

20 January 2025

Project/File: 333100093

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

Dear Jeff

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

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

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

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

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

1) Not all trips are affected.

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

- North to ERSS – same route through village

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

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

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

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

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

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

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

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

3) Environmental Impact is grossly overstated

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

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

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

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

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

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

4) Junction safety and traffic growth not considered

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

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

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

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

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

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

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

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Conclusions

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

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

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

Agent of Change

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

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

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

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

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

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

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

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

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

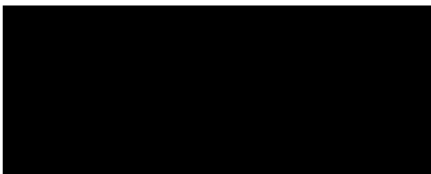
- Only lead to a marginal increase in a small proportion (11%) of trips to-or-from ERSS
- Would not terminally affect the ERSS business as the wider highway network would work better and the economic environment will be strengthened by the MIRA development.

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

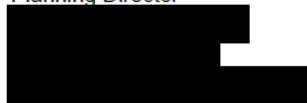
If you have any questions, please don't hesitate to contact me.

Yours sincerely,

Stantec UK Limited



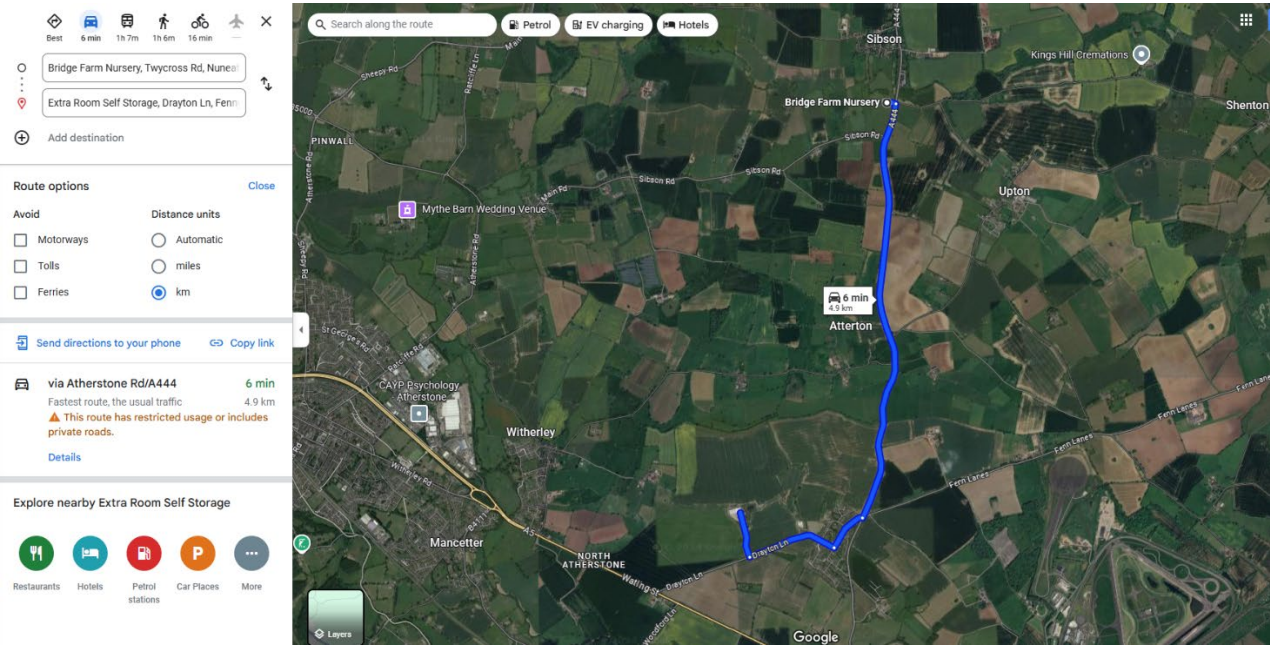
Graeme Warriner BA(Hons) DipEP MRTPI
Planning Director



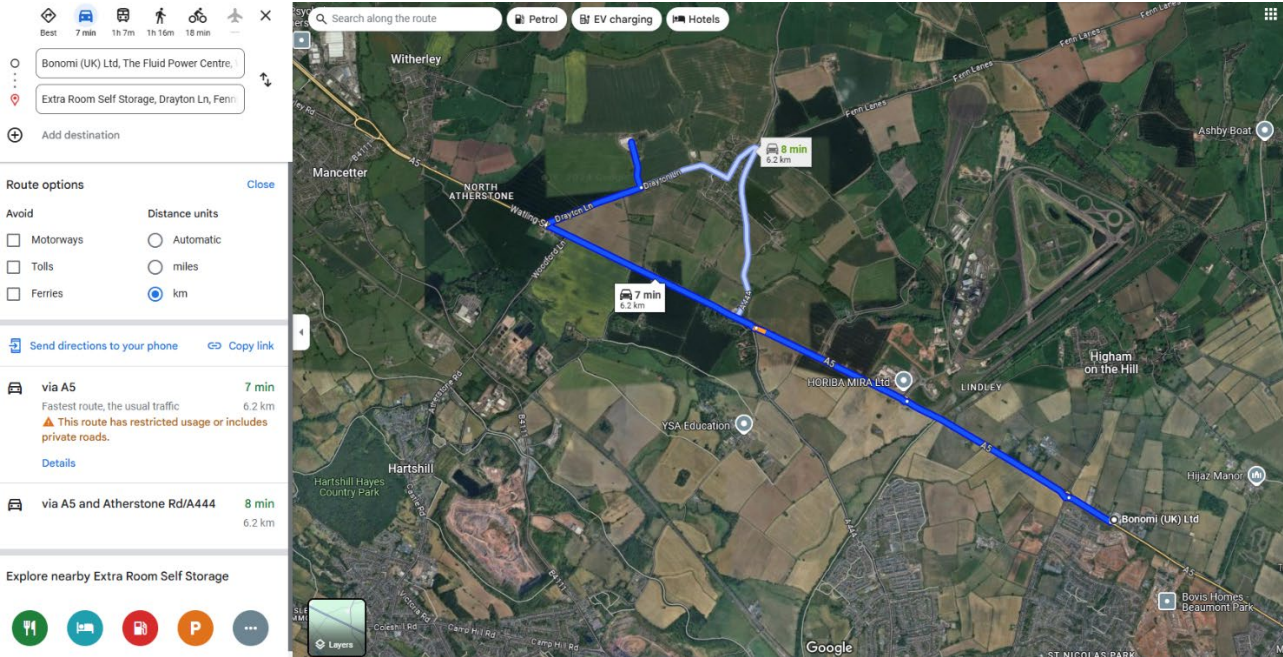
[stantec.com](https://www.stantec.com)

Appendix 1 – Milestone Analysis

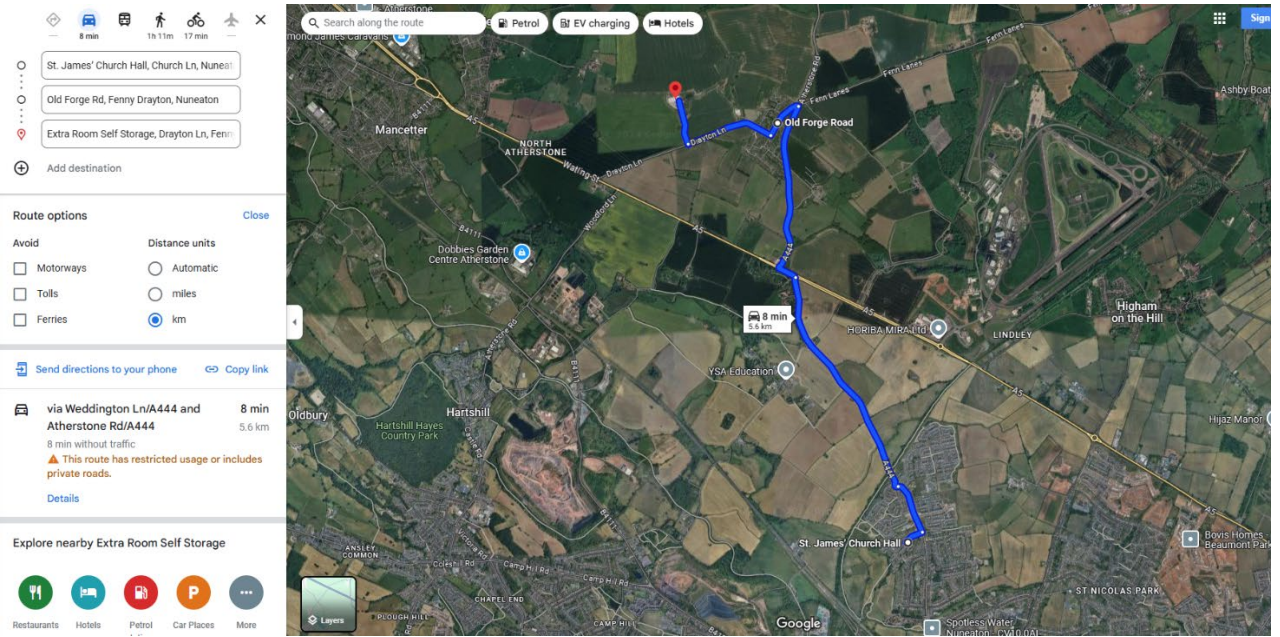
North to ERSS



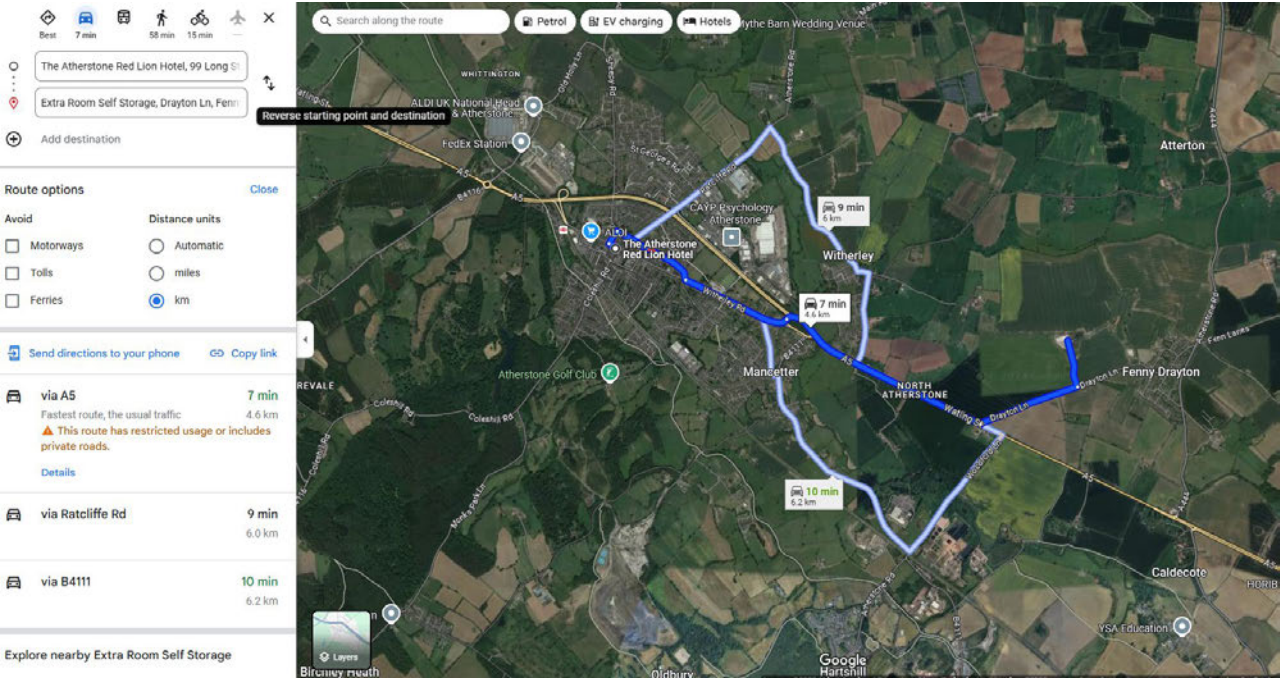
East to ERSS



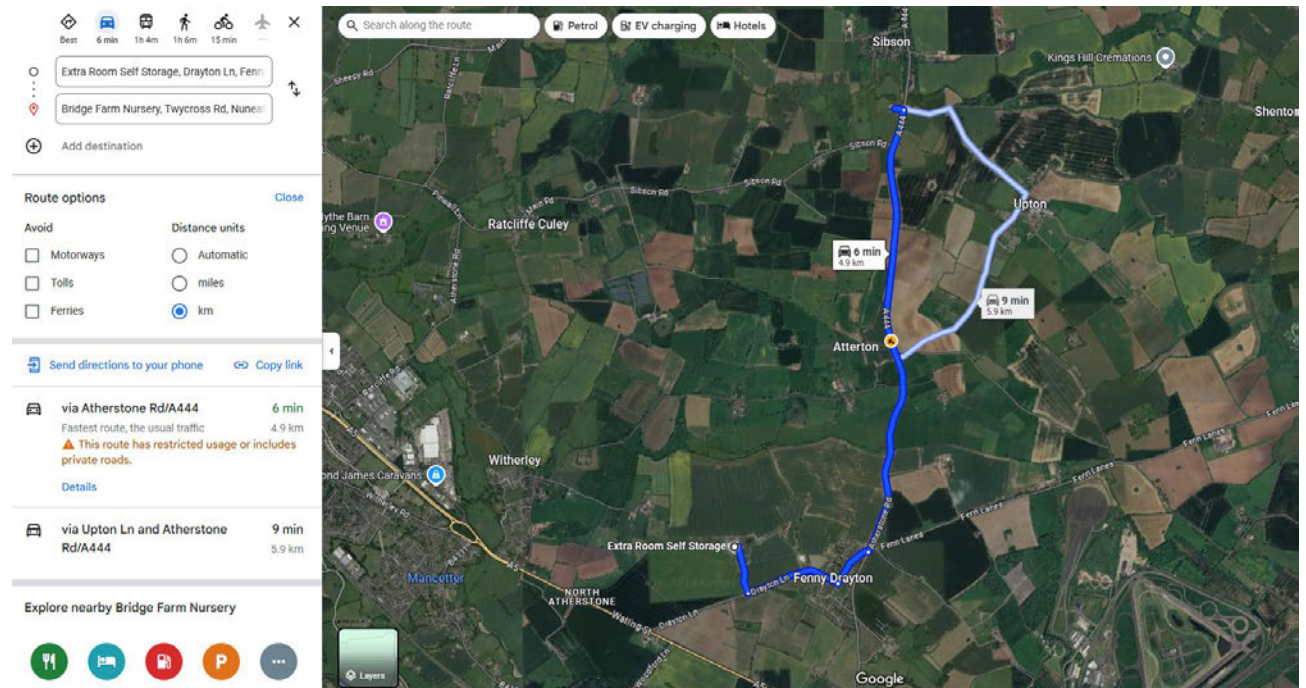
South to ERSS



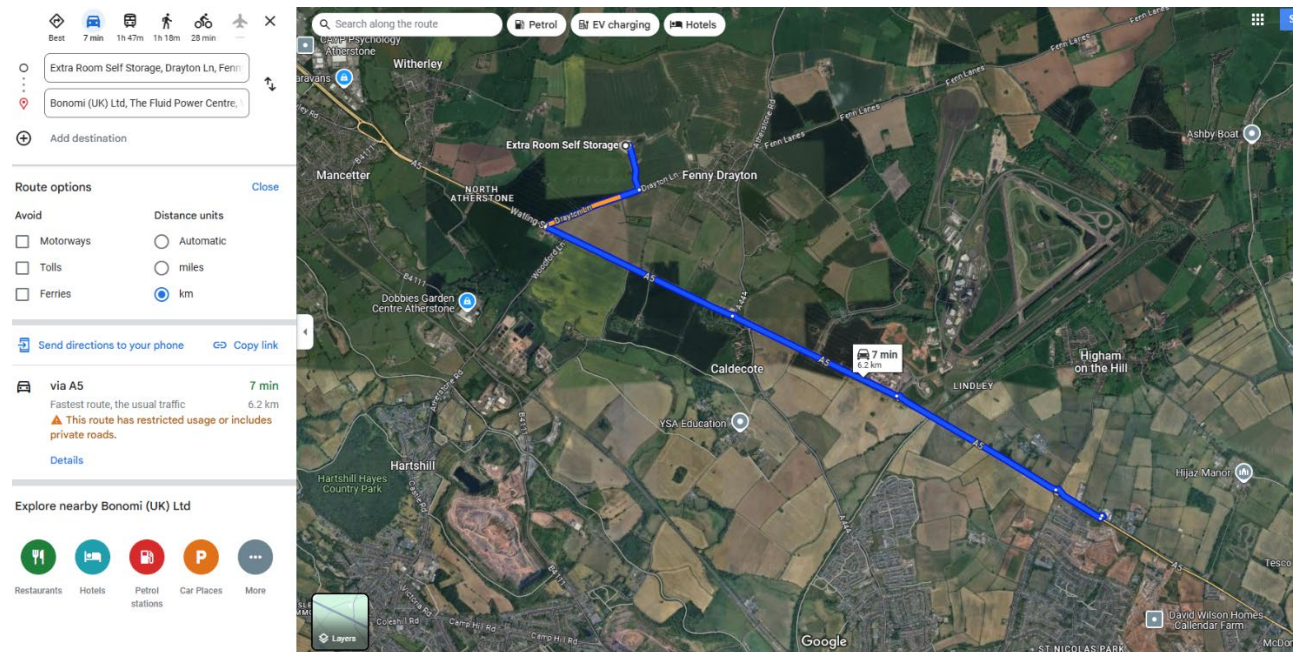
West to ERSS



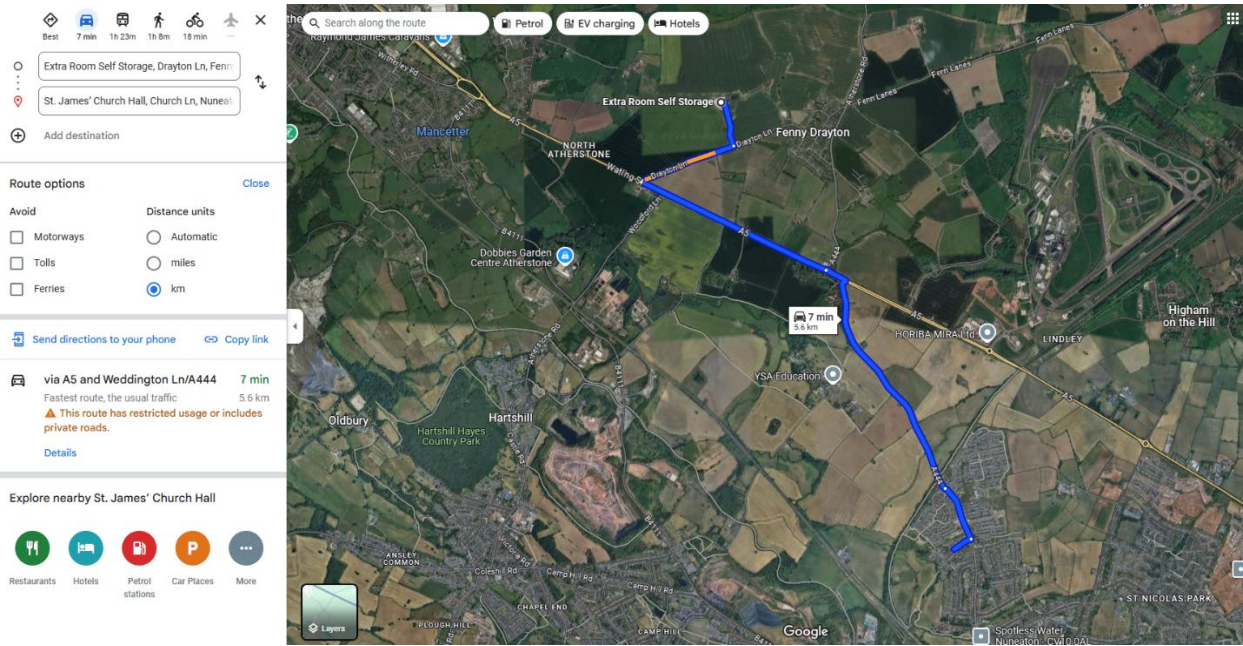
ERSS to North



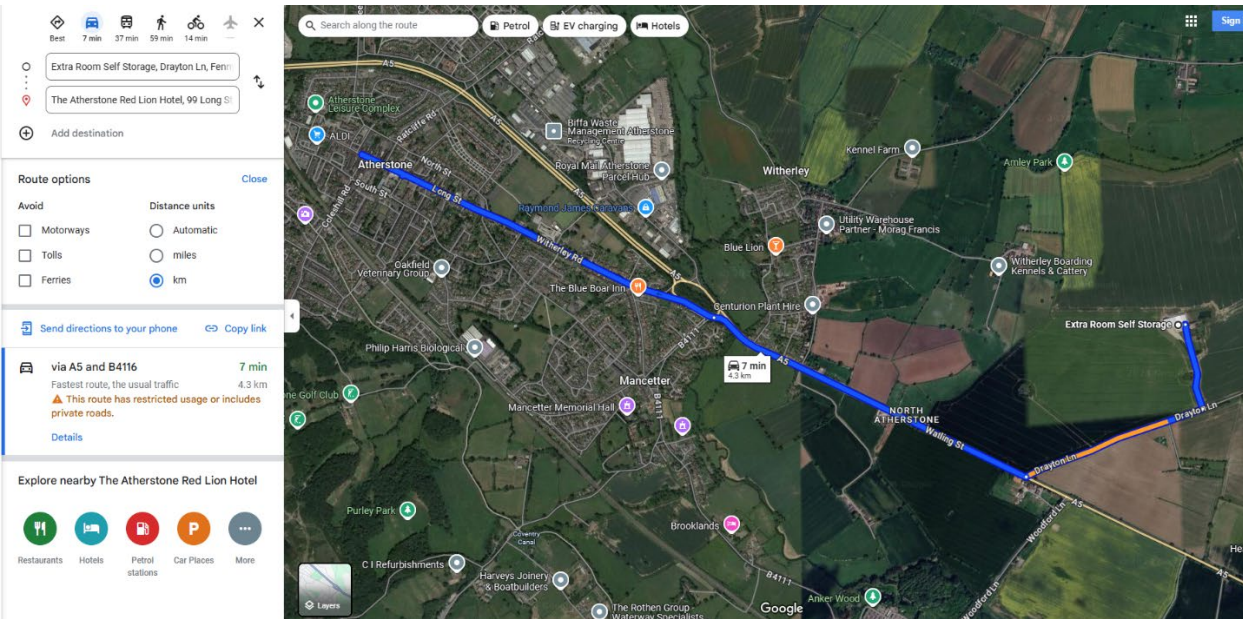
ERSS to East



ERSS to South



ERSS to West (existing)



ERSS to West (Proposed)

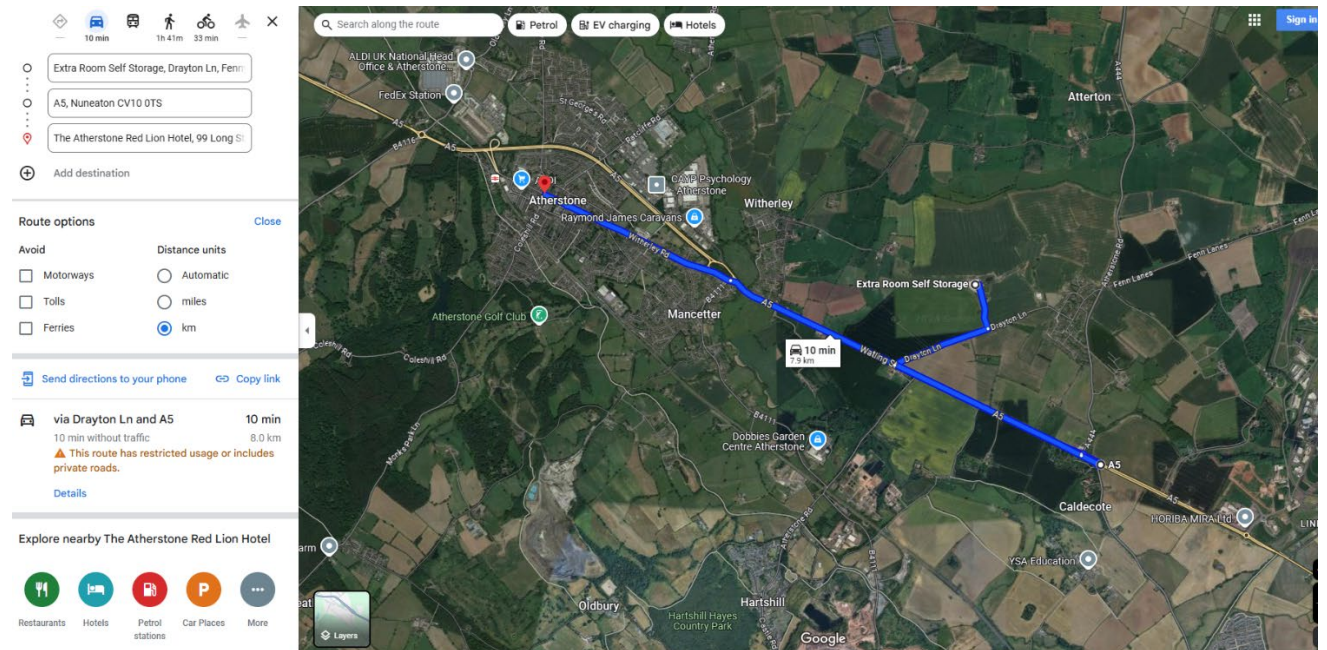


TABLE 1: TRIPS TO EXTRA ROOM SELF STORAGE, DRAYTON GRANGE FARM & DRAYTON BARNs

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

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

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

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

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

Appendix 2 – Traffic Surveys of Existing ERSS Operation

DAILY TRAFFIC DATA (EXISTING STORE)

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

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

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

Inbound Vehicles Summary

Average Daily Vehicles In	6.0
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Trips For Existing 2,090sqm. building (inbound+outbound)

Average Daily Trips	12.0
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Implied Trips For New 348sqm. building (inbound + outbound)

Average Daily Trips	2.0
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**Drayton Barns, Drayton Lane,
Fenny Drayton**

Transport Statement

03rd March 2023

TM/BM/25001-01a_Transport Statement_FINAL

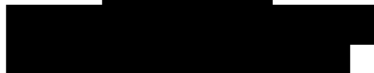
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Prepared for:

Extra Room Self Storage

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Extra Room Self Storage

Daily vehicle movements

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

Inbound vehicles summary

Average Daily Vehicles In	11.9
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Trips for existing 1,225sqm building (inbound+outbound)

Average Daily Trips	23.7
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Implied trips for new 926sqm building (inbound+outbound)

Average Daily Trips	17.9
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Extra Room Self Storage

Daily inbound vehicle movements

WEEK COMMENCING 16-Jan-23

Monday-16-Jan-23

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

Tuesday-17-Jan-23

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

Wednesday-18-Jan-23

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

Thursday-19-Jan-23

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

Friday-20-Jan-23

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

Saturday-21-Jan-23

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

Sunday-22-Jan-23

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

WEEK COMMENCING 23-Jan-23

Monday-23-Jan-23

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

Tuesday-24-Jan-23

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

Wednesday-25-Jan-23

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

Thursday-26-Jan-23

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

Friday-27-Jan-23

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

Saturday-28-Jan-23

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

Sunday-29-Jan-23

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

Appendix 3 – MIRA Letter



20 January 2025

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

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

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

www.horiba-mira.com

Dear Jeff,

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

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

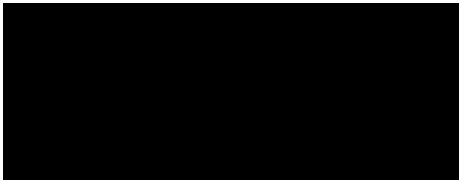
Alongside generating over £63m per year in high value employment with an average Tech Park salary almost 30% higher than the Warwickshire average (ONS 2023), we generate at least 2.5x more job opportunities in the supply chain (Oxford Economics). We are engaged with our communities to ensure these opportunities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

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

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

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

Kindest regards,



Tim Nathan
Managing Director
MIRA Tech Park

Appendix 4 – National Highways Letter



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

Tel: [REDACTED]

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

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

Good morning Jeff,

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

- The applicant has submitted a highways mitigation (signalisation of Woodford and banned right turns at Drayton) which is acceptable to all 3 Highway Authorities. This is the mitigation currently proposed in the application.
- Signalisation of both junctions (at their current locations) has been reviewed by National Highways safety and congestion teams, and determined unacceptable on congestion impact grounds.
- Any further design or proposal for mitigation (the signalisation of both junctions, but with greater separation between them by re-directing Drayton Lane over the objector's land) has not been submitted by the applicant for review by the Highways Authorities or consultation. As there is already an accepted mitigation proposal from the applicant, I do not believe there would be a requirement on the applicant to reconsult. This point appears to have been misrepresented following my conversation with the objectors on 20th December.

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

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

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

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

Kind regards,



Russell Gray
Assistant Spatial Planner
Email: 

Appendix 5 – CHA Response

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



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

APPLICATION DETAILS

Planning Application Number: PAP/2022/0423

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

Application Address: Land to the south of Watling Street,
Caldecote, CV10 0TS.

Application Type: Outline

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

GENERAL DETAILS

Planning Case Officer: Jeff Brown

Applicant: ERI MTP Limited

County Councillor:

Parish: Higham on the Hill

Road Classification: Class A

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

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

Advice to Local Planning Authority

Background

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

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

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

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

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

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

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

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

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

Site Access

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

Highway Impact Assessment / Offsite Implications

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

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

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

Stage 1 Road Safety Audit and Designers Response

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

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

- A5 / Woodford Lane / Drayton Lane*.

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

A5 Redgate Roundabout/A444 Atherstone Road

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

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

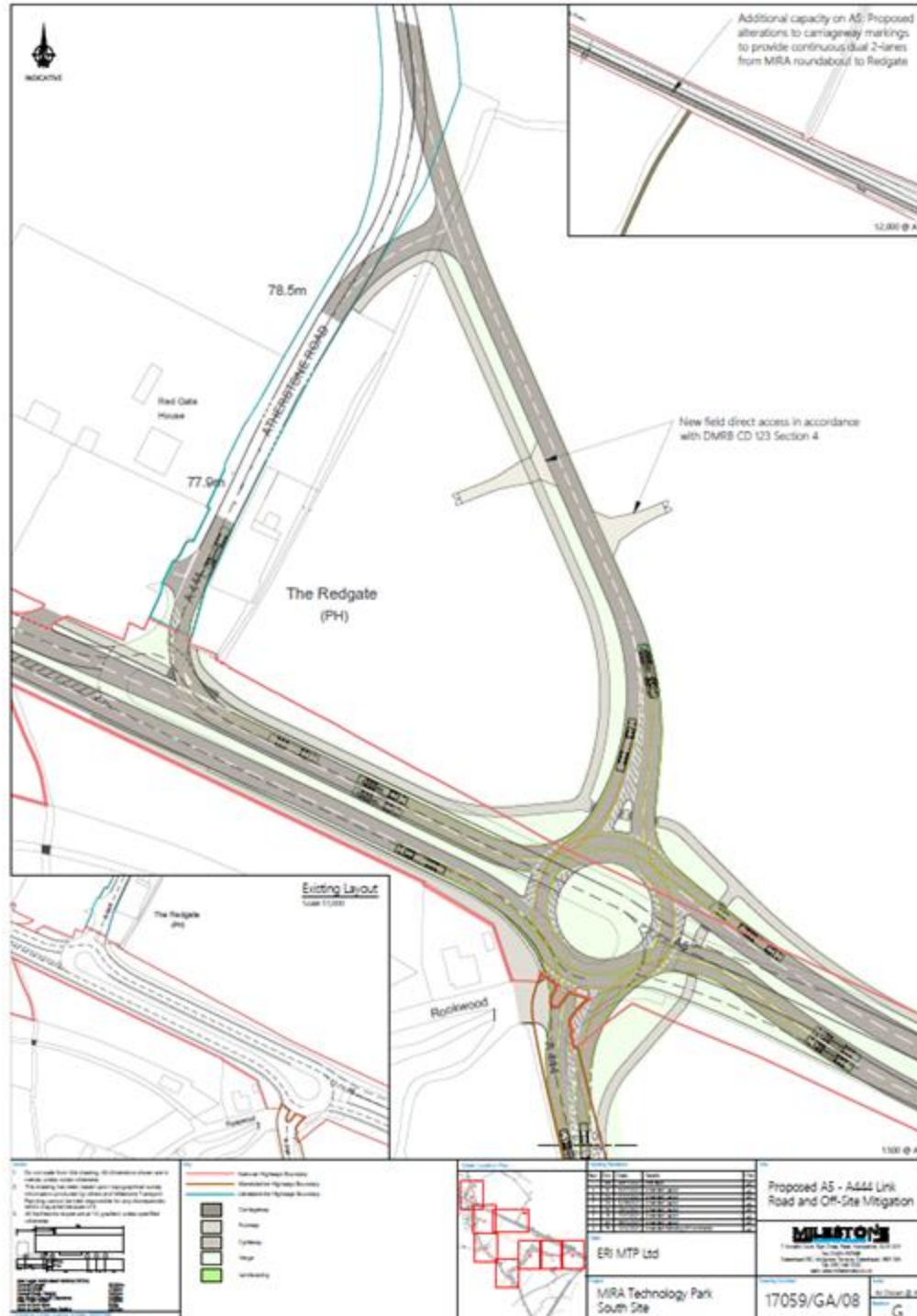


Figure 1: Drawing titled 'Proposed A5 - A444 Link Road and Off-Site Mitigation' (drawing number 17059/GA/08 Rev G dated 1st December 2023) extracted from Appendix 7 of the submitted TAA(ii)

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

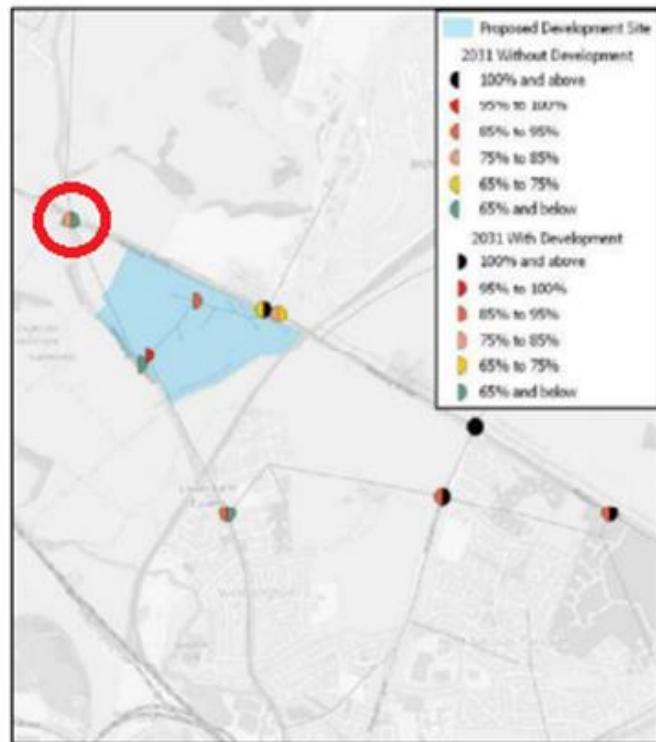
- Drawing titled 'Proposed A5 - A444 Link Road and Off-Site Mitigation - Highway Visibility Splays' (Drawing number 17059/VIS/08 Rev C);

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

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

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

AM Peak hour



Contains Ordnance Survey data © Crown copyright and c

PM Peak hour



Contains Ordnance Survey data © Crown copyright and c

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

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

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

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

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

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

A444 Atherstone Road/Old Forge Road/Fenn Lanes

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

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

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

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

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

Higham Roundabout

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

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

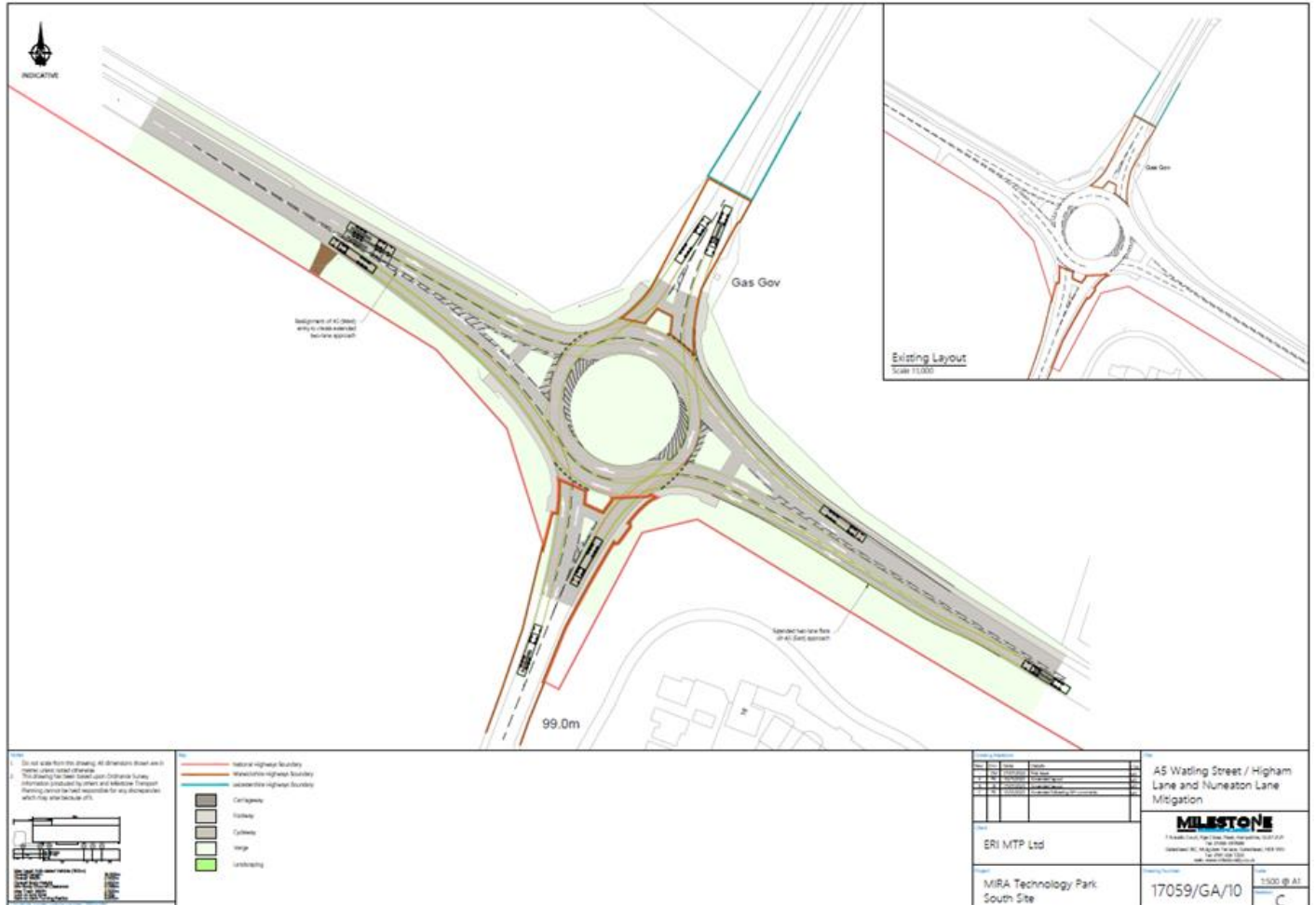


Figure 5: Drawing titled 'A5 Watling Street / Higham Lane and Nuneaton Lane Mitigation' (Drawing number 17059/GA/10 Rev C) as included within the submitted Stage 1 RSA Brief

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

A5/Woodford Lane/Drayton Lane

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

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

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

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

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

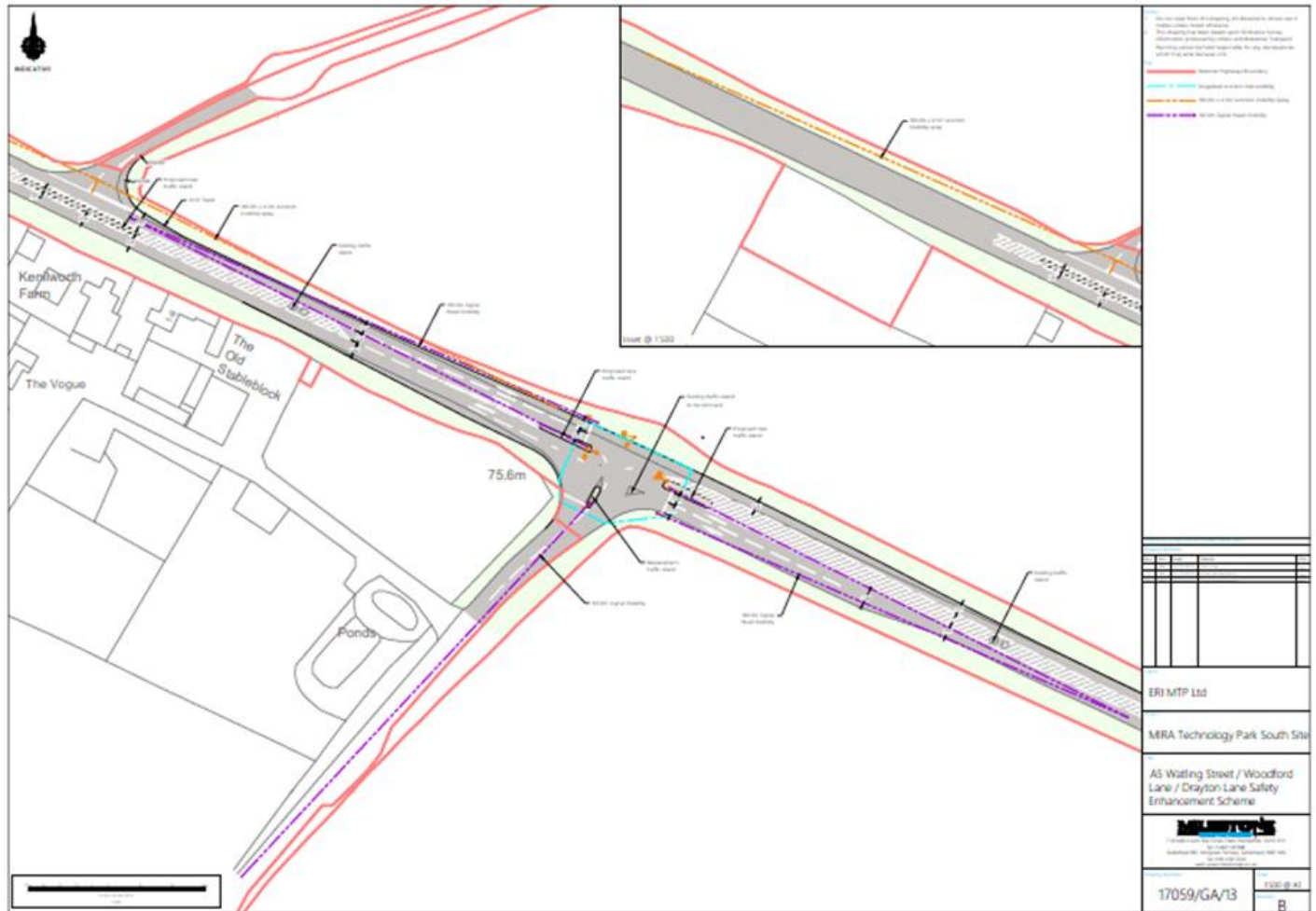


Figure 6: Drawing titled 'A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme' (Drawing number 17059/GA/13 Rev B)

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

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

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

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

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

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

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

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

Transport Sustainability

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

Conditions

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

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

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

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

Informative

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

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

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

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

Date Received
22 October 2024

Case Officer
Adrian Whiteman /
Perry Miller

Reviewer
HH

Date issued
29 November 2024