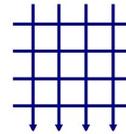


**Residential development on the site of the Glebe Hotel,  
Church Street, Barford**

on behalf of Malvern Estates

Transport Statement, 29 October 2021 (version 2)



**BANNERS GATE**  
HIGHWAYS AND TRANSPORTATION

**Introduction**

The Glebe Hotel in Barford has closed and redevelopment is planned. The site is located centrally in the village of Barford on the north side of St Peter's Church. The hotel is located within the Barford Conservation Area and access is provided from Church Street. Part of the hotel is a listed building. The hotel has 39 bedrooms with a restaurant, function rooms and includes a banqueting hall that can accommodate 150 guests. The hotel includes a Leisure Club with swimming pool which is available to hotel guests and members.



The leisure industry has been exceptionally competitive in the last few years and the hotel was not economical prior to the COVID19 lockdown when imposed on 23 March 2020. Of course, the ongoing COVID19 crisis has created significant additional financial pressures for the leisure, hotel and restaurant sector. The hotel is not viable and closed permanently in March 2020. Therefore, redevelopment is planned. Development of the site focusses on retaining important listed parts of the hotel whilst promoting a sensitive residential project in the village centre.

**The proposals for the site have been prepared by MGL Design Associates and attached to this statement.**

Previous proposals for the site included a new block of 9 apartments, converting the hotel into two houses plus additional housing on the site of the bungalow. The current project retains the bungalow, converts the hotel into apartments and surplus land on the north side of the hotel is used for the construction of 4 houses.

***Details of the existing site***

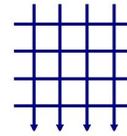
The Glebe Hotel is located on the east side of Church Street in the centre of Barford. The primary vehicular access to the site is obtained from Church Street.

The site can be described as a village centre location. The local primary school and village shop are located a short walk from the site.

The three-storey listed building and cedar tree provide a readily recognised site. Adjacent two-storey hotel buildings, with a similar appearance, have been added at a later date and are of lesser importance.

This *Transport Statement* focusses on details of the layout, junction visibility with reference to parking and servicing requirements. The details of the development provided below.





### ***Development summary***

The listed building would be retained and converted to four apartments. Surplus land to the north of the listed building would be used for the construction of four dwellings. The bungalow at the termination of Church Lane is retained. Parking spaces are allocated to properties. All roadway construction would be retained as private infrastructure.

<b><i>Accommodation Schedule</i></b>		
<b>Proposal</b>	<b>Bedrooms</b>	<b>Parking</b>
Conversion of hotel, Apartment 1,	3 bedrooms	2 spaces
Conversion of hotel, Apartment 2,	3 bedrooms	2 spaces
Conversion of hotel, Apartment 3	3 bedrooms	2 spaces
Conversion of hotel, Apartment 4,	3 bedrooms	2 spaces
Plot 1, house	5 bedrooms	3 spaces
Plot 2, house	5 bedrooms	3 spaces
Plot 3, house	5 bedrooms	3 spaces
Plot 4, house	5 bedrooms	3 spaces
Plot 5, (existing bungalow retained)		Garage + 2 spaces (existing)

### ***Access summary***

- 1/ Retain the existing access to the hotel to serve parking for 4 apartments
- 2/ New access to serve parking for plot 1
- 3/ New access to serve parking for plot 2, 3 and 4.
- 4/ No alterations to the access for the bungalow at the termination of Church Lane

Extra detail is provided as follows.

The access arrangements onto Church Street are designed to improve the setting of the listed building and cedar tree. A wide and extensive area of gravel driveway construction can be modified to create a green landscaped space. This is achieved by retaining the existing access to the hotel and constructing additional access points for the remainder of the development. A study of vehicle speeds and visibility has established that there are no safety concerns regarding the introduction of additional junctions.

### ***Access and visibility***

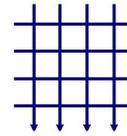
The proposed access and visibility are illustrated on drawing P1484/11A attached to this statement. In order to fully assess the safety implications of the new junction speed surveys have been completed. These surveys were completed over 7 days from Friday 12 February to Thursday 18 February 2021. The week benefitted from free flow traffic conditions and no snow or poor weather (ice or freezing conditions). The equipment was bolted to a telegraph pole as pictured.



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The results of the speed survey are provided below (and attached). The route is traffic calmed and parked cars can reduce the effective width of the carriageway. A road hump is located a short distance to the south of the existing access to the hotel. In addition, the current COVID19

BARFORD		Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Site	FEBRUARY 2021				
Site No: 10304001	Church Street, Barford S of Verden Place OSGR - SP 27235 60998	Channel: Southbound	30	27.4	22.7
		Channel: Northbound		27.6	22.8

restrictions have reduced traffic flows which are likely to increase average speeds. Therefore, consideration of current speeds provides a robust assessment since under normal traffic conditions speeds may be slightly lower. The visibility criteria at a new junction are

based on a combination of the 'x' distance and 'y' distance. The 'x' distance is defined as the setback from the edge of carriageway whilst the 'y' distance is visibility measured towards approaching traffic. Visibility should be considered in both the horizontal and vertical plane. The commonly accepted setback (x distance) is 2.4 metres.

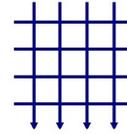
Guidance on visibility (y distance) within an urban area where speeds are less than 37mph are provided in Manual for Streets. Table 7.1, as repeated below, specifies recommended visibility distances for a given speed.

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
		Miles per hour	10	12	15	16	19	20	25	28	30	31
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

The 85<sup>th</sup> percentile speeds are measured as close to 28mph. The recommended visibility distance is 39 metres. Drawing P1484/11A illustrates the visibility parameters. Access to the shared driveway serving three properties has visibility in accordance with the standards. Access to Plot 1 is obtained at a point 14 metres to the north of the shared access. Visibility to the right towards southbound traffic is slightly reduced. However, with average speeds at 23mph it is concluded that the risks at this location are low and on balance the layout is considered to be safe.

The design includes:

- Retained access to the hotel to serve four apartments. The setting of the cedar tree would be improved with landscaping
- A new access on Church Street serving the car park (to 3 houses) has a proposed width of 5.5 metres. Visibility is commensurate with measured speeds on Church Street. Parking spaces would be 2.5 metres wide and 5 metres long. The isle to the car park would be 7 metres wide. A gate would be added to the access to the car park to improve security and privacy.
- Parking on Church Street close to the access to the Glebe Hotel can occur from time to time. It may be perceived that on-street parking may restrict visibility. However, Manual for Streets (paragraph 7.8.5) states that "*Parking in visibility splays in built-up areas is quite*



*common, yet it does not appear to create significant problems in practice*". Speeds are slow and traffic movements to the site are infrequent. Therefore, the risks are very low and there are no safety concerns related to the proposed accesses to the development.

- The introduction of two driveways, by definition, prevents parking which has the effect of introducing a passing space within a line of parked cars. These spaces will help the free flow of traffic in the event of on-street parking on Church Street.
- Parking for the development would be provided in accordance with local authority guidelines (see below).
- The layout includes secure buildings for cycle storage for all dwellings
- Charging points for electric vehicles would be provided.

### **Parking provision**

Advice on the parking provision for land-uses are provided in the Supplementary Planning Document (SPG) published by Warwick District Council. The standard quotes:

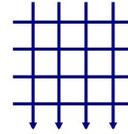
1 bedroom	1 allocated space
2 & 3 bedrooms	2 allocated spaces
4 + bedrooms	3 allocated spaces

Additional parking of 20% of the allocated spaces is recommended for visitors where a development includes 10 or more dwellings. In this case, additional visitor parking for a development of 8 dwellings is not necessary. The design conforms to these standards and there is no risk of the need for parking on Church Street or Church Lane.

### **Previously developed land and traffic generation**

The project promotes the construction of new dwellings on previously developed land. The hotel can generate traffic flows related to guest accommodation as well as the leisure club including swimming pool. The hotel has closed and it is not possible to obtain representative traffic data but the TRICS database can give a guide to traffic generation. Typically, the hotel may generate 2.5 trips per room per weekday. This trip rate gives a guide of 100 trips (two-way) per day for the 39-bedroom hotel. Of course, conferences and banqueting events would create notable flows from time to time particularly at the weekends.

Traffic from residential projects can vary depending on the property type and the sustainability credentials of the site. Detached houses generate more traffic than apartments. Residential traffic would typically generate 4.5 trips per dwelling per day. Therefore, a development of 8 dwellings is expected to create close to 40 trips per 12-hour day. Traffic flows would reduce in the event of implementing the residential development of 8 dwellings. There are no concerns regarding traffic generation or the traffic impact of the project.



### **Road signs**

The hotel benefits from brown tourist road signs on the road network. For example, signs are provided at junctions onto the Barford Bypass as pictured. These signs and other road signs referring to the hotel would be removed in the event that planning permission is secured and implemented. It is likely that the posts can remain but the sign plate would be replaced. The wording on the new sign plates can be agreed with the Highway Authority.



### **Commentary on refuse collection**

Manual for Streets provides advice on refuse collection as follows (paragraph 6.8.9):

*“residents should not be required to carry waste more than 30 m (excluding any vertical distance) to the storage point; • waste collection vehicles should be able to get to within 25 m of the storage point”*

Paragraph 6.8.10 goes on to state that

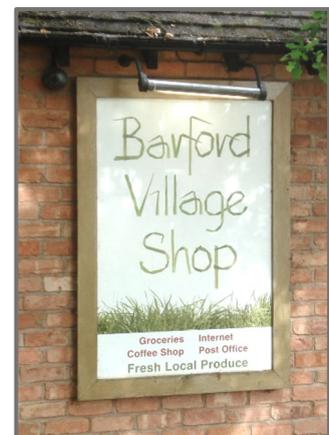
*“Based on these parameters, it may not be necessary for a waste vehicle to enter a cul-de-sac less than around 55 m in length, although this will involve residents and waste collection operatives moving waste the maximum recommended distances, which is not desirable.”*

In this case, the buildings are located notably less than 55 metres from the public highway of Church Street. Additionally, the manoeuvring areas of a large refuse wagon would have an overbearing impact on the layout on a development site within the Barford Conservation Area. Therefore, the access and parking areas do not accommodate manoeuvring with a large refuse wagon. Residents and operatives are invited to walk to bin collection areas. Walking distances are reasonable and adhere to the guidelines in Manual for Streets.

### **Sustainable travel**

Over the last 10 years there has been a substantial amount of residential development in Barford after the opening of the bypass to the village. By definition the area is considered to be sustainable and suitable development. Many of these sites (e.g. Twigger Drive) are 550 metres from the local services in the village such as the Barford Village shop and Barford Primary School. Alternatively, the Glebe Hotel is 250 metres from the local shop and primary school. The hotel is approximately 500 metres from bus services provided on Wellesbourne Road. Therefore, the site is considered to be sustainable and suitable for development.

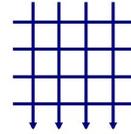
National Planning Policy Framework (paragraph 113) states that *“developments that will generate significant amounts of movement should be required to provide a travel plan”*. A residential development of 8 dwellings in the centre of the village will not generate *“significant amounts of movement”*. Therefore, a Travel Plan is not required for the residential project at the Glebe Hotel.



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Church Street, Barford

on behalf of Malvern Estates

Transport Statement, 29 October 2021 (version 2)



**BANNERS GATE**  
HIGHWAYS AND TRANSPORTATION

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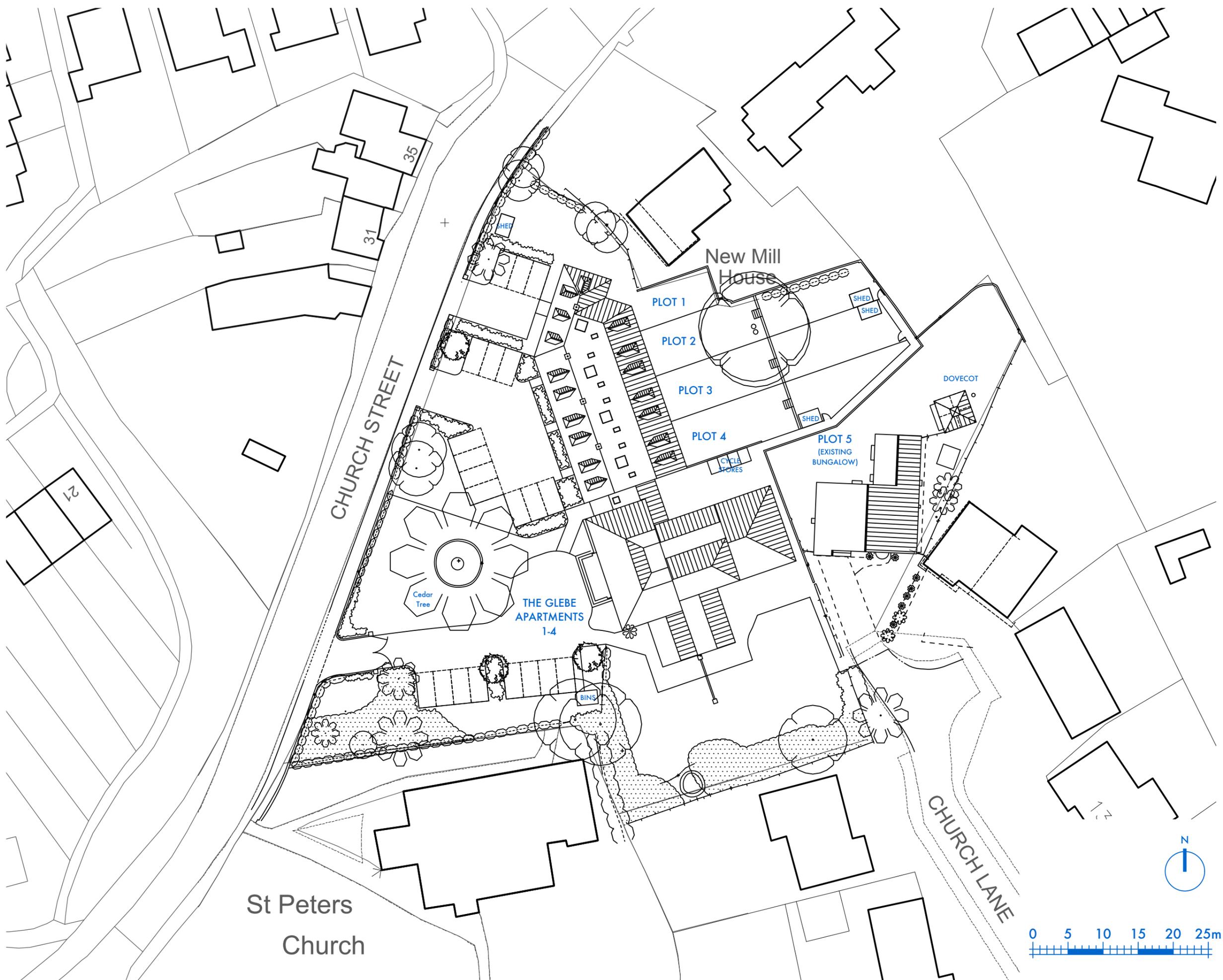
**Summary with reference to NPPF**

Planning applications are determined by National Planning Policy Framework (NPPF, July 2021) and Local Plan Policy. Paragraph 111 of NPPF 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 residential development cannot be construed to have a severe impact on local roads and therefore planning permission should be granted.

**Nigel Vening** BSc (Hons) CEng MICE MCIHT  
Chartered Engineer and director of BannersGate Transportation Ltd / 29 October 2021



**NOTE:**

Sheds to rear gardens of plot 1-4 to accommodate cycle storage and refuse bins storage.

REV.	DATE	DESCRIPTION

CLIENT:  
 THE GLEBE HOTEL,  
 CHURCH STREET,  
 BARFORD, CV35 8BS

PROJECT TITLE:  
 THE GLEBE HOTEL

DRAWING TITLE:  
**SITE PLAN**  
 AS PROPOSED

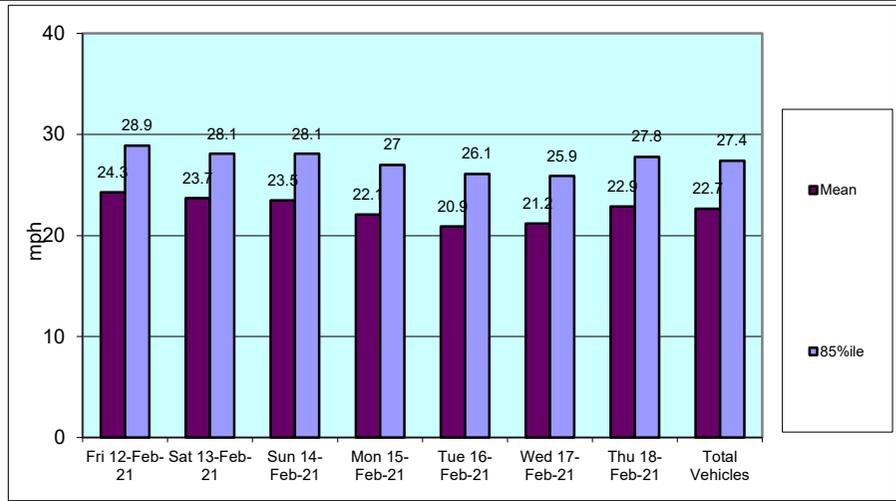
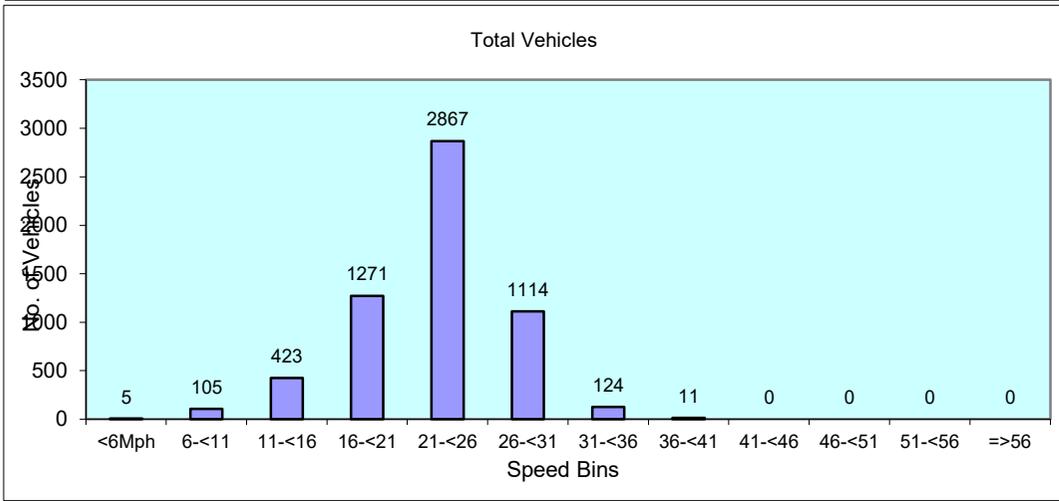
SCALE:	1:500 @A3	DATE:	September 21
DWG NO.:	198-R201	REVISION:	P3

10304 BARFORD Site No: 10304001 Location Church Street, Barford S of Verden Place  
 FEBRUARY 2021 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals																
Fri 12-Feb-21	1003	28.9	24.3	4.5	1	7	26	120	541	274	28	6	0	0	0	0
Sat 13-Feb-21	790	28.1	23.7	4.2	0	4	21	124	455	161	25	0	0	0	0	0
Sun 14-Feb-21	565	28.1	23.5	4.4	0	2	21	103	304	120	15	0	0	0	0	0
Mon 15-Feb-21	867	27	22.1	4.9	1	7	80	240	380	144	14	1	0	0	0	0
Tue 16-Feb-21	914	26.1	20.9	5.9	2	52	136	195	389	126	12	2	0	0	0	0
Wed 17-Feb-21	900	25.9	21.2	5.1	1	19	102	287	365	116	10	0	0	0	0	0
Thu 18-Feb-21	881	27.8	22.9	4.8	0	14	37	202	433	173	20	2	0	0	0	0

Total Vehicles																
[--]	5920	27.4	22.7	4.8	5	105	423	1271	2867	1114	124	11	0	0	0	0

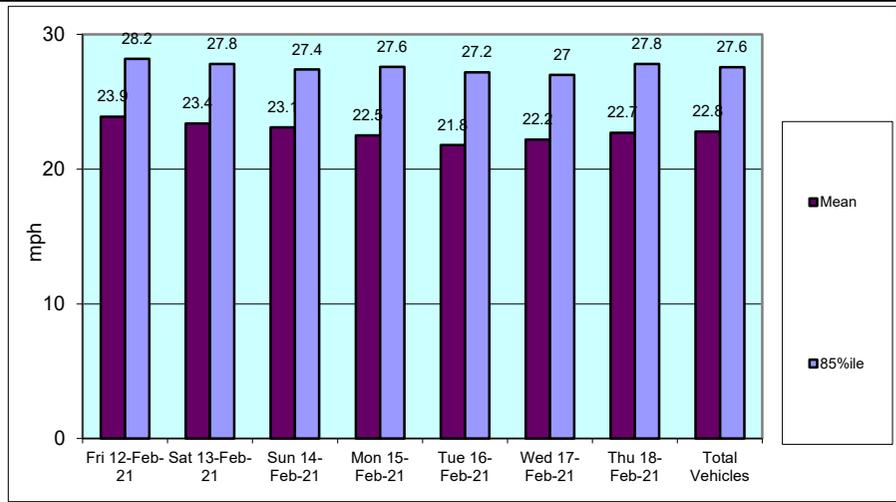
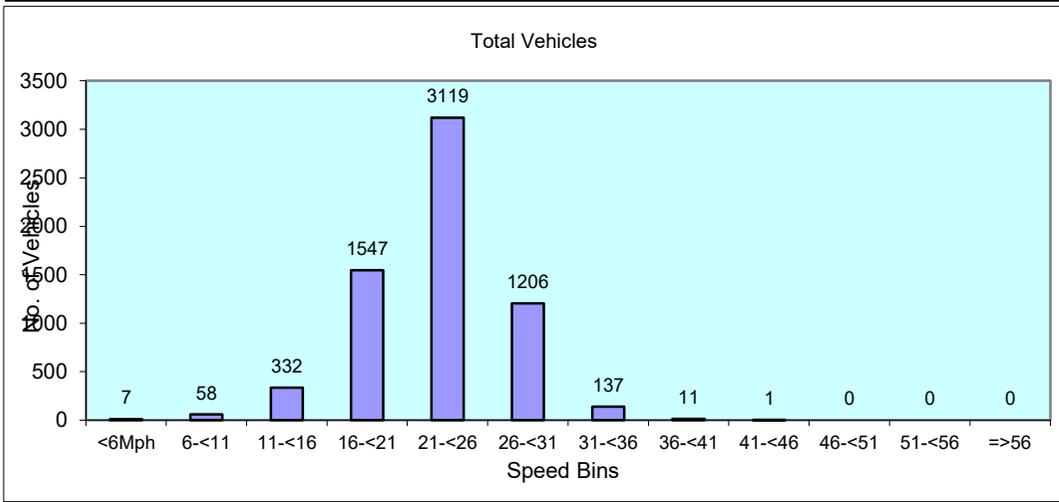


10304 BARFORD Site No: 10304001 Location Church Street, Barford S of Verden Place  
 FEBRUARY 2021 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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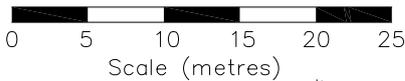
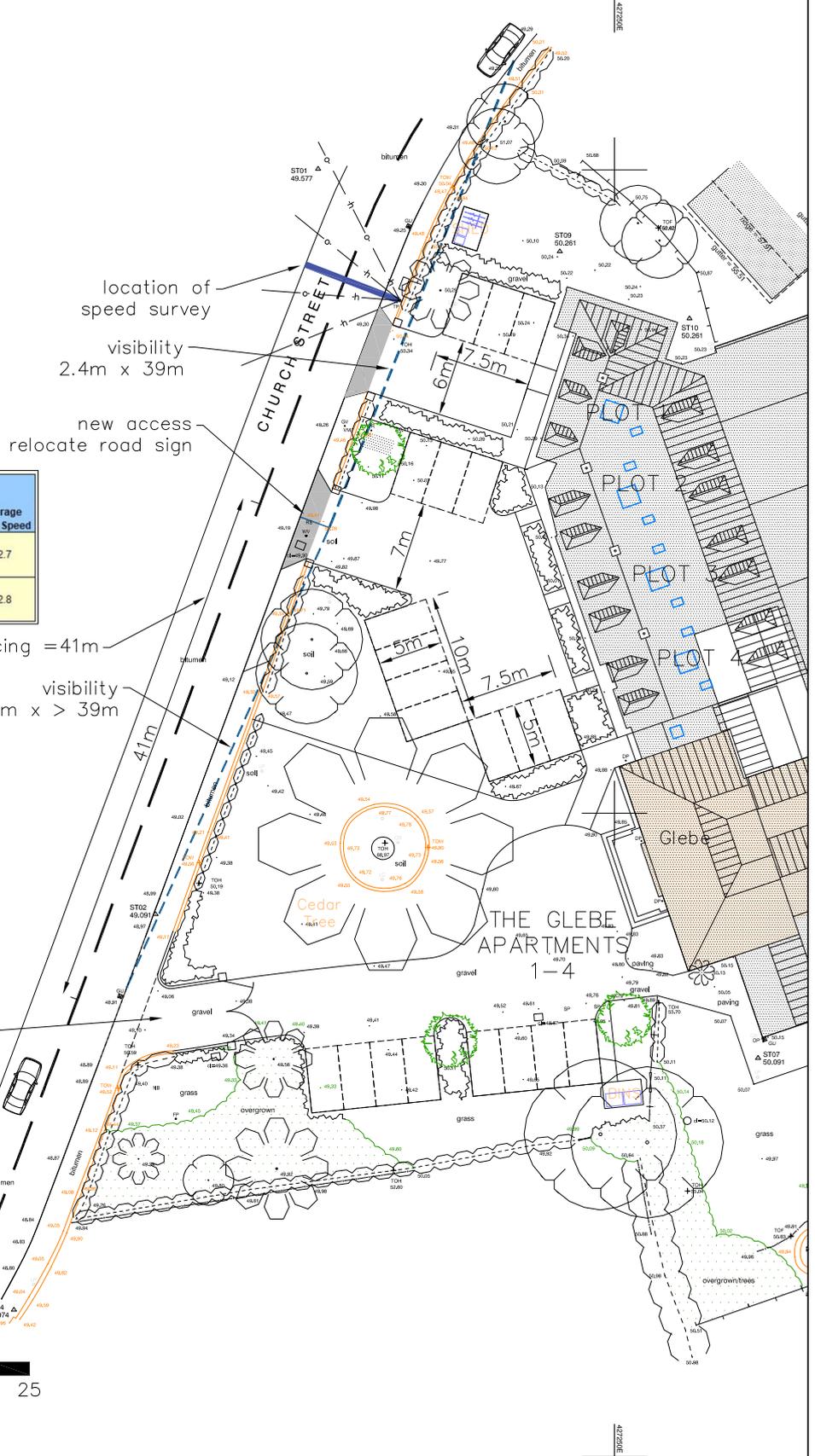
Daily Totals																
Fri 12-Feb-21	1070	28.2	23.9	4.1	0	5	16	156	626	236	30	1	0	0	0	0
Sat 13-Feb-21	904	27.8	23.4	4.3	0	1	24	202	479	173	22	3	0	0	0	0
Sun 14-Feb-21	687	27.4	23.1	4.2	0	3	16	168	359	130	10	1	0	0	0	0
Mon 15-Feb-21	894	27.6	22.5	4.9	0	8	59	247	394	163	21	2	0	0	0	0
Tue 16-Feb-21	976	27.2	21.8	5.4	5	21	94	275	395	169	15	1	1	0	0	0
Wed 17-Feb-21	950	27	22.2	4.9	0	13	77	238	446	164	11	1	0	0	0	0
Thu 18-Feb-21	937	27.8	22.7	4.9	2	7	46	261	420	171	28	2	0	0	0	0

Total Vehicles																
[--]	6418	27.6	22.8	4.7	7	58	332	1547	3119	1206	137	11	1	0	0	0





BARFORD					
Site	FEBRUARY 2021	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Site No: 10304001	Church Street, Barford S of Verden Place OSGR - SP 27235 60998	Channel: Southbound	30	27.4	22.7
		Channel: Northbound		27.6	22.8



  
**Banners Gate**  
 Civil, Structural & Transportation Engineers  
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 Tel: 0121 687 1500 Fax: 0121 687 1501  
 E-mail: mail@bannersgate.com

**Redevelopment of the Glebe Hotel**  
**Church Street, Barford**  
**Access and visibility, Church Street**  
 Drawing P1484/11A, Scale 1:500 @A4, Oct 2021