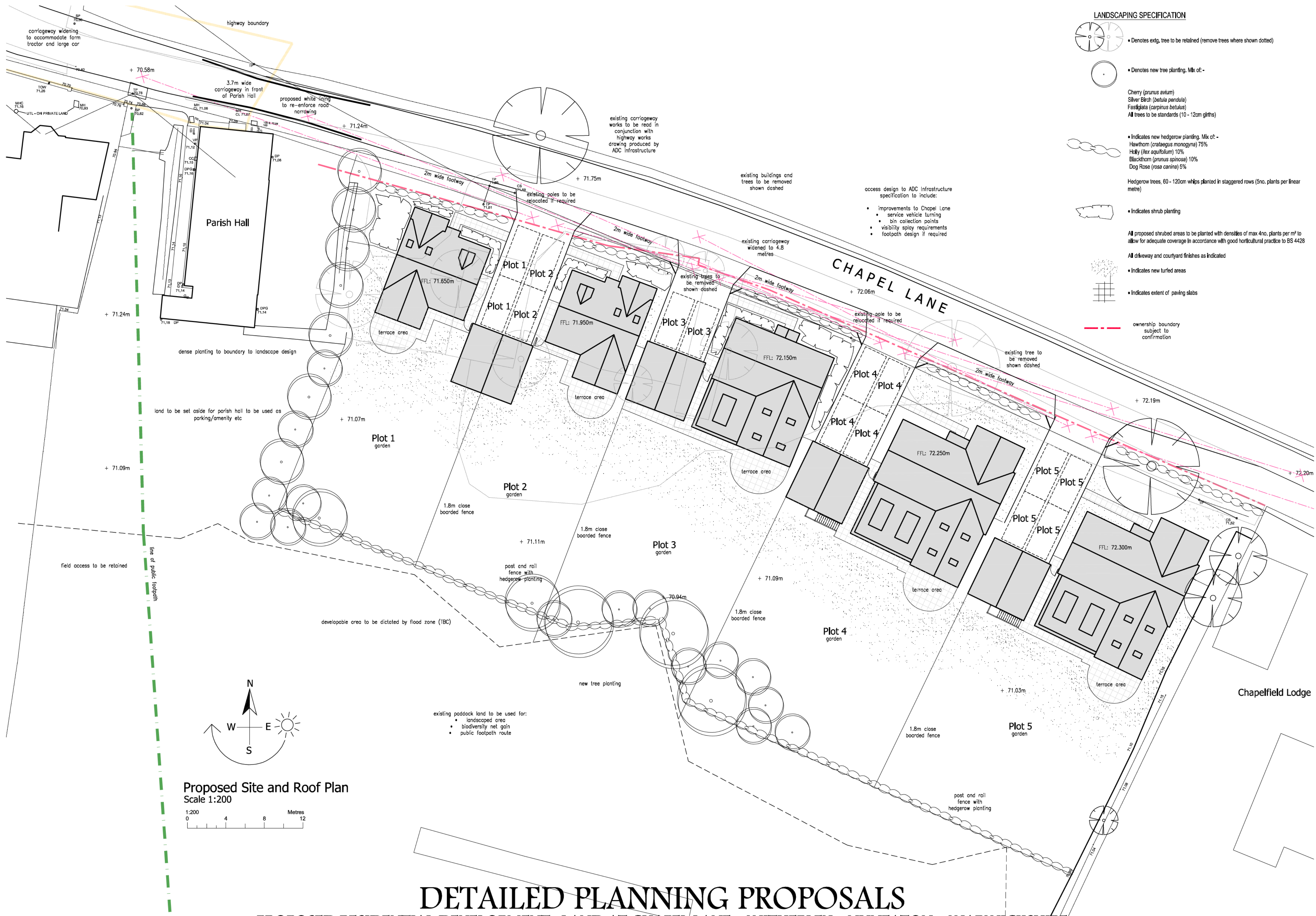


APPENDIX A

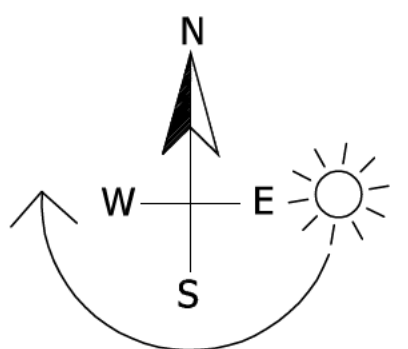
DEVELOPMENT LAYOUT



Illustrative Street Scene from Chapel Lane
Scale 1:200



Proposed Site and Roof Plan
Scale 1:200



DETAILED PLANNING PROPOSALS

PROPOSED RESIDENTIAL DEVELOPMENT -LAND AT CHAPEL LANE ~ WITHERLEY ~ NUNEATON ~ WARWICKSHIRE

LANDSCAPING SPECIFICATION

- Denotes extg. tree to be retained (remove trees where shown dotted)
- Denotes new tree planting. Mix of:-
 - Cherry (*prunus avium*)
 - Silver Birch (*betula pendula*)
 - Fastigiala (*carpinus betulus*)
 - All trees to be standards (10 - 12cm girths)
- Indicates new hedgerow planting. Mix of:-
 - Hawthorn (*crataegus monogyna*) 75%
 - Holly (*ilex aquifolium*) 10%
 - Blackthorn (*prunus spinosa*) 10%
 - Dog Rose (*rose canina*) 5%
- Hedgerow trees, 60 - 120cm whips planted in staggered rows (5no. plants per linear metre)
- Indicates shrub planting
- All proposed shrubed areas to be planted with densities of max 4no. plants per m² to allow for adequate coverage in accordance with good horticultural practice to BS 4428
- All driveway and courtyard finishes as indicated
- Indicates new turfing areas
- Indicates extent of paving slabs
- ownership boundary subject to confirmation

All planting and seeding or turfing shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any plants or trees which within the period of five years from the completion of the development die, are removed or are seriously damaged or diseased shall be replaced within the next planting season with others of similar size and species.

All (other) site boundary treatments as indicated

Form private drive to county council specification with tarmacadam finish bound at edges with precast concrete edging kerbs set on concrete foundations

Prior to the commencement of works on site all extg. trees to be retained shall be securely fenced off by the erection of a tree protection barrier (to coincide with RPA's) to BS5837: 2012 comprising vertical and horizontal framework of scaffold tubes driven into the ground at max 3.0m centres with weld mesh panel fencing or boards securely attached with scaffold clamps. The area inside the protective barrier must remain undisturbed during development as a construction exclusion zone. No change in level, storage of materials and use of fuels and chemicals, equipment or vehicles are permitted in the exclusion zone. The barrier must be in place before ANY building work commences and not be removed until work is completed on site.

To be read in conjunction with Topographical Survey
Drawing No: R-S8359 / 201 by Tower Surveys Ltd

This drawing is subject to:

- Highway Advice
- Planning Advice
- Arboricultural Advice
- Drainage Design
- Ecology Survey
- Flood Risk Advice

Schedule of Accommodation

Plots 1 - 2	3 Bedroom (1.5 storey)	1475 sq ft
Plot 3	4 Bedroom	2250 sq ft
Plot 4 - 5	5 Bedroom	3050 sq ft
Total - 5 No Dwellings		11300 sq Feet

Revisions : B Drawing updated 27.09.21
A Drawing updated 24.09.21

Figured dimensions must be taken in preference to scaled dimensions and any discrepancies are to be referred to David Granger Architectural Design Limited. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any workshop drawings. All drawings are copyright of David Granger Architectural Design Limited. Ordnance Survey Data © Crown Copyright. All rights reserved. Licence No. AR100020449, Landmark Ref. LE58816



DAVID GRANGER
ARCHITECTURAL DESIGN LIMITED

Project
Proposed Residential Development
Land at Chapel Lane
Witherley
Nuneaton, Warwickshire
Drawing Title
Detailed Planning Proposals
Sheet 2 of 10

Client
AR Courtwright Ltd.
Drawing No.
21.4021.10B

Date
August 2021
Drawn by
MS/SM
Scale (A1 Size)
As Shown
Checked by
DG

The Old Cottage Hospital, Leicester Road,
Ashby-de-la-Zouch, Leicestershire, LE65 1DB
Tel: 01530 560939
www.davidgrangerdesign.com
Company Reg. No. 558912

This drawing is subject to:

- Highway Advice
- Planning Advice
- Arboricultural Advice
- Drainage Design
- Ecology Survey
- Flood Risk Advice

Schedule of Accommodation

Plots 1 + 2	3 Bedroom (1.5 storey)	1475 sq ft
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Revisions : A Drawing updated 27.09.21

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ARCHITECTURAL DESIGN LIMITED

Project
Proposed Residential Development
Land at Chapel Lane
Witherley
Nuneaton, Warwickshire

Drawing Title
Detailed Planning Proposals
Sheet 1 of 10

Client
AR Cartwright Ltd.

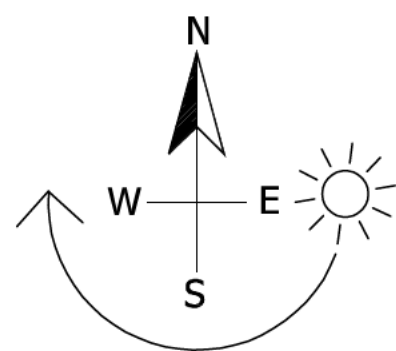
Drawing No.
21.4021.09A

Date
August 2021
Drawn by
MS/SM

Scale (A1 Size)
As Shown
Checked by
DG

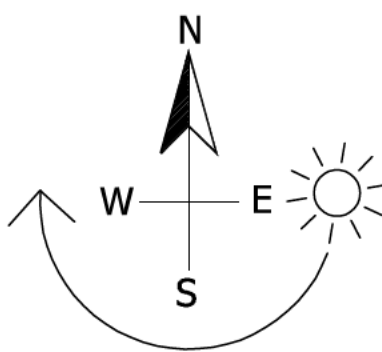
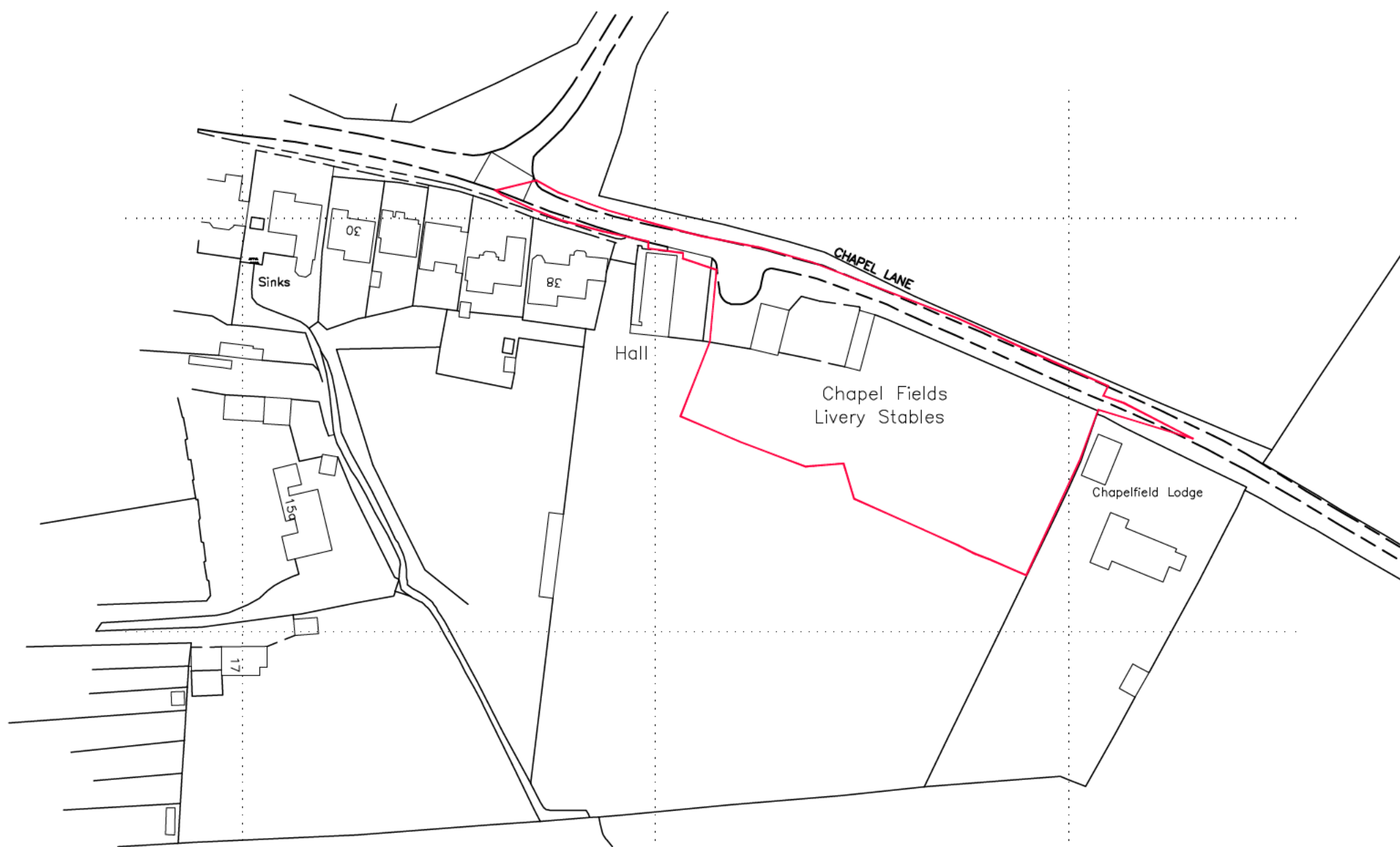
The Old Cottage Hospital, Leicester Road,
Ashby-de-la-Zouch, Leicestershire, LE65 1DB

Tel: 01530 560939
www.davidgrangerdesign.com
Company Reg. No. 558912



Location Plan
Scale 1:1250

1:1250
0 10 20 30 40 50 Metres



Proposed Block Plan
Scale 1:500

1:500
0 10 20 30 Metres



DETAILED PLANNING PROPOSALS

PROPOSED RESIDENTIAL DEVELOPMENT -LAND AT CHAPEL LANE ~ WITHERLEY ~ NUNEATON ~ WARWICKSHIRE

APPENDIX B

HIGHWAY BOUNDARY

Highway Record Enquiries, Environment & Transport
Leicestershire County Council, County Hall
Glenfield, LE3 8RJ
hrc@leics.gov.uk

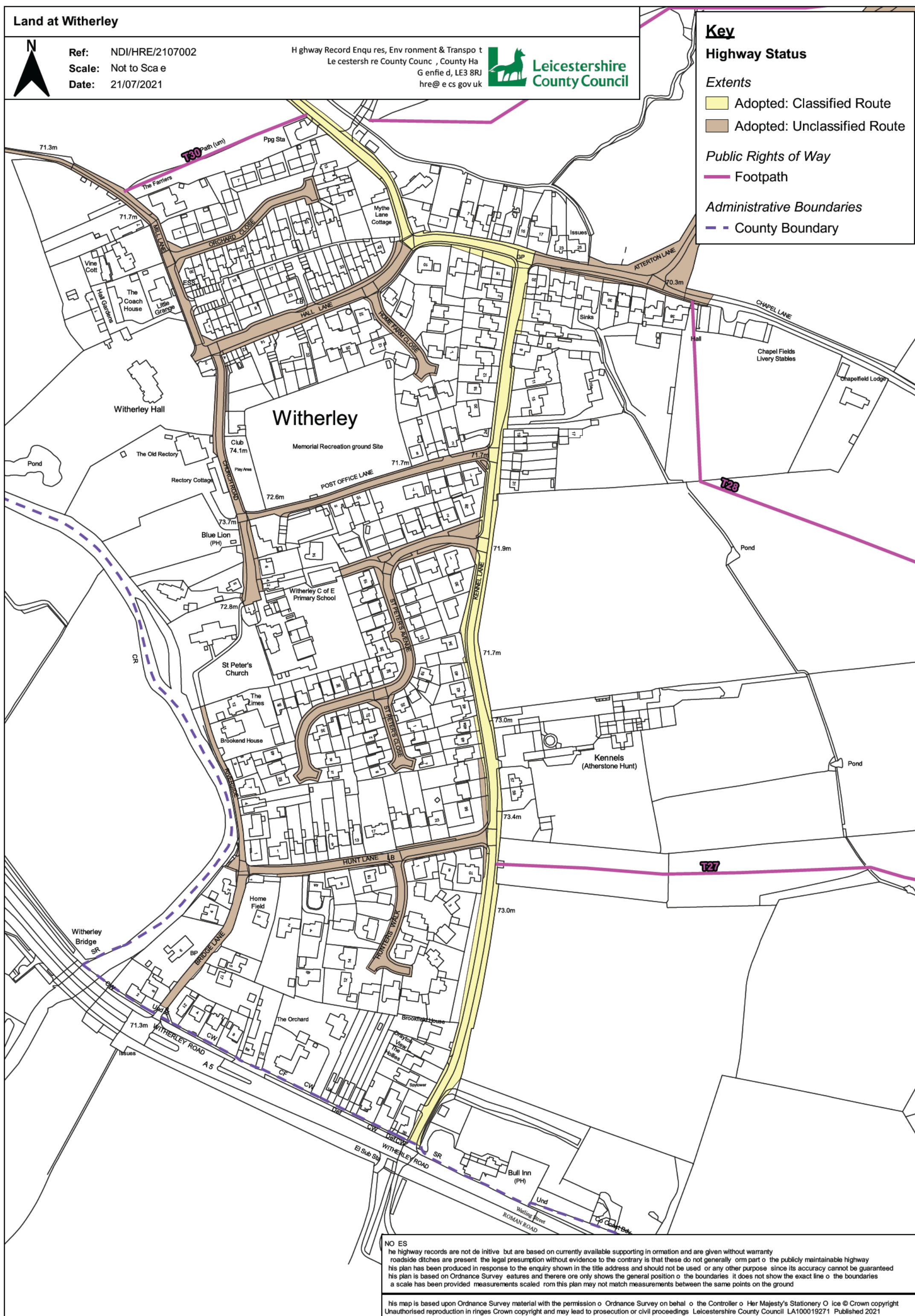


Highway Status

 Adopted: Classified Route
 Adopted: Unclassified Route

— Footpath

— County Boundary



NO ES
he highway records are not de initive but are based on currently available supporting information and are given without warranty
roadside ditches are present the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway
his plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose since its accuracy cannot be guaranteed
his plan is based on Ordnance Survey features and therefore only shows the general position of the boundaries it does not show the exact line of the boundaries
a scale has been provided measurements scaled from this plan may not match measurements between the same points on the ground

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction in any form is prohibited and may lead to prosecution or civil proceedings. Leicestershire County Council LA100019271 Published 2021

APPENDIX C

ACCIDENT DATA

Accidents between dates 01/01/2016 and 30/04/2021 (64) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request polygons ("ADC Witherley 07.07.2021")

Selected Polygon:ADC Witherley 07.07.2021

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800175	23/02/2018	432761	297627	Fine without high winds	Dry	Daylight	Slight

Location: ATTERTON LANE WITHERLEY JW KENNEL LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	E	W
Agricultural vehicle	Entering main road	Turning right	S	E

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Number of records in selection: 1

APPENDIX D

STAGE 1 ROAD SAFETY AUDIT AND RESPONSE REPORT

A R CARTWRIGHT LTD

PROPOSED RESIDENTIAL DEVELOPMENT
CHAPEL LANE, WITHERLEY, LEICESTERSHIRE

RESPONSE REPORT TO
STAGE 1 ROAD SAFETY AUDIT
(PROPOSED HIGHWAY WORKS)

ADC Infrastructure Limited
Suite 3a, King Edward Court
King Edward Street
Nottingham
NG1 1EW
tel: 0115 941 4817

www.ADCinfrastructure.com

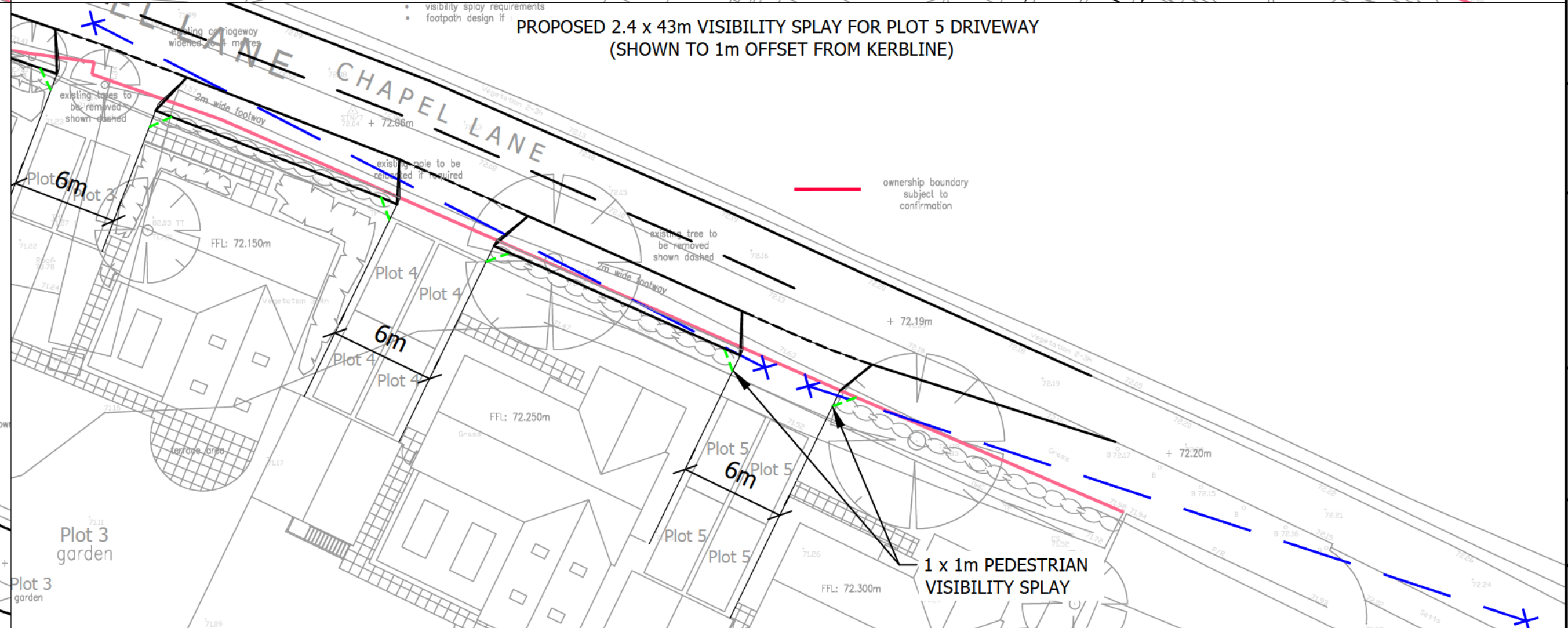
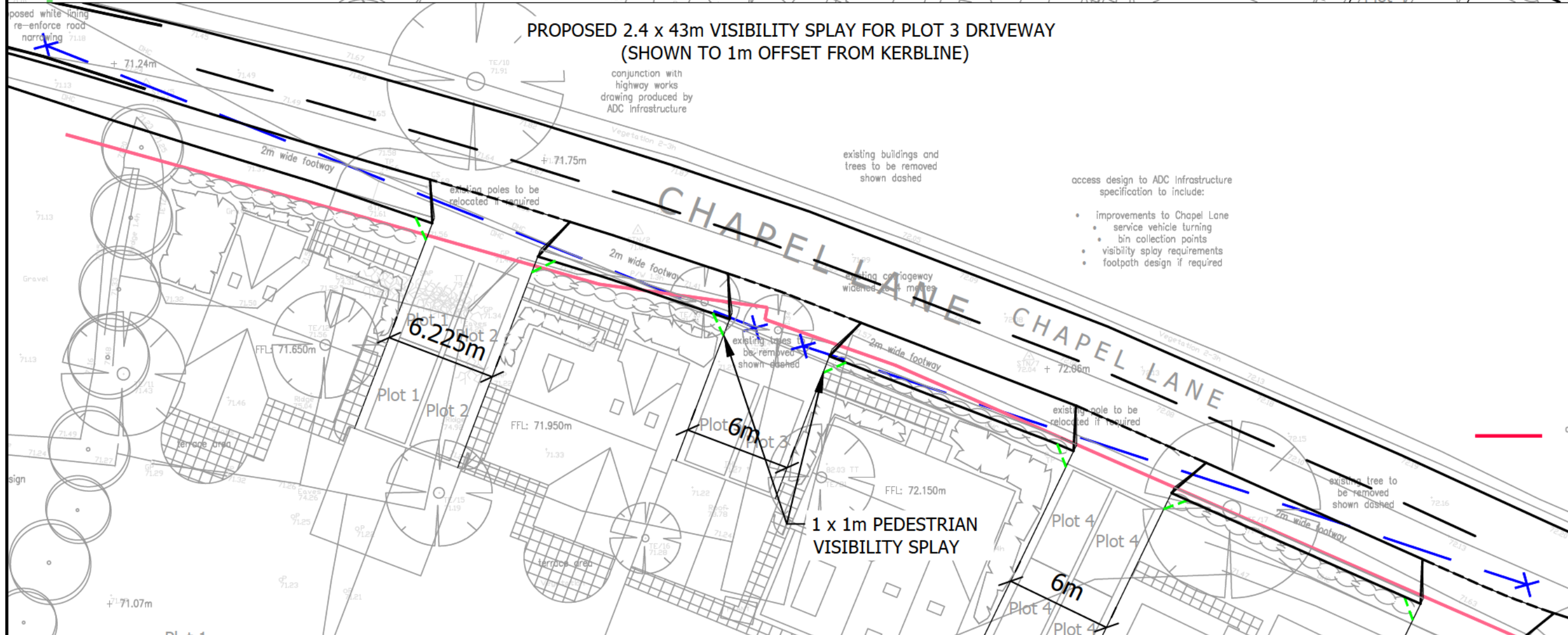
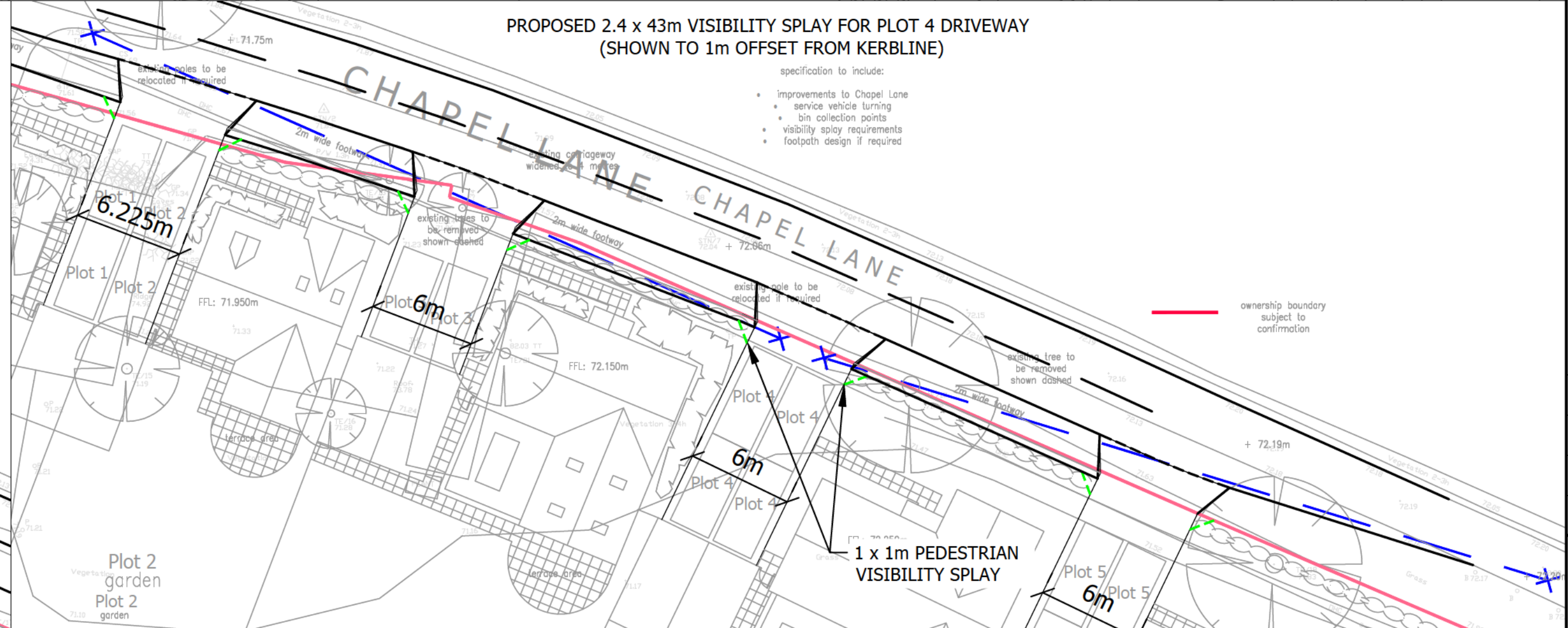
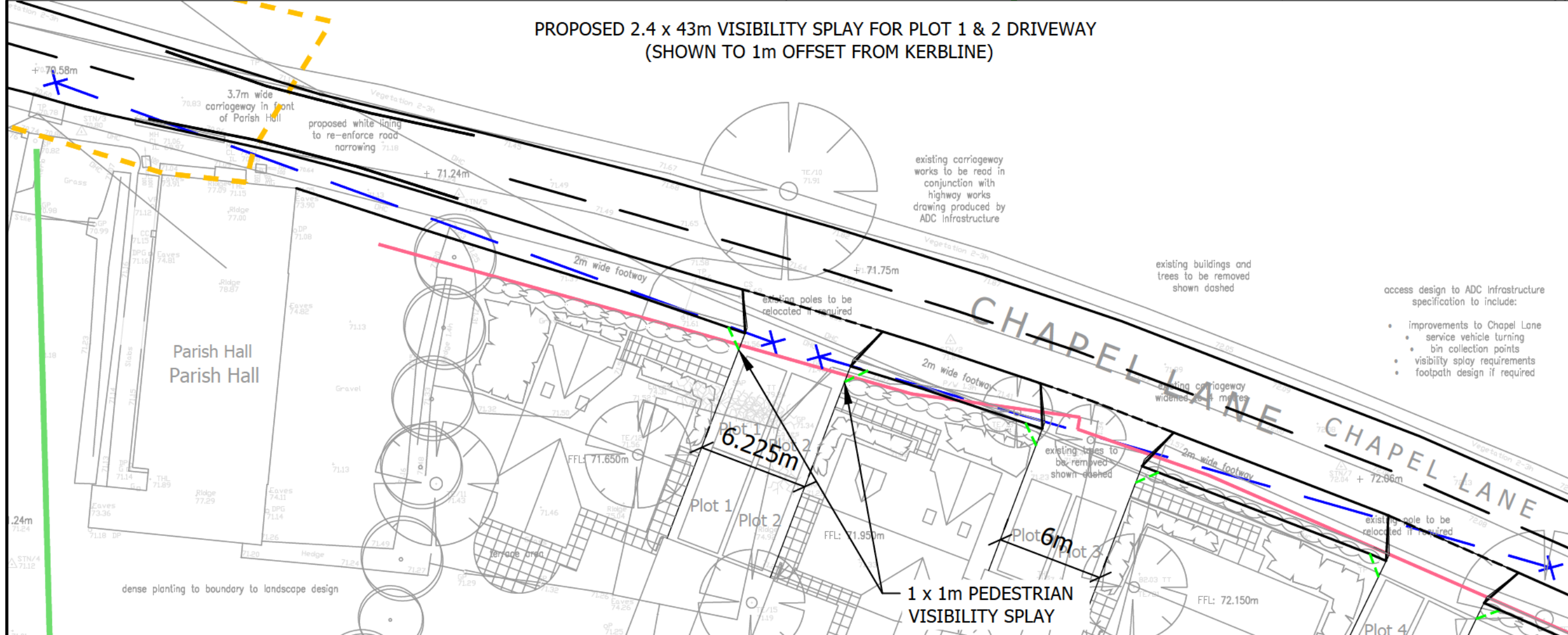
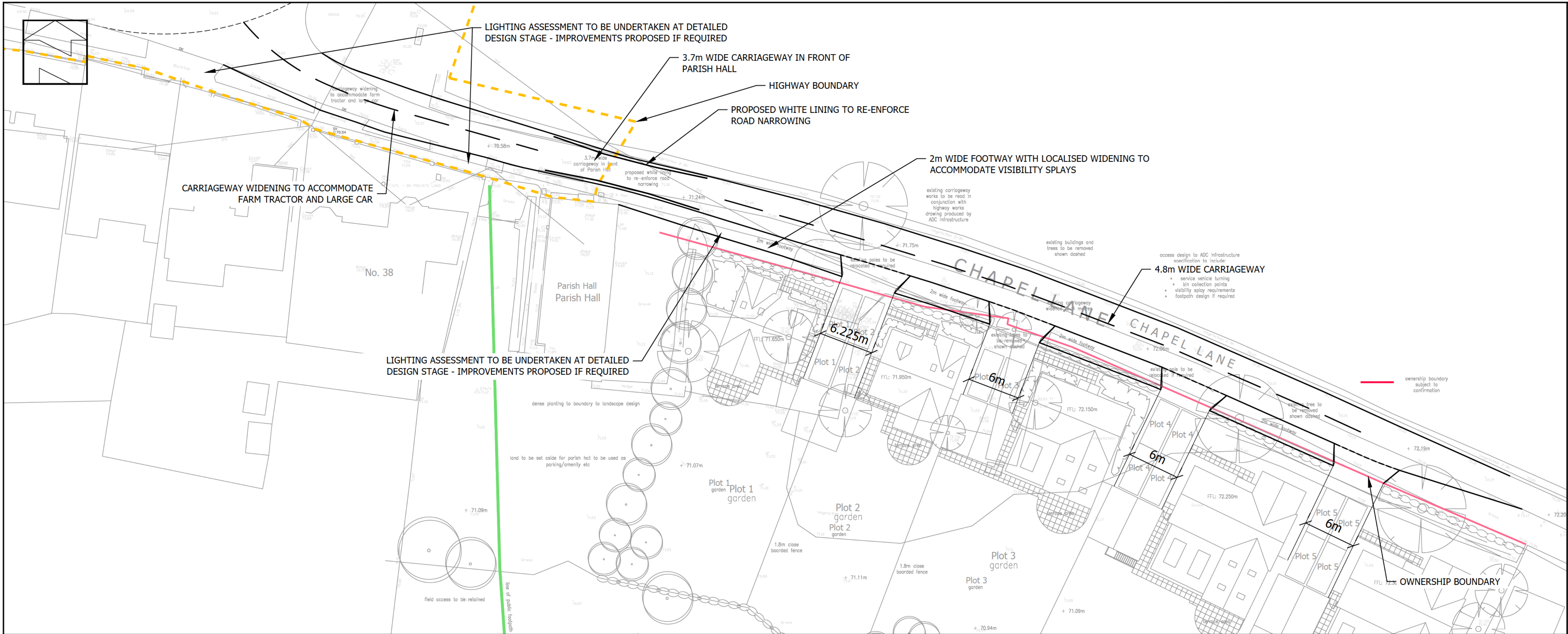
project number: ADC1306			report reference: ADC1306-RP-B
version	date	author	comments
1		Keith Gamblen	internal draft

1. **Appendix 1** contains the Stage 1 Road Safety Audit carried out by Sevenairs Consulting Ltd on the proposed highway works on Chapel Lane, Witherley in Leicestershire. The audit report includes background information about the location and works proposed. This document is the Response Report to the findings in the Road Safety Audit.
2. The following drawings were the subject of the Road Safety Audit:
 - ADC1306/008/C - Proposed Highway Works
3. The Audit noted one problem, listed in the Decision Log below. Our response is included.
4. Drawing ADC1306/008/C listed above has been amended as described in the Decision Log, to address the problem raised. The revised drawing, provided in this report, is as follows.
 - ADC1306/008/D – Proposed Highway Works

problem/issue		Design Team Response	Overseeing Organisation Response
A - 01	Location – Chapel Lane	Recommendation accepted. As part of the detailed design stage, the suitability of lighting will be assessed, and lighting improvements will be proposed if required.	
	Summary: Street Lighting - Poor carriageway surface illumination may increase the risk of trips and falls for non-motorised users		
	A single lighting unit on a telegraph pole appears to be the only form of road lighting currently provided on Chapel Lane, with a full system of lighting provided on Atterton Lane. Poor levels of carriageway surface illumination may increase the risk of trips and falls by non-motorised users of the proposed carriageway widening, footways and access points associated with the development.		
	RECOMMENDATION: It is recommended that carriageway surface illumination is provided between Atterton Lane and the eastern extent of the development.		

DRAWINGS

DRAWING ADC1306/008/D



D	Updated following Stage 1 RSA	07/10/2021
C	Updated Masterplan	17/09/2021
B	Updated Masterplan	01/07/2021
Rev	Description	Date

Client:

A R Cartwright Ltd

Project:
Proposed Residential Development
Chapel Lane, Witherley

Title:
Proposed Highway Works

ADC INFRASTRUCTURE		
Drg Size: A1	Scale: 1:500	Date: 19/07/2017
Drg No: ADC1306/008	Rev: D	

APPENDIX 1

STAGE ONE ROAD SAFETY AUDIT

Sevenairs Consulting Ltd

Chapel Lane, Witherley, Leicestershire

Road Safety Audit Stage 1

October 2021



Document Control

Report Title:

Chapel Lane, Witherley, Leicestershire - Road Safety Audit Stage 1

Date of Site Visit

4th October 2021

Document Reference

2021-10 Witherley RSA1 – Revision 0

Report Prepared By:

Haydn Vernals FCIHT FIHE CMILT MSoRSA, Sevenairs Consulting Ltd

Sevenairs Consulting Ltd, 20 High Bank, Thurlstone, Sheffield, South Yorkshire, S36 9QH

Mobile:

E-mail:

On behalf of

ADC Infrastructure – Suite 3a, King Edward Court, King Edward Street, Nottingham, NG1 1EW

Highway Authority / Overseeing Organisation

Leicestershire County Council

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Document History:

Revision	Date	Description	By
0	04.10.2021	For Issue	HV

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out near the site of proposed development on Chapel Lane in Witherley, Leicestershire at the request of ADC Infrastructure Limited on behalf of the developer.

The Road Safety Audit Brief was supplied by Keith Gamblen, Engineer, ADC Infrastructure Limited on behalf of the developer.

The Road Safety Audit Brief was approved by Keith Gamblen, Engineer, ADC Infrastructure Limited on behalf of the developer.

The Road Safety Audit team membership approved by Keith Gamblen, Engineer, ADC Infrastructure Limited on behalf of the owner/developer, and was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA, Road Safety Team Leader in accordance with GG119 and Directive 2008/96/EC (Certificate of Competency) Colin Blue, Road Safety Team Member in accordance with GG119 and Directive 2008/96/EC (Certificate of Competency)
Audit Observers	None

A site visit took place on Monday 4th October 2021 between 09:00 and 09:30 hours during which the weather was sunny and the road surface was damp in areas. The surface past the development site had been freshly resurfaced, perhaps as recently as within the days preceding the site visit. No traffic or cycles were observed, but some pedestrians were observed walking down the carriageway area of the lane.

The main project comprises of a residential development on the southern side of Chapel Lane of five new homes with driveways accessing directly onto Chapel Lane. Works are proposed to widen Chapel Lane near its junction with Atterton Lane and also along the frontage of the development, with a localised pinch point, narrowing to the width of the existing carriageway outside the village hall. Road markings have been indicated on the drawings, with a centre line on the widened sections of carriageway and edge lines through the pinch point. The scope of this Road Safety Audit is to review the highway widening, the pinch point and the access points along Chapel Lane.

The RSA took place in October 2021 at the Sevenairs Consulting Office in Sheffield and was undertaken in accordance with the RSA brief provided by Keith Gamblen, Engineer, ADC Infrastructure on behalf of the developer. The audit comprised of an examination of the documents provided as outlined in the audit brief and the scheme as proposed on site.

No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Documents Supplied

- E-mail proposal background
- ADC-1306-008-C – Alternative Highway Works
- 21_4021_09B – Detailed Planning Proposals – Sheet 1 of 10
- 21_4021_10B – Detailed Planning Proposals – Sheet 2 of 10

Terms of Reference

The terms of reference of this Road Safety Audit are as described in GG119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme, and consider any interactions between design elements.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Chapel Lane

Summary: Street Lighting – Poor carriageway surface illumination may increase the risk of trips and falls for non-motorised users.

A single lighting unit on a telegraph pole appears to be the only form of road lighting currently provided on Chapel Lane, with a full system of lighting provided on Atterton Lane. Poor levels of carriageway surface illumination may increase the risk of trips and falls by non-motorised users of the proposed carriageway widening, footways and access points associated with the development.

RECOMMENDATION

It is recommended that carriageway surface illumination is provided between Atterton Lane and the eastern extent of the development.

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119.

Road Safety Audit Team Leader

Signed:

Haydn Vernals FCIHT FIHE CMILT MSoRSA, Directive
2008/96/EC (Certificate of Competency)

Date: 4th October 2021

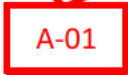
Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield, S36 9QH

Road Safety Audit Team Member

Signed:

Colin Blue, Road Safety Team Member in accordance
with GG119 and Directive 2008/96/EC (Certificate of
Competency)

Date: 4th October 2021



APPENDIX E

2011 CENSUS MODAL SPLIT

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 7 October 2021]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02005384 : Hinckley and Bosworth 008
rural urban	Total

Method of Travel to Work	2011
Work mainly at or from home	329
Underground, metro, light rail, tram	3
Train	49
Bus, minibus or coach	38
Taxi	3
Motorcycle, scooter or moped	30
Driving a car or van	2,367
Passenger in a car or van	135
Bicycle	72
On foot	212
Other method of travel to work	17
Not in employment	1,509

APPENDIX F

2011 CENSUS TRIP DISTRIBUTION

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 19 August 2015]

population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
method of travel to work Driving a car or van

place of work : 2011 super output area - middle layer	Hinckley and Bosworth 008	Route
Aylesbury Vale 022	1	A
Barnet 029	1	A
Bassetlaw 012	1	A
Blaby 002	1	A
Blaby 003	5	A
Blaby 004	15	A
Blaby 005	1	A
Blaby 006	32	A
Blaby 007	7	A
Blaby 008	2	A
Blaby 009	6	A
Blaby 010	7	A
Blaby 012	16	A
Blaby 013	14	A
Bracknell Forest 002	1	A
Brent 017	1	A
Bromley 039	1	A
Central Bedfordshire 015	1	A
Charnwood 002	4	A
Charnwood 003	7	A
Charnwood 004	1	A
Charnwood 006	1	A

Route	Journeys	Distribution
A	1,396	69.5%
B	410	20.4%
C	43	2.1%
D	161	8.0%
Total	2,010	100%

Charnwood 008	2	A
Charnwood 009	1	A
Charnwood 010	1	A
Charnwood 011	2	A
Charnwood 012	1	A
Charnwood 013	2	A
Charnwood 015	1	A
Charnwood 016	2	A
Charnwood 017	3	A
Charnwood 020	1	A
Charnwood 021	3	A
Charnwood 022	3	A
Cherwell 003	2	A
Chichester 009	1	A
Corby 001	1	A
Corby 005	1	A
Coventry 005	1	A
Coventry 007	7	A
Coventry 008	10	A
Coventry 013	1	A
Coventry 015	8	A
Coventry 019	17	A
Coventry 027	1	A
Coventry 031	22	A
Coventry 033	6	A
Coventry 038	11	A
Coventry 039	4	A
Crawley 004	1	A
Dacorum 015	1	A
Daventry 002	1	A
Daventry 003	9	A
Daventry 004	1	A
Daventry 006	1	A

Daventry 007	1	A
Daventry 008	1	A
Daventry 009	1	A
East Cambridgeshire 007	1	A
Harborough 002	4	A
Harborough 003	4	A
Harborough 004	7	A
Harborough 005	1	A
Harborough 006	52	A
Harborough 008	6	A
Harborough 009	1	A
Harborough 010	17	A
Hertsmere 008	1	A
Hillingdon 027	1	A
Hinckley and Bosworth 002	3	A
Hinckley and Bosworth 003	1	A
Hinckley and Bosworth 004	48	A
Hinckley and Bosworth 005	24	A
Hinckley and Bosworth 006	16	A
Hinckley and Bosworth 007	38	A
Hinckley and Bosworth 009	64	A
Hinckley and Bosworth 010	99	A
Hinckley and Bosworth 011	101	A
Hinckley and Bosworth 012	42	A
Hinckley and Bosworth 013	17	A
Hinckley and Bosworth 014	30	A
Hounslow 006	1	A
Huntingdonshire 002	1	A
Huntingdonshire 010	1	A
Kettering 002	1	A
Kettering 007	1	A
Leicester 001	3	A
Leicester 002	6	A

Leicester 003	1	A
Leicester 004	11	A
Leicester 006	2	A
Leicester 008	6	A
Leicester 009	5	A
Leicester 010	2	A
Leicester 011	1	A
Leicester 012	5	A
Leicester 013	1	A
Leicester 019	1	A
Leicester 020	5	A
Leicester 021	1	A
Leicester 023	1	A
Leicester 026	3	A
Leicester 027	1	A
Leicester 028	2	A
Leicester 030	7	A
Leicester 031	3	A
Leicester 034	2	A
Leicester 038	2	A
Leicester 039	4	A
Leicester 040	18	A
Leicester 041	25	A
Luton 019	1	A
Melton 001	1	A
Melton 002	1	A
Melton 003	3	A
Melton 004	2	A
Melton 005	2	A
Melton 006	1	A
Milton Keynes 019	2	A
Mole Valley 003	1	A
North West Leicestershire 004	2	A

Northampton 019	1	A
Northampton 021	2	A
Nuneaton and Bedworth 001	19	A
Nuneaton and Bedworth 002	3	A
Nuneaton and Bedworth 003	36	A
Nuneaton and Bedworth 004	2	A
Nuneaton and Bedworth 005	53	A
Nuneaton and Bedworth 006	11	A
Nuneaton and Bedworth 007	4	A
Nuneaton and Bedworth 008	52	A
Nuneaton and Bedworth 009	29	A
Nuneaton and Bedworth 010	6	A
Nuneaton and Bedworth 011	21	A
Nuneaton and Bedworth 013	9	A
Nuneaton and Bedworth 014	1	A
Nuneaton and Bedworth 015	17	A
Nuneaton and Bedworth 016	2	A
Nuneaton and Bedworth 018	2	A
Oadby and Wigston 003	1	A
Oadby and Wigston 005	6	A
Oadby and Wigston 006	4	A
Oadby and Wigston 008	1	A
Oadby and Wigston 009	2	A
Peterborough 004	1	A
Peterborough 013	1	A
Peterborough 022	1	A
Portsmouth 008	1	A
Rugby 001	30	A
Rugby 002	4	A
Rugby 003	10	A
Rugby 004	3	A
Rugby 005	1	A
Rugby 006	2	A

Rugby 007	2	A	
Rugby 008	3	A	
Rugby 009	2	A	
Rugby 012	1	A	
Runnymede 005	1	A	
Rushcliffe 002	1	A	
Rushcliffe 012	1	A	
Rushcliffe 014	4	A	
Rutland 002	1	A	
South Bucks 008	1	A	
South Northamptonshire 003	1	A	
Spelthorne 008	1	A	
Spelthorne 012	1	A	
Stevenage 006	1	A	
Stratford-on-Avon 001	1	A	
Stratford-on-Avon 008	1	A	
Stratford-on-Avon 010	1	A	
Stratford-on-Avon 011	1	A	
Stratford-on-Avon 013	5	A	
Vale of White Horse 016	2	A	
Wandsworth 011	1	A	
Warwick 005	13	A	
Warwick 007	4	A	
Warwick 008	4	A	
Warwick 010	1	A	
Warwick 011	7	A	
Warwick 012	14	A	
Warwick 013	1	A	
Welwyn Hatfield 014	1	A	
Westminster 020	2	A	
Woking 004	1	A	
Woking 008	1	A	
Wycombe 009	1	A	
Route A total			1,396

Amber Valley 003	1	B
Birmingham 006	2	B
Birmingham 008	1	B
Birmingham 009	2	B
Birmingham 021	1	B
Birmingham 028	3	B
Birmingham 029	3	B
Birmingham 030	1	B
Birmingham 031	2	B
Birmingham 037	1	B
Birmingham 044	1	B
Birmingham 047	1	B
Birmingham 049	3	B
Birmingham 050	14	B
Birmingham 052	1	B
Birmingham 056	1	B
Birmingham 057	1	B
Birmingham 064	1	B
Birmingham 069	1	B
Birmingham 074	1	B
Birmingham 079	1	B
Birmingham 081	2	B
Birmingham 089	1	B
Birmingham 092	1	B
Birmingham 105	1	B
Birmingham 136	4	B
Birmingham 137	6	B
Birmingham 138	7	B
Birmingham 139	1	B
Bromsgrove 008	1	B
Bromsgrove 009	1	B
Bromsgrove 014	1	B
Cannock Chase 002	1	B

Cannock Chase 006	1	B
Cannock Chase 012	1	B
Ceredigion 001	2	B
Coventry 001	7	B
Coventry 002	2	B
Coventry 004	3	B
Coventry 009	5	B
Coventry 010	4	B
Coventry 011	6	B
Coventry 016	1	B
Coventry 017	3	B
Coventry 020	5	B
Coventry 021	3	B
Coventry 022	1	B
Coventry 024	1	B
Coventry 026	2	B
Coventry 028	1	B
Coventry 030	1	B
Coventry 034	2	B
Coventry 035	8	B
Coventry 036	8	B
Coventry 042	5	B
Coventry 043	2	B
Dudley 015	1	B
Dudley 016	1	B
Dudley 018	1	B
East Staffordshire 003	1	B
East Staffordshire 009	2	B
East Staffordshire 011	5	B
East Staffordshire 014	1	B
Eden 006	1	B
Exeter 014	1	B
Isle of Anglesey 003	1	B

Lichfield 002	1	B
Lichfield 004	2	B
Lichfield 005	1	B
Lichfield 006	1	B
Lichfield 007	1	B
Lichfield 008	1	B
Lichfield 012	3	B
Manchester 053	1	B
Newport 004	1	B
Newport 020	1	B
North Warwickshire 001	4	B
North Warwickshire 002	10	B
North Warwickshire 003	94	B
North Warwickshire 004	6	B
North Warwickshire 005	8	B
North Warwickshire 006	8	B
North Warwickshire 007	9	B
Preston 006	1	B
Redditch 007	2	B
Redditch 013	1	B
Sandwell 009	1	B
Sandwell 013	1	B
Sandwell 023	2	B
Sandwell 026	2	B
Sedgemoor 005	1	B
Shropshire 015	3	B
Shropshire 027	1	B
Solihull 002	1	B
Solihull 006	2	B
Solihull 009	8	B
Solihull 011	1	B
Solihull 016	3	B
Solihull 017	1	B

Solihull 018	1	B	
Solihull 019	3	B	
Solihull 029	2	B	
South Gloucestershire 021	1	B	
South Hams 008	1	B	
South Hams 009	1	B	
South Staffordshire 006	1	B	
Stafford 002	1	B	
Stafford 011	2	B	
Stoke-on-Trent 015	2	B	
Tamworth 001	7	B	
Tamworth 002	13	B	
Tamworth 003	6	B	
Tamworth 004	1	B	
Tamworth 005	2	B	
Tamworth 008	1	B	
Tamworth 010	8	B	
Telford and Wrekin 023	1	B	
Walsall 002	1	B	
Walsall 004	1	B	
Walsall 016	1	B	
Walsall 025	1	B	
Walsall 030	1	B	
Warrington 019	1	B	
Wolverhampton 020	2	B	
Wolverhampton 029	1	B	
Wolverhampton 035	2	B	
Worcester 007	1	B	
Wychavon 001	1	B	
Wyre Forest 010	1	B	
			Route B total 410
Bradford 038	1	C	
County Durham 053	1	C	
Derby 004	3	C	

Derby 008	1	C	
Derby 024	1	C	
Derby 025	1	C	
Harrogate 018	1	C	
Leeds 073	1	C	
North West Leicestershire 001	7	C	
North West Leicestershire 002	2	C	
North West Leicestershire 003	7	C	
North West Leicestershire 005	2	C	
North West Leicestershire 007	2	C	
North West Leicestershire 009	1	C	
North West Leicestershire 010	6	C	
Nottingham 039	1	C	
South Derbyshire 002	1	C	
South Derbyshire 009	1	C	
South Derbyshire 011	1	C	
South Derbyshire 012	2	C	Route C total 43
Hinckley and Bosworth 001	3	D	
Hinckley and Bosworth 008	123	D	
North West Leicestershire 008	1	D	
North West Leicestershire 011	6	D	
North West Leicestershire 012	3	D	
North West Leicestershire 013	25	D	Route D total 161
Total	2,010		

