

Steve Woods Consultants

Transportation, Traffic, and Highways

Town and Country Planning Act 1990

**Outline Planning Application
for Residential Development
on Land to the Rear of
36, Hartle Lane
Belbroughton**

**TRANSPORTATION
STATEMENT**

26 October 2020

Chapters

Paragraphs

Qualifications and Experience

1

Introduction

2 - 4

The Application Site, the Proposed Development,
and the Surrounding Area

5 - 13

Sustainable Accessibility

14 - 18

Summary and Conclusions

19 - 26

QUALIFICATIONS AND EXPERIENCE

1. This Transportation Statement (TS) has been written by Steve Woods, a director of Steve Woods Consultants Limited (SWC). Steve has a Masters Degree in Transport and is a Bachelor of Science with Honours in Town Planning Studies. He is a Chartered Fellow of the Chartered Institute of Logistics and Transport in the UK, a Member of the Chartered Institution of Highways and Transportation, and a Member of the Royal Town Planning Institute. He is a transport planner and has over thirty years of experience working in the field of traffic, transportation, and highways, in both the private and the public sectors.

INTRODUCTION

2. Outline planning permission is sought for a small residential development of up to three dwellings on land to the rear of 36 Hartle Lane, Belbroughton. All matters are reserved except for vehicular access into the site.
3. SWC has been instructed by the applicant to prepare this TS in support of the proposed development, and the planning application. The TS describes the application site and the proposed development, as well as the local area and the surrounding highway network. It considers the local Development Plan, and the National Planning Policy Framework (NPPF). SWC visited the site on Tuesday 6 October 2020.
4. Drawings submitted with the planning application provide details of the site location, and the proposed vehicular access. In addition, an illustrative masterplan has been submitted to indicate one way in which the development could be laid out.

THE APPLICATION SITE, THE PROPOSED DEVELOPMENT, AND THE SURROUNDING AREA

5. The application site is currently an unused paddock to the rear of, and connected to, the residential property at 36 Hartle Lane. The house at 36 Hartle Lane faces directly onto Hartle Lane on the south side of the road.

6. The application site is in a predominantly residential area, with existing residential uses on three sides, (north, east, and west) having extensive gardens. Belbroughton Recreation Centre, and a tennis club face the application site's southern side. There are hardcourt tennis courts and car parking associated with the recreation centre. A public footpath runs between the application site and the car park.
7. There is an extensive rear garden relating to 36 Hartle Lane. Further south beyond the garden is the paddock, (the application site,) where outline planning permission is sought for up to three dwellings. Each dwelling would have adequate car parking provision and plenty of manoeuvring space to enable vehicles to enter and leave in a forward gear. The development would be low-density in nature and would generate very little vehicular traffic.
8. The paddock, (the application site,) is accessed from a separate vehicular access to the west. The vehicular access has been used to gain vehicular and equestrian access to the paddock, and links to a shared private drive that connects the application site and the recreation centre to Hartle Lane. As part of the proposed residential development, the vehicular access would be improved with the provision of a hard-surface and kerbing. A drawing showing these improvements is provided in the submission. The two existing gates at the access would be removed.
9. A bin storage / refuse-collection area would be provided on the application site within an acceptable distance from the shared private drive. After collecting refuse from the application site, refuse collection teams would continue to travel along the shared private drive as far as the recreation centre, then return to Hartle Lane in a forward gear.
10. The shared private drive linking the application site to Hartle Lane runs north to south from Hartle Lane to the recreation centre and to some garden allotments. It directly serves only three dwellings, one of which is Hartle Croft which faces Hartle Lane. The drive is 150 metres long and varies in width between 4.4 metres and 5.3 metres including overhang strips. There are several places along the shared private drive where vehicles are able to pass. This includes at the access from Hartle Lane where a vehicle is able to enter the shared private drive while another vehicle is waiting to leave the drive. The dropped crossing from the shared private drive to Hartle Lane is over eight metres wide and is lit with street lighting. The drive is also generally straight, allowing good visibility along the full length of the drive. The shared private drive is well maintained, is calmed with speed ramps, and is partially lit. In general terms, the drive is considered to work well.

11. The shared private drive has been in use for many years, and has proved to be safe. There have been no road traffic accidents at its junction with Hartle Lane over the last five years for which data are available. Further, there has only been one road traffic accident in the village, which was only slight in severity, and over two years ago.
12. Traffic generated by the proposed small residential development of up to only three houses, would be easily accommodated on the shared private drive, and on Hartle Lane. Policy BDP1.4 of the Bromsgrove District Plan states that regard will be given to the ability of the road network to accommodate any development traffic. Policy BDP16.1 requires safe and convenient access to the wider transport network. Hartle Lane is not heavily trafficked, and even during the peak periods, there are gaps in the traffic due to platooning. There is a 30mph speed limit on the road, and visual observations made while on site are that the speed limit is adhered to. Safe and convenient access is available.
13. Drawings provided in the planning application submission show the relationship between the house at 36 Hartle Lane, the paddock, the improved vehicular access, the shared private drive, and Hartle Lane.

SUSTAINABLE ACCESSIBILITY

14. Policy BDP1.1 of the Bromsgrove District Plan states that the Council will take a positive approach reflecting a presumption in favour of sustainable development proposals. The application site is in a sustainably accessible location, being in a village with a number of local facilities. Those facilities are within reasonable walking distance of the application site.
15. Policy BDP1.4 of the Bromsgrove District Plan states that in considering development proposals, regard will be given to accessibility to public transport. Policy BDP16 encourages the reduction in the need to travel, and where travel is necessary, to encourage the use of sustainable modes. The application site is well served by public transport. Bus stops are only 250 metres from the application site access. Bus service number 318 operates between Bromsgrove and Stourbridge. Monday to Friday, services through the village begin at 0756 Hours and continue in both directions every one to two hours until 1805 Hours. On Saturday, services begin at 0858 Hours. Additional bus and rail links are available in Bromsgrove and Stourbridge.

16. Policy BDP12 of the Bromsgrove District Plan discusses the need for people to have access to local services to support the community's health, social, and cultural well-being. Local services available in Belbroughton include a recreation centre, garden allotments, the Glebeland surgery which is accessible directly from the shared private drive and The Glebe adopted road. Belbroughton Primary School is accessible along a public footpath from the application site. There are shops, a post office, pubs, and other eating places such as "The Deli". There is the village green, and the church. In addition, there is some employment provision in the village, for example, there is a small office park and retained units of the Nash Works, both on Nash Lane. Some of these local facilities are listed in Table 1 below. The table indicates both the walking distance and the driving distance from the application site access to each facility. There is also a cricket club in the village.

Table 1: Distances to Local Facilities

Local Facility	Walking Distance (m)	Driving Distance (m)
Recreation Centre	25	25
Garden Allotments	25	25
The Glebeland Surgery	125	275
"The Deli"	225	225
Bus Stops	250	250
Primary School	250	550
"The Talbot" PH	250	250
Church	275	550
Village Green	275	275
McColl Shop and Post Office	300	300
"The Cavern Club"	300	300
"Ye Olde Horseshoe Inn"	325	325
"The Queens" Bar / Restaurant	525	525
Nash Lane Employment	575	575

17. There are good and well-maintained footways on Hartle Lane and throughout the village, providing access to the local services and facilities.

18. At Policy BDP16.3 in the Bromsgrove District Plan, the use of low-emission vehicles, and electric vehicle charging points is encouraged. Charging points would be provided at each of the proposed dwellings on the application site.

SUMMARY AND CONCLUSIONS

19. Outline planning permission is sought for a small residential development of up to three dwellings on land to the rear of 36 Hartle Lane, Belbroughton. All matters are reserved except for vehicular access into the site.
20. Each dwelling would have adequate car parking provision and plenty of manoeuvring space to enable vehicles to enter and leave in a forward gear. As recommended in the Bromsgrove District Plan, electric vehicle charging points would be provided. A bin storage / refuse-collection area would also be provided.
21. The application site is accessed from a separate vehicular access which would be improved with hard-surfacing and kerbing. The access is connected to a shared private drive which in turn, connects to Hartle Lane.
22. There are several places along the shared private drive where vehicles are able to pass. The drive is calmed, lit, and well maintained. There is a wide dropped crossing from the shared private drive to Hartle Lane. The shared private drive has been in use for many years, and has proved to be safe. There have been no road traffic accidents at its junction with Hartle Lane over the last five years for which data are available.
23. In compliance with the Bromsgrove District Plan, traffic generated by the proposed small residential development would be easily accommodated on the shared private drive, and on Hartle Lane.
24. The Bromsgrove District Plan also favours sustainable development proposals. The application site is in a sustainably accessible location, being in a village with a number of local facilities, and those facilities being within reasonable walking distance of the application site. Bus services are also within walking distance of the application site.
25. In highways terms, the proposed development would not have any adverse effects. At paragraph 109 in NPPF, it states that 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. The proposed development would not have a severe effect on the road network, and would not have an unacceptable highway safety impact.
26. Given that the proposed development complies with local and national policy, there appears to be every reason why in highways terms the proposed development should be approved.

This document is the property of Steve Woods Consultants Ltd and must not be reproduced in whole or in part by third parties without the express written authority of Steve Woods Consultants.

Steve Woods Consultants Limited

© 2020 All Rights Reserved.