



HIGHWAY NOTE

CHANGE OF USE TO LETTING ACCOMMODATION
14 MAIN STREET, BARROWDEN IN RUTLAND

DOCUMENT CONTROL

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1.0 INTRODUCTION

- 1.1 ADC Infrastructure Ltd were commissioned by Mr Tom Joule to provide transport and highways consultancy advice in regard to refusal of planning permission for a retrospective change of use from annexe to holiday let (to include letting to the general public) at 14 Main Street, Barrowden in Rutland.
- 1.2 The planning application for the proposal (ref. 2023/0279/FUL) was refused by the local planning authority, Rutland County Council (RCC) in August 2023. A single reason for refusal was given, as follows:

The proposal is for the creation of letting accommodation but does not make provision for off-street parking of vehicles associated with this use. This is contrary to Policy SP15 in the Adopted Rutland Local Plan Site Allocations & Policies DPD 2014, Design Guidelines for Rutland (SPD), Policy BW12 of the Barrowden and Wakerley Neighbourhood Plan, The National Design Guide (2021) and Paragraph 112(d) of the National Planning Policy Framework (2021).

- 1.3 This highway note has therefore been produced to review the reason for refusal and provide advice as to whether there are reasonable grounds to prepare a resubmission of the application.

2.0 EXISTING CONDITIONS

Site location and existing use

- 2.1 The site is located towards the south-eastern end of the village of Barrowden, on the north side of Main Street. Barrowden is a small village (215 dwellings¹), situated to the south of the A47 Leicester to Peterborough route, approximately 5 miles to the east of Uppingham and approximately 14 miles to the west of Peterborough. The general site location is shown below in **Figure 1**.

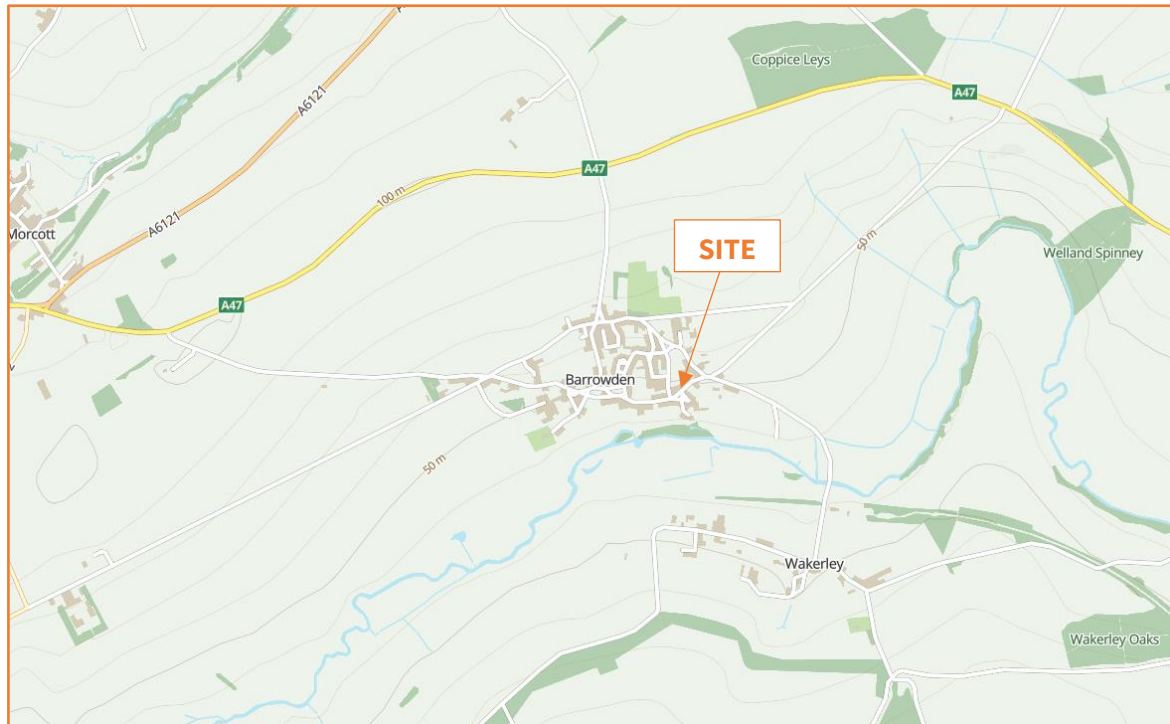


Figure 1 – Site location plan

- 2.2 The site is an annexe to no. 14 Main Street. The annexe was granted planning consent in 2007 (ref. FUL/2007/0728), with no restrictions placed on residential accommodation being provided within the building, only that the accommodation of visitors be associated with the use of the main dwelling.

Local highway network

- 2.3 Main Street is an adopted public highway that runs broadly east-west along the southern side of Barrowden. In the vicinity of the site, Main Street is a single carriageway and is subject to a 30mph speed limit. Along the site frontage, the carriageway width along Main Street is approximately 5.5m, and there are 1.5m wide footways on both sides of the route. There are no parking restrictions along Main Street and limited street lighting in the vicinity of the site.
- 2.4 A more detailed aerial view of the site (edged in red) and local highway network is shown overleaf in **Figure 2**. This shows that the site is located on a slight bend on Main Street, with side road junctions to Kings Lane and Mill Lane to the west and east of the site, respectively.

¹ Source: 2011 Census



Figure 2 – Aerial view of site and highway network

2.5 An inspection of the site in the context of the local highway network was undertaken between 4pm and 5pm on Thursday 12th October 2023. Whilst on site it was noted that there were two cars parked on-street outside 14 Main Street, plus two cars parked on-street along Mill Lane, just to the west of 'The Tannery'. These vehicles can be seen in the photograph to the right (view looking east along Main Street).

2.6 It was noted that off-street parking is provided for the majority of dwellings in the vicinity of the site, with the exceptions being 14 and 16 Main Street, plus 5 and 7 Mill Lane (approx. 60m to the south of Main Street).

2.7 Whilst there is a bus stop and shelter to the south of Main Street opposite no.14, it appears as though the stop is not currently in use by commercial services. The timetable display at the stop indicates that the stop was previously used only once during the typical weekday by a service between Whissendine and Peterborough.

2.8 The existing access to no.14 is located to the west of the dwelling and has a width of approximately 3.7m. There are dropped kerbs along Main Street at the access and the access also provides a private right of way for 16 Main Street, with this right of way being pedestrian access only.



Traffic data

- 2.9 To provide data on vehicle volumes and speeds along Main Street, a 7-day Automatic Traffic Counter (ATC) survey was undertaken to the west of the site on Main Street commencing Thursday 2nd November 2023. The survey results are contained in **Appendix A** and indicate that Main Street is very lightly trafficked, with average weekday flows of 357 vehicles (two-way) along the route.
- 2.10 The survey recorded average vehicle speeds of approximately 20mph along this section of Main Street, with 85th percentile vehicle speeds recorded as 24.2mph eastbound and 26.1mph westbound. It can therefore be seen that traffic flows along the route are low and vehicle speeds are predominantly below the 30mph speed limit.
- 2.11 Collision data for Main Street has been reviewed using the Crashmap website. This reveals that there have been no recorded collisions along Main Street resulting in injury in the most recent period available. Indeed, the website suggests that there have been no recorded injury collisions within Barrowden village in the period between 1999 and 2022. In view of this, it is considered that there are no existing highway safety issues in the village.

3.0 PROPOSED DEVELOPMENT

Development

- 3.1 The proposed development comprises the retrospective change of use of the existing residential annexe to use as a holiday let, specifically one available for letting by the general public not necessarily associated with the occupation of the main dwelling.

Access

- 3.2 The existing access to both the main dwelling and the annexe is provided between the two buildings and is approximately 3.7m wide, with dropped kerbs provided on Main Street. The access is currently gated (see photo below) and does not appear to be used for the parking of vehicles associated with 14 Main Street. The existing access also provides a private right of way for pedestrian access to 16 Main Street.



Parking

- 3.3 No specific off-street car parking was proposed for the retrospective change of use, with users of the proposed holiday let expected to make use of the unrestricted on-street parking available in the vicinity of the site.
- 3.4 Kerbside access for service and delivery vehicles was proposed, as per existing provision for 14 and 16 Main Street.

4.0 HIGHWAY IMPACT

Reason for refusal

- 4.1 The sole reason for refusal of the application is that there is no provision for off-street parking in association with the proposed change of use. The committee report for the application states that a minimum of one off-street car parking space is required for the proposed change of use, and this is confirmed through reference to Appendix 2 of the Rutland Local Plan Site Allocations & Policies Development Plan Document (Oct 2014).

Development impact

- 4.2 The following paragraphs seek to identify the likely impact of the development proposals in terms of actual requirements for off-street parking, the likely demand for parking, and the practical impact of potential on-street parking associated with the proposed holiday let.

Parking requirements

- 4.3 In terms of the requirements for off-street parking, for the purposes of the planning application, the parking requirements for 14 Main Street are not considered to be relevant, as the actual parking requirements for the main dwelling would remain the same regardless of whether the planning use for the annexe remains associated with the main dwelling or becomes a holiday let. Therefore, only the off-street parking requirements for the annexe are considered relevant.
- 4.4 Relevant parking standards are contained in Appendix 2 of the Rutland Local Plan Site Allocations & Policies Development Plan Document (Oct 2014). For residential uses, the parking standards are set by the number of rooms in a dwelling. The existing annexe has a single room and therefore a minimum of one off-street car parking space is required for the existing, approved, residential annexe.
- 4.5 The proposed change of use of the annexe to a holiday let would also result in a requirement for one off-street car parking space. It can therefore be seen that, in terms of parking requirements, **there is no material change between the approved and proposed uses**. We consider that this is the critical element of the planning application, as it means that, in our opinion, the reason for refusal is not valid.

Parking demand

- 4.6 In terms of parking demand, it is difficult to accurately quantify the likely demand for parking associated with the existing and proposed uses. The local planning authority has previously confirmed that there are no restrictions placed on residential accommodation being provided within the annexe and therefore it is feasible that friends/relatives of the occupiers of the main dwelling could use the annexe for visits and overnight stays etc. Whilst it is acknowledged that such visits are likely to be sporadic in nature, there are no planning restrictions in place to limit this use.
- 4.7 For the proposed holiday let use, a review of the national TRICS database has been undertaken. TRICS is a database of trip rates for developments, used to quantify the trip generation of new developments. However, it does not contain any sites that are comparable to the proposed use (the holiday accommodation section being made up of caravan sites and holiday camps). The commercial nature of the proposed use would obviously suggest that parking demand is likely to

be higher than that associated with the existing use, but we would contend that demand is likely to be largely at weekends and during the summer months.

Practical impact

- 4.8 In terms of the practical impact of the proposed change of use, this needs to be viewed in the context of the potential impact of occasional on-street parking of a single vehicle in the vicinity of the site. As noted in Section 2 of this report, there are no existing parking restrictions along Main Street or Mill Lane and traffic volumes along Main Street are very low, as the route effectively only provides access to the village and the adjacent, smaller, settlement of Wakerley.
- 4.9 The only existing demand for on-street parking in the locality appears to be associated with numbers 14 and 16 Main Street, with all other nearby properties having ample off-street parking provision. The measured vehicle speeds along Main Street in the vicinity of the site are below the 30mph limit and there is no history of highway safety issues in the locality.
- 4.10 Whilst the proposed change of use of the residential annexe to holiday let could result in an increased demand for on-street parking on Main Street (one space), there is ample available space to accommodate a single vehicle without presenting a hazard to highway safety. The site frontage along Main Street can accommodate three or four parked vehicles and there is space for at least six vehicles on Mill Lane, less than 50m to the south of the site. As the proposed holiday let would be operated by the owners/occupiers of 14 Main Street, their own vehicle(s) could be relocated onto available spaces on Mill Lane when users of the holiday let are known to be arriving.

Potential mitigation

- 4.11 Notwithstanding the fact that we consider that the reason for refusal of the planning application is not valid, we have considered the potential to mitigate the concerns of the planning and highway authorities with regard to off-street parking provision.
- 4.12 In this regard, it is noted that the right of way over the existing access to no.16 Main Street is a pedestrian right of way only. It would appear from site measurements that, with some minor revisions to the existing access, there is sufficient room to provide a single off-street car parking space at the access and maintain sufficient width for the pedestrian right of way to no.16 Main Street.
- 4.13 The dimensions required for a single parking space are provided in **Figure 3**, overleaf, which is an extract from chapter 5 of the Design Guidelines for Rutland SPD (March 2022). This indicates that an access width of 3.3m would be applicable and it is considered that this can be achieved, although it is recommended that this is confirmed through appropriate site measurements/survey.

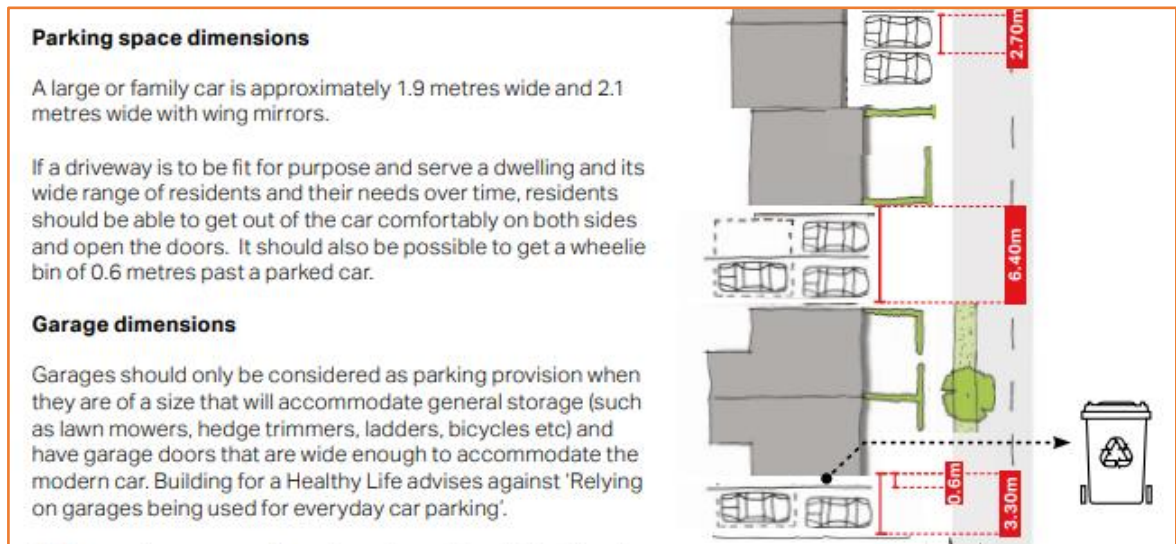


Figure 3 – Parking space dimensions

- 4.14 Assuming that a single car parking space can be provided at the existing access and an appropriate right of way for pedestrian access maintained for no. 16 Main Street, there would appear to be potential to submit a revised application which demonstrates that a single off-street car parking space can be provided for the proposed holiday let.

5.0 SUMMARY

- 5.1 This highways note has been prepared to review a single reason for refusal of a planning application for a retrospective change of use from annexe to holiday let (to include letting to the general public) at 14 Main Street, Barrowden in Rutland.
- 5.2 The reason for refusal relates to insufficient provision of off-street car parking for the proposal in accordance with local and national design guidance.
- 5.3 Relevant policy requirements have been reviewed and the proposed holiday let would require a single off-street car parking space to be provided. The application did not propose any off-street car parking provision and hence did not comply with policy requirements. However, a review of the planning background for the existing annexe reveals that the planning consent for the annexe does not contain any restrictions placed on residential accommodation being provided within the building. As a residential annexe, the off-street car parking requirement would also be a single parking space. It is therefore considered that the proposed change of use would not result in a material change in parking requirements for the proposed development. On this basis, it is considered that the reason for refusal is not valid.
- 5.4 Notwithstanding the above, a review has been undertaken on the practical impact of not providing the single off-street parking space for the proposed change of use. The review concludes that the impact on the local highway network would not be severe on the basis that there is unrestricted on-street parking in the vicinity of the site, traffic flows and vehicle speeds are low, and demand for parking associated with the proposed change of use is likely to be sporadic.
- 5.5 This note also looks at the potential to provide the single off-street car parking space for the proposed change of use and it is concluded that there appears to be adequate space to provide a single parking space at the existing access and maintain the pedestrian right of way that exists for the access to no. 16 Main Street.
- 5.6 It is therefore recommended that consideration is given to a potential resubmission of a planning application for the proposed change of use, with appropriate plans/drawings showing a single off-street car parking space at the existing access.

APPENDIX A
TRAFFIC SURVEY DATA

Barrowden in Rutland ATC, Main Street



Direction: Eastbound

Hour Beginning	Thu 02/11/2023	Fri 03/11/2023	Sat 04/11/2023	Sun 05/11/2023	Mon 06/11/2023	Tue 07/11/2023	Wed 08/11/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0
06:00	3	3	3	0	5	5	7	5	4
07:00	9	9	2	8	12	11	13	11	9
08:00	15	16	10	5	15	9	17	14	12
09:00	21	23	13	10	25	17	14	20	18
10:00	15	15	17	19	9	10	13	12	14
11:00	17	16	14	15	13	15	21	16	16
12:00	11	16	8	21	16	15	12	14	14
13:00	13	10	17	10	16	15	20	15	14
14:00	12	16	9	20	10	19	17	15	15
15:00	14	14	12	14	8	15	11	12	13
16:00	15	10	15	9	9	19	9	12	12
17:00	9	10	6	6	10	5	8	8	8
18:00	9	9	5	2	9	8	14	10	8
19:00	3	4	20	10	2	7	11	5	8
20:00	6	1	8	2	1	0	2	2	3
21:00	0	0	5	0	1	1	2	1	1
22:00	0	2	2	0	1	1	6	2	2
23:00	0	1	10	2	0	1	0	0	2
Total	160	164	128	139	152	158	169	161	153
12H(7-19)	172	172	164	151	161	171	191	173	169
18H(6-24)	172	175	176	153	162	173	197	176	173
24H(0-24)	173	176	177	153	162	173	197	176	173
AM Peak	09:00 21	09:00 23	10:00 17	10:00 19	09:00 25	09:00 17	11:00 21	09:00 20	09:00 18
PM Peak	16:00 15	12:00 16	19:00 20	12:00 21	12:00 16	14:00 19	13:00 20	13:00 15	14:00 15

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Direction: Westbound

Hour Beginning	Thu 02/11/2023	Fri 03/11/2023	Sat 04/11/2023	Sun 05/11/2023	Mon 06/11/2023	Tue 07/11/2023	Wed 08/11/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	0	0	0	0	0
01:00	0	2	1	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	1	0	1	1	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0
06:00	1	1	3	0	0	0	0	0	1
07:00	9	7	0	1	12	9	12	10	7
08:00	11	10	5	4	15	16	23	15	12
09:00	15	18	8	11	14	15	20	16	14
10:00	14	20	21	15	17	26	12	18	18
11:00	19	12	10	23	12	11	12	13	14
12:00	27	14	13	11	6	16	14	15	14
13:00	20	12	11	17	22	10	12	15	15
14:00	10	13	13	16	14	16	18	14	14
15:00	10	15	13	15	10	9	11	11	12
16:00	12	20	11	16	15	25	22	19	17
17:00	13	9	13	5	13	22	14	14	13
18:00	12	7	11	5	7	3	6	7	7
19:00	4	2	17	5	4	9	8	5	7
20:00	3	2	7	2	3	2	3	3	3
21:00	1	1	3	1	0	1	2	1	1
22:00	0	0	5	0	0	1	6	1	2
23:00	2	1	8	2	0	2	0	1	2
Total	172	157	129	139	157	178	176	168	158
12H(7-19)	181	163	159	147	164	190	189	177	170
18H(6-24)	183	164	172	149	164	193	195	180	174
24H(0-24)	184	167	174	151	165	193	195	181	176
AM Peak	11:00 19	10:00 20	10:00 21	11:00 23	10:00 17	10:00 26	08:00 23	10:00 18	10:00 18
PM Peak	12:00 27	16:00 20	19:00 17	13:00 17	13:00 22	16:00 25	16:00 22	16:00 19	16:00 17

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Direction: Total Flow

Hour Beginning	Thu 02/11/2023	Fri 03/11/2023	Sat 04/11/2023	Sun 05/11/2023	Mon 06/11/2023	Tue 07/11/2023	Wed 08/11/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	0	0	0	0	0
01:00	0	2	2	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	1	1	0	1	1	0	0	0	0
05:00	1	1	1	0	0	0	0	0	0
06:00	4	4	6	0	5	5	7	5	4
07:00	18	16	2	9	24	20	25	21	16
08:00	26	26	15	9	30	25	40	29	24
09:00	36	41	21	21	39	32	34	36	32
10:00	29	35	38	34	26	36	25	30	32
11:00	36	28	24	38	25	26	33	30	30
12:00	38	30	21	32	22	31	26	29	29
13:00	33	22	28	27	38	25	32	30	29
14:00	22	29	22	36	24	35	35	29	29
15:00	24	29	25	29	18	24	22	23	24
16:00	27	30	26	25	24	44	31	31	30
17:00	22	19	19	11	23	27	22	23	20
18:00	21	16	16	7	16	11	20	17	15
19:00	7	6	37	15	6	16	19	11	15
20:00	9	3	15	4	4	2	5	5	6
21:00	1	1	8	1	1	2	4	2	3
22:00	0	2	7	0	1	2	12	3	3
23:00	2	2	18	4	0	3	0	1	4
Total	332	321	257	278	309	336	345	329	311
12H(7-19)	353	335	323	298	325	361	380	351	339
18H(6-24)	355	339	348	302	326	366	392	356	347
24H(0-24)	357	343	351	304	327	366	392	357	349
AM Peak	09:00 36	09:00 41	10:00 38	11:00 38	09:00 39	10:00 36	08:00 40	09:00 36	09:00 32
PM Peak	12:00 38	12:00 30	19:00 37	14:00 36	13:00 38	16:00 44	14:00 35	16:00 31	16:00 30

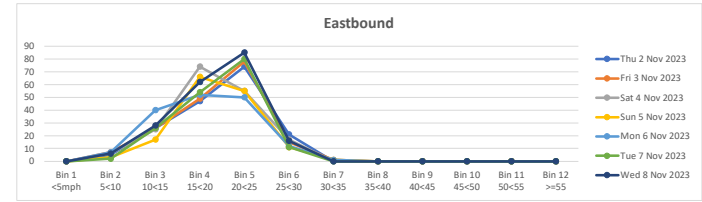
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Barrowden in Rutland ATC, Main Street

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 2 Nov 2023	173	24.9	19.8	4.9	0	5	26	47	74	21	0	0	0	0	0	0
Fri 3 Nov 2023	176	24.7	19.5	5.0	0	7	26	49	78	15	1	0	0	0	0	0
Sat 4 Nov 2023	177	23.9	19.0	4.7	0	6	25	74	55	17	0	0	0	0	0	0
Sun 5 Nov 2023	153	23.9	19.4	4.4	0	3	17	66	55	11	1	0	0	0	0	0
Mon 6 Nov 2023	162	23.6	18.2	5.2	0	7	40	52	50	12	1	0	0	0	0	0
Tue 7 Nov 2023	173	24.1	19.6	4.3	0	2	26	54	80	11	0	0	0	0	0	0
Wed 8 Nov 2023	197	24.3	19.5	4.7	0	6	28	62	85	16	0	0	0	0	0	0
5 Day Ave.	176	24.3	19.3	4.8	0	5	29	53	73	15	0	0	0	0	0	0
7 Day Ave.	173	24.2	19.3	4.7	0	5	27	58	68	15	0	0	0	0	0	0

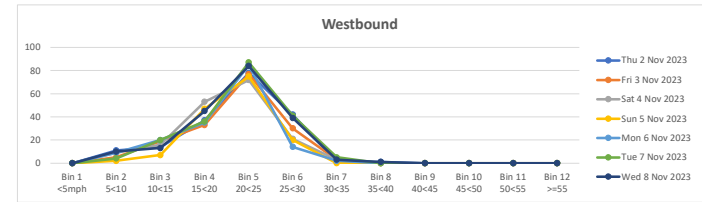
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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 2 Nov 2023	184	27.0	21.1	5.6	0	11	14	37	78	42	1	1	0	0	0	0
Fri 3 Nov 2023	167	26.4	21.0	5.2	0	5	19	33	77	30	3	0	0	0	0	0
Sat 4 Nov 2023	174	25.5	20.1	5.2	0	9	16	53	72	21	3	0	0	0	0	0
Sun 5 Nov 2023	151	25.1	20.9	4.0	0	2	7	47	75	20	0	0	0	0	0	0
Mon 6 Nov 2023	165	25.3	20.0	5.2	0	9	20	35	85	14	2	0	0	0	0	0
Tue 7 Nov 2023	193	26.9	21.5	5.2	0	4	20	36	87	41	5	0	0	0	0	0
Wed 8 Nov 2023	195	26.8	21.1	5.5	0	10	13	45	84	39	3	1	0	0	0	0
5 Day Ave.	181	26.5	21.0	5.3	0	8	17	37	82	33	3	0	0	0	0	0
7 Day Ave.	176	26.1	20.8	5.1	0	7	16	41	80	30	2	0	0	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 2 Nov 2023	357	26.0	20.5	5.3	0	16	40	84	152	63	1	1	0	0	0	0
Fri 3 Nov 2023	343	25.6	20.2	5.1	0	12	45	82	155	45	4	0	0	0	0	0
Sat 4 Nov 2023	351	24.7	19.5	5.0	0	15	41	127	127	38	3	0	0	0	0	0
Sun 5 Nov 2023	304	24.6	20.1	4.3	0	5	24	113	130	31	1	0	0	0	0	0
Mon 6 Nov 2023	327	24.5	19.1	5.2	0	16	60	87	135	26	3	0	0	0	0	0
Tue 7 Nov 2023	366	25.7	20.6	4.9	0	6	46	90	167	52	5	0	0	0	0	0
Wed 8 Nov 2023	392	25.6	20.3	5.1	0	16	41	107	169	55	3	1	0	0	0	0
5 Day Ave.	357	25.5	20.1	5.1	0	13	46	90	156	48	3	0	0	0	0	0
7 Day Ave.	349	25.2	20.1	5.0	0	12	42	99	148	44	3	0	0	0	0	0

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