



Four Oaks House, Back Lane, Meriden,
CV7 7LD

Transport Statement

For

ET Planning

Document Control Sheet

Proposed Commercial Swimming Pool
Four Oaks House, Back Lane, Meriden,
CV7 7LD
ET Planning

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of ET Planning to accompany an application for Retrospective planning permission for the commercial use of the swimming pool outbuilding between the hours of 09:00 and 17:45 at Four Oaks House, Back Lane, Meriden, CV7 7LD.
- 1.2 The application site is located to the north of Back Lane, to the east of Four Oaks. The site falls within the administrative boundary of Solihull Metropolitan Borough Council (SMBC), who act as both the planning and highways authority.

Scope of Report

- 1.3 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ Safe and suitable access to the application site can be achieved by all modes;
 - ▶ The proposals will make provision for car parking having regard to adopted local parking standards; and,
 - ▶ The level of traffic associated with the proposals will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.
- 1.4 Following this introduction, this Transport Statement is split into 5 sections as follows:
- ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
 - ▶ Section 3 outlines the baseline conditions relevant to the site;
 - ▶ Section 3 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
 - ▶ Section 4 assesses the trip generating potential of the proposals and identifies the net impact on the local highway network; and
 - ▶ Section 5 summarises the key findings and conclusions of this report.

2.0 Transport Policy

Overview

2.1 The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework (July 2021);
- ▶ Solihull Local Plan (SLP) Shaping a Sustainable Future (2013);
- ▶ Solihull Development Framework – Vehicle Parking Standards and Green Travel Plans.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government’s planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

2.4 Section 9 of the NPPF addresses 'Promoting Sustainable Transport'. Paragraph 105 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Off-street parking provision is referred to by Paragraph 107, which says that:

"In setting local parking standards for development, local planning authorities should take into account:

a) The accessibility of the development;

b) the type, mix and use of the development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and,

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.6 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.7 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and;

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

A footnote to sub paragraph c states:

"Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."

2.8 Paragraph 111 says 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."

2.9 Paragraph 112 states:

"Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.10 Paragraph 113 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Solihull Local Plan (SLP) Shaping a Sustainable Future

2.11 Planning Applications within Solihull are currently assessed against the policies contained within the SLP 2013. A summary of the transportation policies which are relevant to the proposal are as follows:

2.12 Policy P7 – Accessibility and Ease of Access

“All new development should be focused in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access.

Development will be expected to meet the following accessibility criteria, unless justified by local circumstances.

Proposed housing development should be:

- ▶ Within an 800m walk distance of a primary school, doctor’s surgery and food shop offering a range of fresh food; and
- ▶ Within a 400m walk distance of a bus stop served by a commercial high frequency bus service (daytime frequency of 15 minutes or better) providing access to local and regional employment and retail centres; and/or
- ▶ Within an 800m walk distance of a rail station providing high frequency services (3 or more per hour during peak periods) to local and regional employment and retail centres. Solihull Local Plan – Shaping a Sustainable Future 92
 - ▶ Proposed offices, retail and leisure development should be located in town centres, or other established locations including Birmingham Business Park, Blythe Valley Business Park, Birmingham Airport and NEC, as defined in Policies P1, P2 and P19. Here and elsewhere they should be within a 400m walk distance of a bus stop served by a commercially run high frequency bus service;
 - ▶ Proposed education, health and other public service facilities should be located where they are easily accessible on foot, by bicycle and bus by the local community they serve;
 - ▶ Proposals for change of use are likely to be resisted if they reduce accessibility to levels below those listed in this policy.

Investment in improvements to local public transport provision, cycling and/or walking measures will be sought in association with development proposals which do not meet the accessibility criteria set out by this policy.

Residential development proposals for fewer than 3 dwellings in urban areas west of M42 and within rural settlements will be exempt from the criteria set out above. Investment in improvements to local public transport provision, cycling and/or walking measures will continue to be sought in association with such proposals where considered necessary.

- ▶ Access to development from the core walking, cycling, public transport and road networks will be expected to be:
 - ▶ Safe, attractive, overlooked and direct on foot, by bicycle and from public transport;
 - ▶ Safe for those vehicles which need to access the development;
 - ▶ And assessed in accordance with Policy P15 ‘Securing Design Quality’ in the Local Plan”

2.13 Policy P8 – Managing Demand for Travel and Reducing Congestion:

“All development proposals should have regard to transport efficiency and highway safety:

- ▶ Development will not be permitted which results in a significant increase in delay to vehicles, pedestrians or cyclists or a reduction in safety for any users of the highway or other transport network;
- ▶ Travel demands associated with development should be managed to minimise detrimental impact to the efficiency of the highway network;
- ▶ Ensure new development reduces the need to travel e.g. by promoting linked trips and encouraging mixed use development where appropriate;
- ▶ Provision for parking and servicing will be required in accordance with a Supplementary Planning Document on managing travel demands associated with development; 93 Solihull Local Plan – Shaping a Sustainable Future
- ▶ The Council will support proposals for strategic public transport schemes such as rapid transit, local rail schemes as identified in LTP3 and local Park and Ride at appropriate railway stations subject to other policies in the Local Plan;
- ▶ Off-site parking provision proposed in association with economically important sites will be supported, subject to other policies in the Local Plan, where sustainable transport links between those sites and the parking provision are of a good quality, direct and attractive to use.

The use of sustainable modes of transport, i.e. walking, cycling and public transport, shall be promoted and encouraged in all developments by:

- ▶ Ensuring the design and management of the development enables and encourages the use of sustainable modes of transport;
- ▶ Ensuring transport planning measures are implemented to help and encourage people accessing the development to use sustainable transport modes;
- ▶ Ensuring the routes to the site from nearby services and local public transport stops are good quality, direct and attractive to use for all users."

Solihull Development Framework – Vehicle Parking Standards and Green Travel Plans

- 2.14 The 'Solihull Development Framework – Vehicle Parking Standards and Green Travel Plans' sets the parking standards which developments within Solihull must comply with. The relevant parking standard to the development can be seen below:

Land Use	Development Size	Parking Standard
D2 Assembly and Leisure	Below 450 m2	1 space per 10m2
	450m2 - 1000m2	45 spaces
	Over 1000m2	1 space per 22m2

Table 2.1 – Parking Standards

Summary

- 2.15 On the basis of the above review, it is evident that the location of new development in relation to sustainable modes of transport is an important consideration when assessing the acceptability of a proposed development. Further, developers are required to provide parking at a level that will strike a balance between encouraging the uptake of more sustainable modes of transport whilst accommodating the likely demands associated with the site.
- 2.16 The following sections of this report therefore review the accessibility of the site and evaluate whether the development proposals will encourage the use of sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the likely impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

3.1 So that the context of the site can be established, a review of the study area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the site and current use of the site.

Site Details

3.2 The site is located to the north of Back Lane, a road that provides a link between Meriden Road to the west and Broad Lane to the east. The site is situated to the east of Four Oaks and approximately 9km from the centre of Coventry.

3.3 Back Lane is a two-way single carriageway road subject to a 40 miles per hour speed limit. Back Lane has no street lighting and a footway on the northern side of the road.

3.4 A plan showing the location of the site in relation to the local highway network is shown below in Figure 3.1.

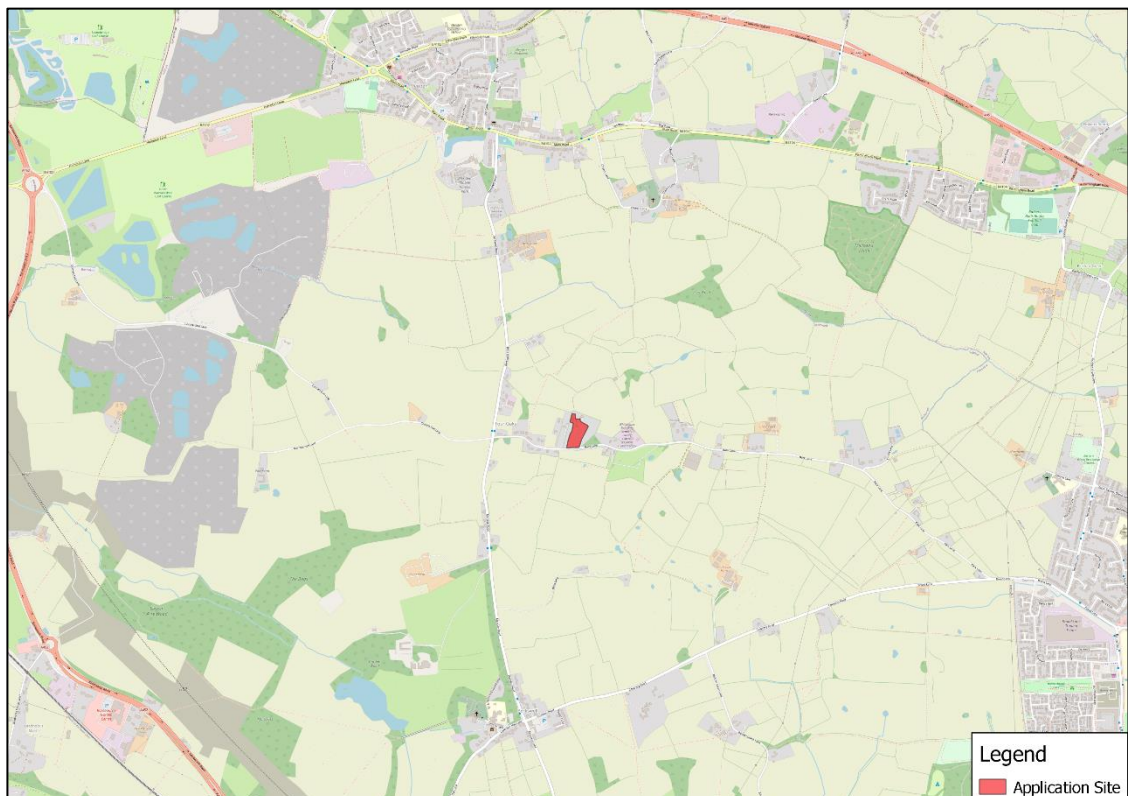


Figure 3.1 – Site Location

Pedestrian and Cycle Access

3.5 Back Lane is provided with a footway adjacent to the northbound carriageway. This footway continues west towards Four Oaks and connects to Meriden Road which has a footway which connects to Berkswell.

3.6 Solihull Metropolitan Borough Council has a cycle map which identifies roads suitable for cycling within the Borough. The map can be accessed at <https://www.solihull.gov.uk/sports-and-fitness/wheretocycle> and identifies Back Lane as an Advisory Route. A number of footways connect to Back Lane and are accessible for local residents.

Public Transport Accessibility

3.7 The closest bus stops are located 450 metres walk to the west of the site on Berkswell Road and stops are provided with a pole, flag and timetable information. These stops provide a connection between Stratford-upon-Avon and Hampton-in-Arden with a summary of the service provided within Table 3.1 below.

Service Number	Route	Frequency of Service
512	Stratford-upon-Avon – Four Oaks – Hampton-in-Arden	One bus per day Monday – Thursday

Table 3.1 – Bus Services from Berkswell Road

3.8 The closest railway station to the application site is Berkswell, approximately 4.0 kilometres to the south of the site. The station is managed by West Midland Railway and provides direct services to Birmingham, Coventry and London. A summary of the existing rail services is provided within Table 3.2 below.

Station	Route	Approximate Frequency
London Euston	Birmingham New Street – Birmingham International – Hampton-in-Avon – Berkswell – Tile Hill – Clanley – Coventry – Rugby – Long Buckby – Northampton – Wolverton – Milton Keynes Central – Bletchley – Leighton Buzzard – Watford Junction – London Euston	2 services every hour
Birmingham New Street	London Euston – Watford Junction – Leighton Buzzard – Bletchley – Milton Keynes Central – Wolverton – Northampton – Long Buckby – Rugby – Coventry – Clanley – Tile Hill – Berkswell – Hampton-in-Avon – Birmingham International – Birmingham New Street	2 services every hour

Table 3.2 – Train Services from Berkswell

Road Safety

3.9 The most recent five-year period of road collision data for Back Lane in the vicinity of the application site has been reviewed. During the latest five-year period, no collisions were recorded on near the application site access or on the entirety of Back Lane.

3.10 Based on the above, it is considered that the existing arrangement at the site does not have a negative impact on the safety of the surrounding highway network.

Summary

3.1 The above review demonstrates that location of the application site is accessible by a variety of modes of transport that have the potential to reduce reliance on the private car. The location of the site therefore accords with the requirements of the Local Plan.

4.0 Proposed Development

Overview

- 4.1 The following text outlines details of the development proposals and summarises how it will be accessed along with providing details of the associated parking strategy.

Development Proposals

- 4.2 The application site currently comprises a single residential dwelling, with retrospective permission sought for the commercial use of the swimming pool and outbuilding between the hours of 09:00 and 17:45. The site layout is included at **Appendix A**.
- 4.3 Although the application site is operational between 09:00 – 17:45, no swimming lessons will occur between 09:00 – 10:00 for site setup and between 12:45 – 15:00 for lunch.
- 4.4 Each swimming lesson occurs for a duration of 45 minutes and begins at the beginning of the hour. This allows for a 15-minute gap between lessons to stop swimming lessons overlapping. There will be a maximum of 6 children per swimming lesson for a total of 36 visitors at the site per day.

Vehicular Access

- 4.5 The proposal includes the widening of the existing access to a width of 6 metres to allow for two vehicles to pass one another. This widening to 6 metres in width will be for a distance of 35 metres. A swept path analysis of a car accessing and egressing from the site can be seen at **Appendix B**.
- 4.6 Back Lane has a 40 miles per hour speed limit which equates to a visibility requirements of 120 metres in either direction. Back Lane is a rural road with no record of collisions within the vicinity of the site access, indicating no existing highways safety concern.
- 4.7 Although the application site cannot achieve visibility of 120 metres to the edge of the carriageway to the west, the site access can achieve over 90 metres of visibility in both directions with a full view of oncoming traffic, representing the visibility requirements for one-step below desirable minimum, as set out within DMRB CD 109 'Highway Link Design'. To the east of the site access visibility of 120 metres can be achieved to oncoming traffic positioned on the correct side of the road. It is recognised there is a small blind spot for overtaking vehicles between 100 to 120 metres from the site access however this is at a blind bend where vehicles will not be able to see oncoming traffic. It is thus considered highly unlikely that vehicles will be overtaking in this location.
- 4.8 As stated above 90 metres of visibility to the west can be achieved, which is one step below the desirable minimum. Visibility of 115 metres can be achieved to all oncoming traffic to the west. A visibility splay demonstrating the achievable visibility from the site access can be seen at **Appendix C**.
- 4.9 It is considered that, given the minimal number of collisions in the vicinity of the site over the latest five-year period, the relocation of the vehicular access point at the site will not have an adverse impact on the safety of the local highway network.

Car Parking Arrangements

- 4.10 The development will be provided with parking in excess of the Solihull Development Framework – Vehicle Parking Standards and Green Travel Plans. The parking standard requires 1 parking space per 10m², this equates to 9 parking spaces for the development. It is proposed to have 12 parking spaces for the development to allow for any overlap between sessions. Each session will have a maximum of 6 people and therefore 12 parking spaces provides sufficient capacity to avoid any overspill on the local highway network.
- 4.11 A swept path analysis of a car entering, exiting and manoeuvring around the car park is shown at **Appendix D**.

Cycle Parking

- 4.12 Cycle storage will be provided in accordance with local standards.

Servicing and Deliveries

- 4.13 Refuse collection will be undertaken from the Back Lane as per the existing arrangements for the residential dwelling.
- 4.14 Deliveries can be undertaken within the application site, utilising the turning head at the end of the drive.

5.0 Trip Analysis

Overview

- 5.1 This section outlines the trip generating potential of the proposed residential development and compares it with the existing use during the morning (AM) and evening (PM) peak hours and across the course of a typical day, which for the purposes of this assessment is taken to be between 09:00 and 17:45, reflecting the periods of operation of the swimming pool.

Proposed Trip Generation

- 5.2 The Development will be operational between the hours of 09:00 – 17:45. Each swimming lesson will begin at the start of the hour and last for a duration of 45 minutes. Each lesson will have a maximum of 6 people per lesson. A breakdown of the trip generation for the application sit across a typical day can be seen below in Table 5.1:

Time	Trip Generation	
	Arrivals	Departures
10:00 – 10:45	6	6
11:00 – 11:45	6	6
12:00 – 12:45	6	6
15:00 – 15:45	6	6
16:00 – 16:45	6	6
17:00 – 17:45	6	6
Total	36	36

Table 5.1 – Trip Generation

- 5.3 The swimming lessons have been staggered to avoid any overlap between lessons, however if there is any overlap there is sufficient parking capacity to accommodate this. The maximum trip generation of the application site is 6 arrivals and 6 departures per hour equating to 12 two way trips per hour.

Summary

- 5.4 On this basis, it is clear that the proposed development is entirely consistent with the guiding principles of the NPPF and there are thus no justifiable reason why this scheme could be refused on transportation grounds. This is particularly evident given that the proposed development will result in a negligible change in vehicle trips.
- 5.5 On this basis it is considered that the proposal will not prejudice road safety or the free-flow of traffic or operation of the neighbouring highway network in accordance with the Local Plan. It is therefore clear that there are no highways and transportation reasons why this proposed development should be resisted.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared on behalf of ET Planning to accompany an application for Retrospective planning permission for the commercial use of the swimming pool outbuilding between the hours of 09:00 and 17:45 at Four Oaks House, Back Lane, Meriden, CV7 7LD.
- 6.2 The application site is located to the north of Back Lane, to the east of Four Oaks. The site falls within the administrative boundary of Solihull Metropolitan Borough Council (SMBC), who act as both the planning and highways authority.
- 6.3 It has been shown that the proposals are unlikely to have a material impact upon the local transport networks. Indeed, the results of our various analyses indicate that the proposals will lead to imperceptible increase in vehicle trips associated with the site. In this regard, the proposed development accords with Local Plan.
- 6.4 In summary, this Transport Statement demonstrates that:
- ▶ Through the provision of twelve car parking spaces on site, the development will not place any additional parking stress upon the local highway network and thus accords with local Policy.
 - ▶ The proposed development will lead to an imperceptible increase in vehicle trips, and is thus in accordance with Local Plan Policy; and,
 - ▶ The proposals will not lead to any harm to the existing operation and free flow of traffic on the adjoining highway network.
- 6.5 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport networks. As such, the proposed development represents a sustainable development for the future, and we see no reason why the proposals should be resisted on traffic and transportation grounds.

Appendix A

Site Layout

Appendix B

Swept Path Analysis - Access

Appendix C
Visibility Splays

Appendix D

Swept Path Analysis – Car Park

