

## TRANSPORT NOTE

Brinton Park, Kidderminster

April 2020

**January 2024:** Addendum to Transport Report added to the start of this document - new planning application submitted for reduced scope of works at park.

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## January 2024 – Addendum to Transport Note –

New planning application submitted for reduced scope of works at park

*Planning approval was granted in June 2020 (application reference 20/0155/RG3) for works at Brinton Park, aiming to restore and conserve the park's historic and natural heritage. Since this planning approval was granted, the scope of the proposed works at the park have been reduced.*

*Below in red is the amended text for this Transport Report (which supersedes the rest of the outdated text in this document). This amended Transport Report will accompany the new planning application for the reduced scope of works at the park:*

This Transport Note accompanies a new planning application for the proposed works (reduced scope) at Brinton park in Kidderminster. The vehicular main entrance remains unchanged as a result of the proposal, however due to existing visibility and congestion issues, improvements have been made. By providing a one-way system into and out of the car park will ease the traffic congestion issues on Sutton Road and will improve visibility and safety for pedestrians and vehicles. The garage will be retained for storage, but will be screened with a new hedge. All parking will be removed from this main entrance driveway (apart of a mini-bus drop-off only zone) and replaced with grass, thus creating a fantastic sense of arrival to the Park. This will also open the view of the beautiful Brinton park gates, restoring the grand entrance drive with glimpses of the park. The route for all vehicles will be via a proposed one-way system, which will help ease any traffic congestion in the park. All vehicles will enter the park by the main existing entrance from Sutton Road, drive along the existing driveway into the car park and exit via the proposed new tarmac driveway past the staff / maintenance area.

The rest of this document summaries the traffic management across Brinton Park for the proposed scheme.

### **Maintenance Yard**

The main refuse area for the park is located within the gated maintenance depot. The largest vehicle that will be entering this area is a refuse lorry for collecting the waste (a rigid lorry). The maintenance yard cannot currently accommodate artic lorries, so staff at the park inform suppliers to send any deliveries of trees / plants on rigid lorries instead. There is therefore no requirement for any vehicles to enter this area that are larger than a refuse lorry (10.5 metres long x 3 metres wide).

### **Coaches**

Wyre Forest District Council have confirmed that any coaches attending site would only be from school visits as part of an educational programme. The Council's activity plan suggests 15 half day sessions per year between September one year and July the next (this therefore equates to approximately 1 coach on site per month). There will be no provision for coach parking at Brinton Park, due to the limited amount of coaches that are scheduled to arrive at the park.

## **Visitor Car Park**

There are no proposed works to the visitor car park.

## **Overflow Car Park**

As existing, there is an overflow car park that is accessed via the main car park through a gate. The overflow car park is only used for major events, with an estimated number of spaces between 75 - 100. This additional car park would be kept as existing, but it would be clearly demarcated with timber posts (to stop people driving into the park) with a new timber knee rail and gate at the entrance (at the top of the new ramped egress onto Sutton Road).

## **Overall Parking numbers**

### Existing

Main visitor car park: 57 spaces

Driveway parking: 5 spaces

(overspill parking): 75 – 100 spaces

### Proposed

Main visitor car park: 67 spaces (including motorcycle & electric vehicle spaces)

Driveway parking: 0 spaces

(overspill parking): 75 – 100 spaces

\*Therefore, there are 5 less parking spaces for the proposed scheme.

This Transport Note accompanies the planning application 20/0115/RG3 for the proposed works at Brinton park in Kidderminster. The vehicular main entrance remains unchanged as a result of the proposal, however due to existing visibility and congestion issues, improvements have been made. By moving the entrance to the car park further back from Sutton Road, this will improve visibility and safety for pedestrians and vehicles. The garage blocks will be demolished and replaced with new planting and the existing driveway location will be returned to parkland. All parking will be removed from this main entrance driveway (apart of a coach drop-off only zone) and replaced with grass, thus creating a fantastic sense of arrival to the Park. This will also open the view of the beautiful Brinton park gates, restoring the grand entrance drive with glimpses of the park and proposed café beyond. The route for all vehicles will be via a proposed one-way system, which will help ease any traffic congestion in the park. All vehicles will enter the park by the main existing entrance from Sutton Road, drive through the main car park and exit the park via the newly formed ramped egress onto Sutton Road.

The rest of this document summaries the traffic management across Brinton Park for the proposed scheme.

### **Maintenance Yard**

The main refuse area for the park is located within the gated maintenance depot, which will contain a dedicated waste area. The largest vehicle that will be entering this area is a refuse lorry for collecting the waste (a rigid lorry). The maintenance yard cannot currently accommodate artic lorries, so staff at the park inform suppliers to send any deliveries of trees / plants on rigid lorries instead. There is therefore no requirement for any vehicles to enter this area that are larger than a refuse lorry (10.5 metres long x 3 metres wide).

Please refer to drawing '3482 - 033 Vehicle Tracking Details - Refuse Lorry' to show how a refuse rigid lorry accesses the maintenance yard.

### **Coaches**

Wyre Forest District Council have confirmed that any coaches attending site would only be from school visits as part of an educational programme. The Council's activity plan suggests 15 half day sessions per year between September one year and July the next (this therefore equates to approximately 1 coach on site per month). There will be no provision for coach parking at Brinton Park, due to the limited amount of coaches that are scheduled to arrive at the park. A drop-off only zone would therefore be marked on the drive, just in front of the Brinton factory gates. Coaches can easily pull into this space on arrival to the park and once the children have been dropped off, the coach would reverse a short distance and enter the main car park by the one-way system and exit onto Sutton Road via the newly formed egress.

Please refer to drawing '3282 – 031 Proposed Car Park and Maintenance Yard' for the location of the coach drop-off zone and drawing '3482 - 034 Vehicle Tracking Details - Coach' for coach tracking details and the direction of travel.

## **Visitor Car Park**

The main car park will be resurfaced with a permeable gravel grid (to match existing) and a new egress will be formed onto Sutton Road via a ramp. 3no. of accessible spaces have been included within the main visitor car park (near the entrance to the car park) along with 2no. electric vehicle charging points and 4no. motorcycle parking spaces.

Please refer to drawing '3282 – 031D Proposed Car Park and Maintenance Yard' for the location of this spaces.

## **New egress onto Sutton Road**

A new ramped egress will be formed to the north of the car park, allowing vehicles to exit the park via the new one-way system, which will help relieve vehicle congestion. The gradient of the ramp is 1:20 and will have a tarmac finish. The new exit will be formed with a drop-kerb only, no bell-mouth is required. The exit would need to be 7 metres wide, due to coaches and refuse rigid lorries leaving the park via this new egress. Sections of railing around this new egress would be removed and replaced with new splayed railings (to match the existing style), to not impact on the visibility splays at the junction. No gates are proposed at this new egress. 3no. pine trees would need to be removed during the construction of this new ramped egress due to the proximity to the works. New pine trees to be planted to mitigate this loss, on the new soft landscape area in front of the current garages. Please refer to drawings 'drawing '3482 – 035 Proposed Egress Detailed Plan' for more details on the new egress.

## **Staff / Volunteer Parking**

A new gated staff / volunteer parking and storage area will be located where the garage blocks are to be demolished. The area will contain 6 parking spaces, 2 of which are accessible spaces. This area will provide dedicated parking for the Emily Jordan Foundation staff and volunteers. There at 2 / 3 staff each day and 1 / 2 volunteers each day, meaning that 6 parking spaces will be more than required at any one time. There are also 6no. cycle hoops in this gated area, providing enough parking for 12 bicycles. The number of cycle hoops next to the café has also been increased from 4 to 8, providing enough parking for 16 bicycles.

## **Overflow Car Park**

As existing, there is an overflow car park that is accessed via the main car park through a gate. The overflow car park is only used for major events, with an estimated number of spaces between 75 - 100. This additional car park would be kept as existing, but it would be clearly demarcated with timber posts (to stop people driving into the park) with a new timber knee rail and gate at the entrance (at the top of the new ramped egress onto Sutton Road).

## **Overall Parking numbers**

### Existing

Main visitor car park: 57 spaces

Driveway parking: 5 spaces

(overspill parking): 75 – 100 spaces

### Proposed

Main visitor car park: 67 spaces (including motorcycle & electric vehicle spaces)

Staff / volunteer car park: 6 spaces

(overspill parking): 75 – 100 spaces

Therefore, there are an additional 11 parking spaces for the proposed scheme.