

TECHNICAL NOTE

HADDON HOUSE, ST JOHN'S HILL,
SHENSTONE, STAFFORDSHIRE.

Proposed extensions and alterations to an
existing dwelling including the introduction of a
new vehicular access.



JULY 26 2023

STUDIOGOTZ

LENNON TRANSPORT PLANNING LTD





TECHNICAL NOTE

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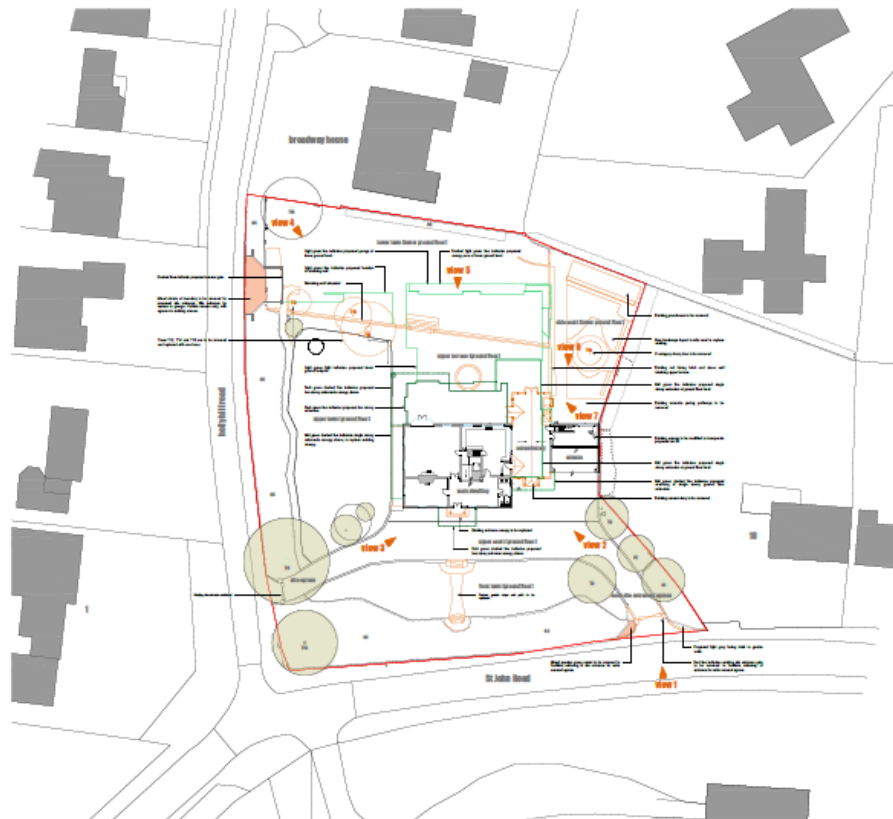
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1. INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Lennon Transport Planning Ltd (LTP) on behalf of StudioGotz Architects. The Note is intended to support a forthcoming planning application for alterations to Haddon House and for formation of a new vehicular access onto Holly Hill Road, Shenstone.
- 1.2 The purpose of this Note is to satisfy both Lichfield District Council as the Local Planning Authority (LPA) and Staffordshire County Council as Local Highway Authority (LHA), that the proposals will not lead to any unacceptable impact on the public highway.
- 1.3 When considering the nature and scale of development, a basic Technical Note has been prepared which does not contain unnecessary or over complicated input for the reviewer's consideration.
- 1.4 The existing site layout and site location is as per presented below in figure 1:-



* Source StudioGotz

Figure 1: Existing Layout & Site Location

2. SCOPE / BACKGROUND / POLICY

Scope / Background

2.1 The brief to LTP was to provide a Technical Note (TN) to support a planning application for alterations to the existing dwelling, and to specifically examine the vehicular access strategy for the site as a whole?

2.2 The scope of this TN broadly reflects the principles of DfT's 'Guidance on Transport Assessments' (GTA) (March 2007), however, this guidance was withdrawn from circulation in October 2014.

2.3 GTA essentially set out a pragmatic approach to assessing the transport impacts of a development and suggested thresholds which were noted as a useful point of reference from which to commence discussions. Its withdrawal left [‘Transport Evidence Bases in Plan Making’](#) as one of the only transport ‘guidance’ document left within PPG. That document didn’t replace GTA, as it was for a different spatial scale, intended to ensure that the transportation principals of development are correctly assessed at the local plan / core strategy level. However, this wasn’t relevant to assessing the impacts of developments on local highway networks.

2.4 Of more relevance is PPG guidance contained within [‘Travel Plans, Transport Assessments & Statements’](#) which was published in March 2014. It provides some guidance in terms of scope and rationale, but it is not proscriptive like the Dft guidance was. In our opinion this leaves the development transport planning industry without any robust formal government guidance at present and the removal of GTA gives Consultants more flexibility to present what they consider necessary in order for the Highway Authority to come to an informed decision as to the appropriateness of the development proposal and whether it will result in a severe impact in traffic or highway safety terms?

2.5 It is considered unnecessary to present an in-depth study of accessibility by different travel modes in respect of this proposal as no additional development is being sought and the current land use remains as residential.

Existing Development / Use

2.6 The existing dwelling and grounds are being comprehensively remodeled. The existing land use is residential. There are currently 2No vehicular access to the site, one to Hollyhill Road and one to St John’s Hill. Vehicular access gates at both accesses have insufficient set back to allow a vehicle to stand clear of the highway

whilst they are operated. Again, it is the case for both accesses that neither have sufficient width to allow two vehicles to pass within their constraints.



Figure 2: Existing Access St Johns Hill



Figure 3: Existing Access Hollyhill Road

Existing Highway / Local Conditions

2.7 St John's Hill and Hollyhill Road are minor County roads. Both existing carriageways are metalled and have a centre warning line with the proximity of the site.

2.8 Both roads are subject to a 30mph speed limit by virtue of street lighting. St John’s Hill has a metalled footway on its southern side adjacent to the site frontage. A footway returns into the Hollyhill Road from the junction for a short distance on the southern side.

Personal Injury Accidents

2.9 Personal Injury Accident (PIA) data has been assessed using the Crashmap database to consider the existing safety situation on the immediate local road network. Patterns displayed in the data can be assessed with regards to the proximity, frequency and severity of incidents that have occurred that may require further in-depth consideration. There has been no recorded PIA’s within the vicinity of the application site within the past 5 years, no further investigation is therefore necessary.

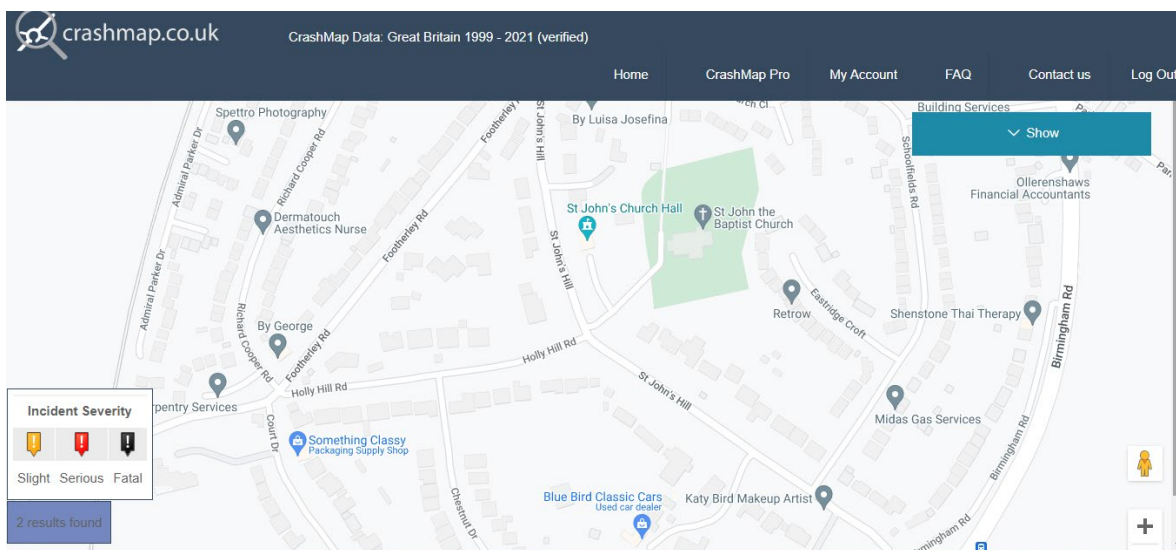


Figure 4 – PIA Search Results

Transport related Planning Policy

National Planning Policy Framework (NPPF) (July 2021)

2.10 The National Planning Policy Framework (July 2018) was revised in July 2021 and is a material consideration in the determination of planning applications.

2.11 Paragraph 11 of the NPPF States;

- *‘Plans and decisions should apply a presumption in favour of sustainable development’.*

For plan-making this means that:

- a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - i, the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

2.12 When considering paragraph 11 of the NPPF in terms of ‘*decision taking*’ then in particular it needs to be assessed against Paragraph 110 & 111 of the Framework which are as follows:-

2.13 **Paragraph 110** of the NPPF states:

“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; and
- c) 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.

2.14 **Paragraph 111** of the NPPF states:

“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.”

2.15 **Paragraph 112** of the NPPF states:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitate 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.”

2.16 Manual for Streets, Manual for Streets 2 are the relevant national design guidance documents to be considered.

3 PROPOSED DEVELOPMENT **Amount & Layout**

3.1 The proposal is for the alterations to the existing dwelling and then to form an IN only vehicular access onto Hollyhill Road. The Key areas of the proposal are as listed below:-

- New double height entrance feature.
- Single storey side canopy to replace existing.
- Two storey rear extension to accommodate kitchen, lounge and bedroom.
- Side extension between main dwelling and annexe to replace conservatory to provide home office and new conservatory.
- Loft dormer.
- Increase pitch of roof on main dwelling to accommodate proposed lift and improve proportions.
- Internal remodelling.

- Facing brick finish over existing render to existing dwelling and annexe.
- Re-proportioning of windows throughout main dwelling.
- Car garage at lower ground floor with car lift to ground floor level where vehicles will then be able to egress the site via the existing access point onto St John's Hill.
- Lower ground floor link between main dwelling and garage, to include wine room, gym, shower room, plant and store
- Outside under cover area for BBQ
- Alterations to the existing vehicular access to St John's Road to provide sufficient room for vehicles to pass and stop clear of the highway whilst the gates are operated to enter the site.

3.2 The proposed site layout is attached at **Appendix 1**. Extracts from that drawing showing the proposed alterations to the existing main access and the layout of the proposed new access are presented below.

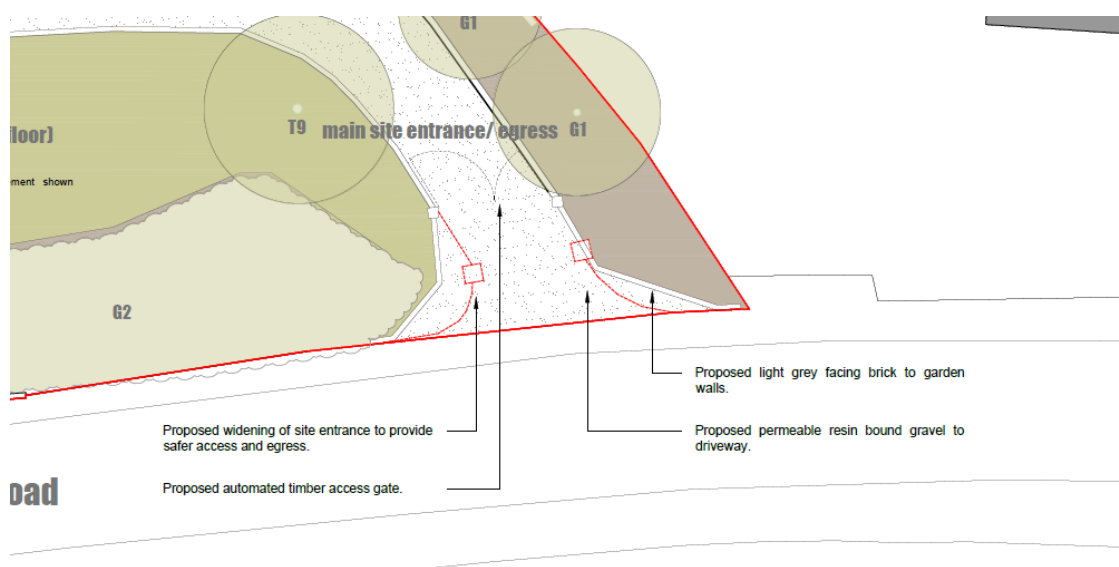


Figure 5: Proposed Alterations to the St Johns Hill access

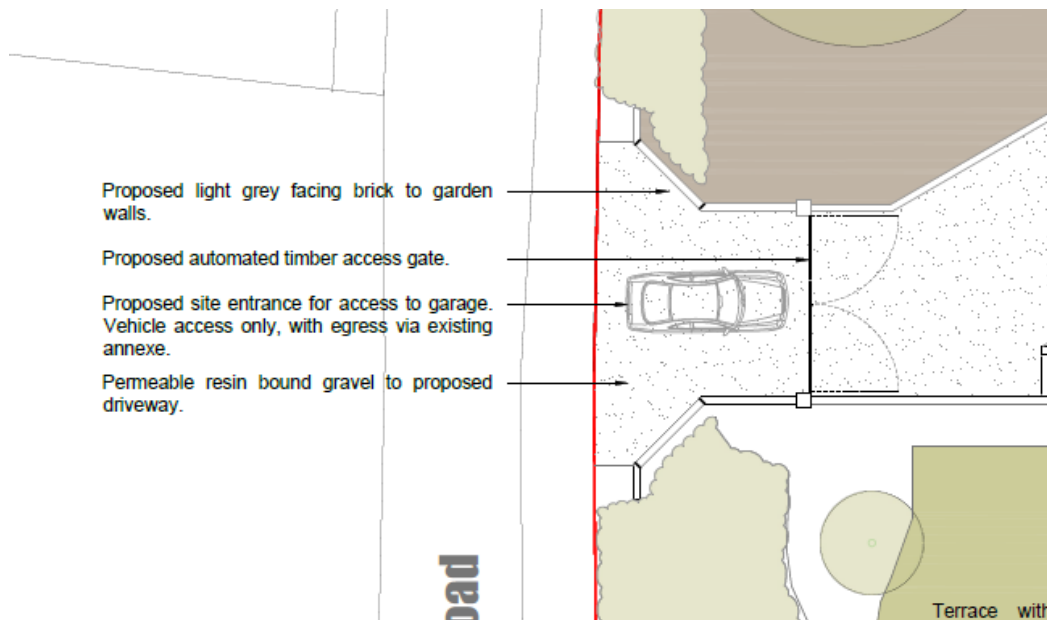


Figure 6: Proposed Alterations to the St Johns Hill access

Main Vehicular Access & Highway Considerations.

3.3 The proposal will provide various elements of 'Highway Gain'. These will be in the following terms: -

- Significant alterations to the existing access onto St John's Hill will provide improved gate set back from the highway, which will improve the existing scenario in highway safety terms (for both householder and visitor vehicles) as this will allow them to stand clear of the highway whilst the gates are operated. The access will also be widened considerably which will present the opportunity for two vehicles to pass within the constraints of the access should two meet on the rare occasion. This means of access is considered to be the 'main' residential site access. Delivery vehicles will use this access as required.
- An IN only access is proposed for householder use only. The new access will be provided onto Hollyhill Road. Again, gates will be set back sufficient distance

from the edge of carriageway to allow a vehicle to stand clear of the carriageway whilst they are operated. The access will be surfaced in a porous resin bound aggregate and drainage will be provided within the site such that no surface water will drain into the public highway. Having entered the site, vehicles will park within the garage area and to egress use the car lift to ground floor to then exit the site via the St John's Hill access. The introduction of a new access will provide an alternative means of emergency access to this large plot if ever necessary.

3.4 There is a secondary point of existing access onto Hollyhill Road (as per figure 3). No alterations are proposed to this access. The access will be seldom used as is the present scenario, accordingly there will be no intensification in use of this means of access as a consequence of the proposals.

Vehicle Parking & Turning

3.5 Ample vehicle parking will be provided within the site for both residents and visitors. All vehicles entering the site will be enter, turn and leave in a forward gear. This includes for light delivery vehicles such as supermarket delivery vehicles.

4 SUMMARY

4.1 This Technical Note has been prepared by Lennon Transport Planning (LTP) Ltd on behalf of StudioGotz to support a forthcoming planning application for proposed alterations to Haddon House and for the provision of a new vehicular access.

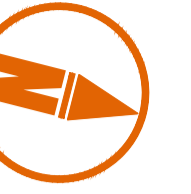
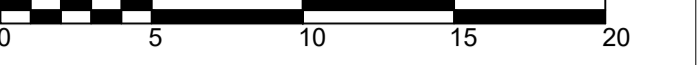
4.2 The existing vehicular access to St John's Hill will be subject to significant improvements, which in turn will deliver various elements of highway safety gain. The existing gated access to Hollyhill Road will remain unaltered and a new access to Hollyhill Road will be introduced.

-
- 4.3 Appropriate car parking and turning will be provided within the site and Drainage will be provided within the site such that surface water does not drain into the public highway.
- 4.4 The new access will be provided on an IN only basis and all vehicles shall egress the site via the improved access to St John's Hill.
- 4.5 We therefore encourage the Local Planning Authority & Local Highway Authority to look favourably upon the highway and transportation considerations of the application. The proposal will not offend Paragraph 111 of the NPPF as it will not lead to unacceptable highway safety dangers occurring.



APPENDIX A

Proposed Site Layout



NOTES:
 1 Refer to Tree Survey and Arboricultural Impact Assessment by Westside Forestry.
 2 Refer to Primary Ecological Appraisal (PEA) by Weddle Landscape Design.



DRAFT

Rev.	Date	Issue	By

- Copyright of STUDIOGÖTZ.
- Do not scale from drawing.
- All dimensions are to be checked on site.
- Any discrepancies are to be reported immediately to the Architect or Main Contractor.

Client
 -

Project
Haddon House, St. John's Hill, Shenhstone, WS14 0JB

Drawing
Proposed Site Plan

Project No.	Drawing No.	Issue	Status
1236	110	-	P

Issue date June 2023
 Drawn by VG
 Checked by -
 Scale 1/250 @ A1 or 1/500 @ A3

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