

PLANNING APPLICATIONS COMMITTEE

ADDENDUM 9th May 2023

**Item
1.**

Amend condition 2 to read:

Plan Description	Reference	Date Received
Plan Description Plan		
Site Location Plan	21-1880/005	17.6.2022
Proposed Site Layout Plan	21-1880/012 F	4.5.2023
Proposed Block Plan	21-1880/007 D	4.5.2023
Tree Protection Plan and AMS	11261 Rev 2	13.1.2023
Delivery Management Plan	ADL/AM/5431/10A	10.1.2023
Proposed front and side elevation	21-1880-031 A	7.7.2022
Proposed rear and side elevation	21-1880832 A	7.7.2022
Proposed floor plan	21-1880-021B	31.3.2022
Proposed roof plan	21-1880-022	17.6.2022

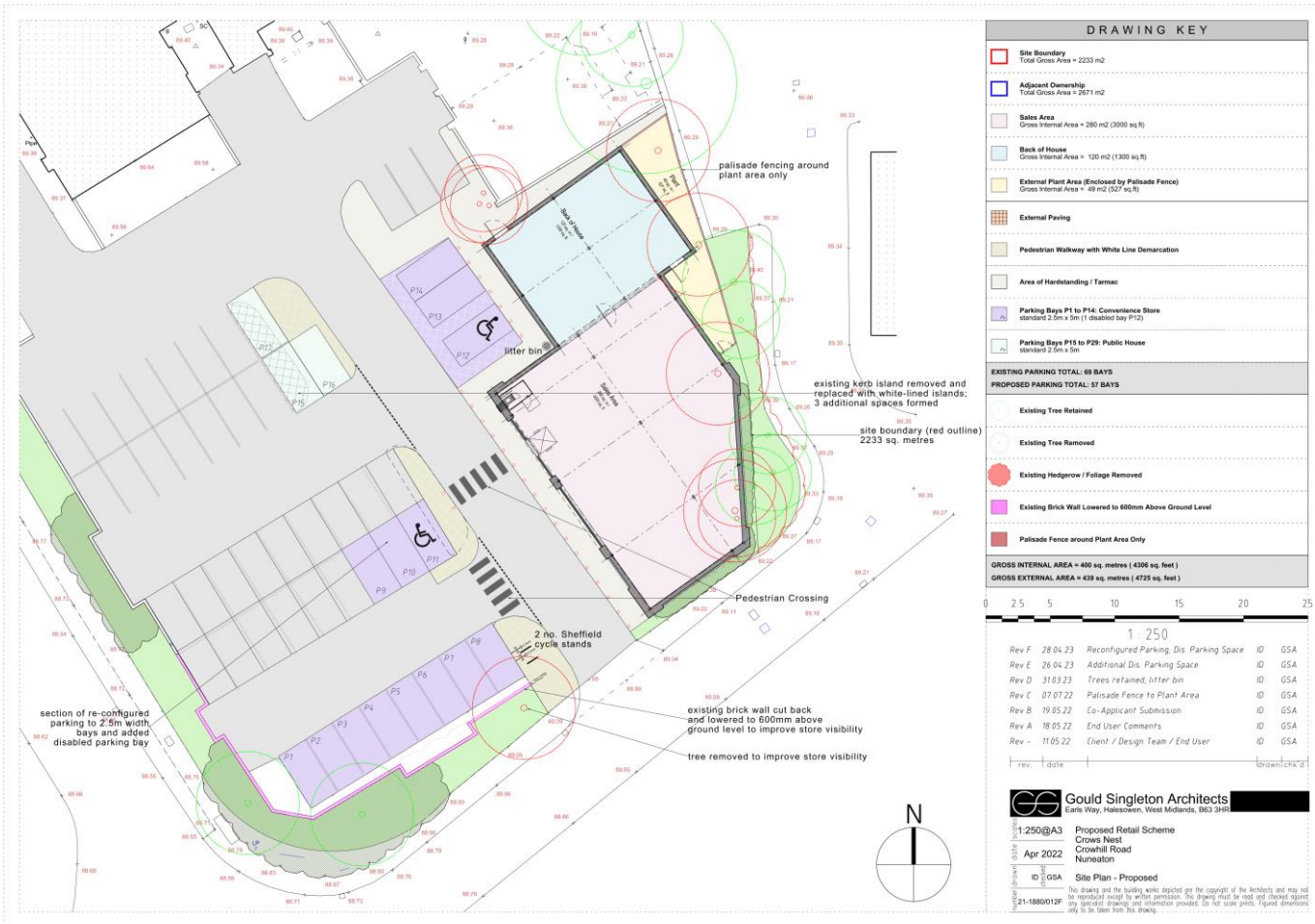
ADD

Additional plans and supplementary transport note received to support the application as provided below.

No change to recommendation.

Add another letter of objection. The points raised are summarised below:

1. Cycle racks are located by road entrance and not by the building.
2. Cyclists put at risk whilst they are locking/unlocking their bikes and loading their shopping, by HGVs and other vehicles turning into the site
3. Bicycle thieves would have a quick getaway
4. Secure and weatherproofed racks should be provided for staff





**SUPPLEMENTARY TRANSPORT NOTE
PROPOSED CONVENIENCE STORE
THE CROWS NEST PH, RAVEN WAY
ATTLEBOROUGH, NUNEATON, WARWICKSHIRE, CV11 6PJ
ADL REF: 5431/AM/03A, 3rd MAY 2023**

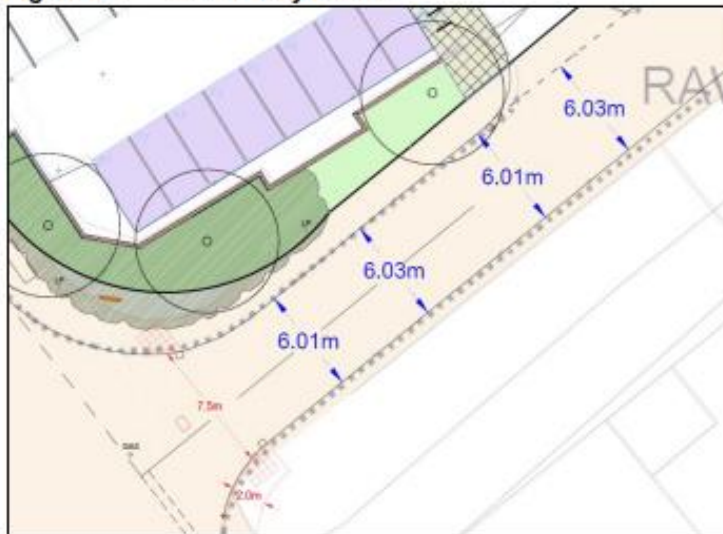
1.0 Introduction

- 1.1 ADL Traffic & Highways Engineering Ltd have prepared this Supplementary Transport Note (TN) on behalf of the Client, SEP Properties Ltd, to support a planning application (ref: 038984) for the provision of a single storey convenience store (Use Class E(a)) with ATM, reconfigured car parking, cycle stands and revised access arrangements at The Crows Nest, Crowhill Road, Nuneaton, Warwickshire, CV11 6PJ.
- 1.2 This TN has been prepared further to the deferral of the planning application at Planning Committee on Tuesday 18th April 2023. During the Committee meeting, it was decided to defer the application due to not being able to take a view on the transport / highway impacts raised for discussion.
- 1.3 The items raised and discussed in the Committee meeting requiring further input are summarised below:
1. Carriageway widths on Raven Way
 2. Raven Way capabilities for accommodating HGV / Delivery trips and Emergency Service vehicles
 3. Clarification on Pedestrian crossing options
 4. Blocking of one and only disabled accessible parking space
 5. Traffic impact on road network
- 1.4 In advance of the deferred committee date of 9th May 2023, ADL provide the clarifications respectively as follows.

2.0 Carriageway widths on Raven Way

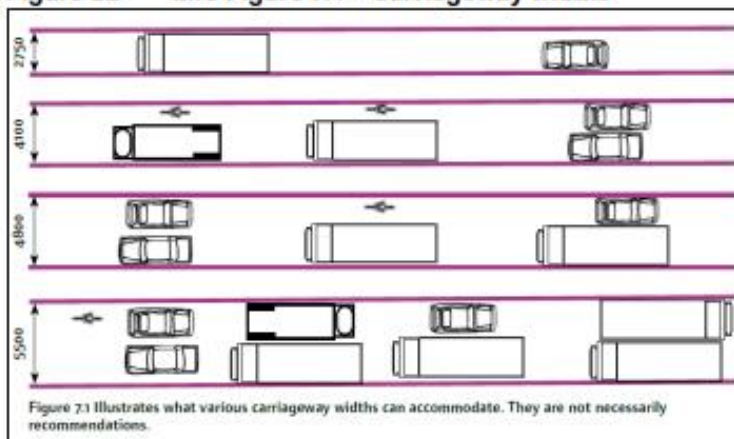
2.1 The road widths on Raven Way between its junction with Crowhill Road and the site access are 6.0m. The Raven Way carriageway widths are shown in Figure 2A below.

Figure 2A Raven Way Widths



2.2 Whilst it is noted to be an illustration of what various carriageway widths can accommodate, rather than recommendations, we refer to Manual for Streets Figure 7.1 below which shows that a minimum of 5.5m road width is suitable to accommodate two-way HGV traffic.

Figure 2B MfS Figure 7.1 – Carriageway widths



2.3 A 6.0m road width is also noted within Manual for Streets to be the suitable for bus routes (suggesting it is suitable for accommodating large vehicles travelling in either direction). The accepted road width for S2 single carriageway roads which have an AADT of 5000 or less is also noted to be 6.0m within DMRB Standards for Highways document CD 127.

2.4 It can be concluded that the road widths on Raven Way are suitable for accommodating the proposed vehicle movements.

3.0 Raven Way - HGV / Delivery trips and Emergency Service vehicles

3.1 Manual for Streets states:

"7.2.6 Swept path analysis, or tracking, is used to determine the space required for various vehicles and is a key tool for designing carriageways for vehicular movement within the overall layout of the street"

3.2 Therefore notwithstanding the previous determination of road width dimensions, the vehicle tracking for Heavy Goods Vehicles (HGVs) and Emergency service vehicles travelling on Raven Way are provided as Drawing 5431-11 showing a number of scenarios for HGVs and emergency service vehicles entering / exiting Raven Way and the site. As annotated on the drawing 5431-11, in the unlikely event that a HGV is exiting Raven Way (say from the Local Centre) at the same time as the largest size convenience store delivery vehicle is entering Raven Way, it is likely that the exiting vehicle will momentarily stop and give-way to the entering vehicle.

3.3 The convenience store will attract 1-2 HGV deliveries per day, the public house will attract up to 1 HGV trip per day and there may be some daily HGV trips associated with the existing retail within the Local Centre. The number of HGVs using Raven Way will be low, and when distributed across the day are unlikely to result in HGV's meeting and needing to pass one another on the initial section of Raven Way between Crowhill Road and the Crows Nest site access.

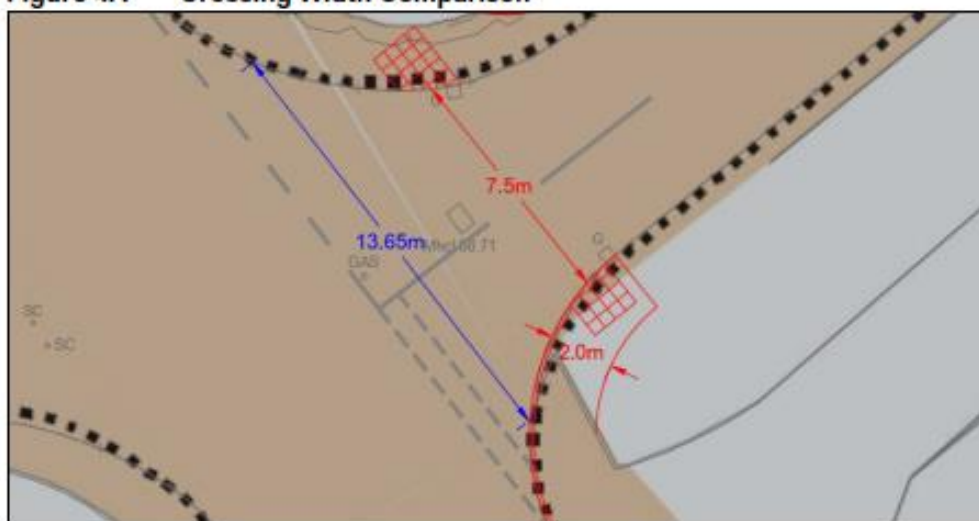
- 3.4 Notwithstanding this, the drawing 5431-11 demonstrates that vehicles would be able to give-way or pass one another at convenient locations, except for when undertaking turning movements where HGVs would typically instead wait / give-way to the entering vehicle. This is supported by Manual for Streets which states:

"6.8.1 The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre."

4.0 Clarification on Pedestrian Crossing

- 4.1 As noted within the Committee Report, the Applicant has agreed with the Highway Authority to provide an improvement to the existing sub-standard crossing point at Crowhill Road / Raven Way.
- 4.2 The initial, and preferred option, as presented within the appended drawing 5431-06 is to provide a continuation of the footway around the southeastern radius of the junction in order to provide new dropped kerbs and tactile paving at the narrowest point result in a crossing width of 7.5m rather than 13.65m as occurs as existing when crossing nearer the give-way line. This was on the recommendation of the Stage 1 Road Safety Audit. See Figure 4A for clarification.

Figure 4A Crossing Width Comparison



4.3 Also shown within Figure 4A are the adopted Council highway extents, shown with a brown solid hatch. It is apparent that the proposals fall outside of the highway extents, however we understand that this land is owned by the Council and that confirmation has been sought by the Highways Officer from the Council's property team, which is pending.

4.4 If the above preferred option were not to be deliverable (and all suggestions from the Council that it should be), then it has been agreed that the proposals would revert to a fall-back option reducing the kerb radius on the north side of the junction to reduce the crossing width. This is included as Drawing 5431-06D for completeness, and it also shows a 13.5m articulated delivery vehicle entering Raven Way from Crowhill Road.

5.0 Disabled Accessible Car Parking Spaces

5.1 Concerns were raised during the previous planning committee that there was only one disabled accessible space provided for blue-badge holders and this parking space is blocked when deliveries take place to the proposed convenience store.

5.2 Whilst it is noted that the parking standard requires only one disabled accessible bay, it is considered prudent to provide one additional disabled accessible bay so that there will be a minimum of one space available for use at all times.

5.3 The site layout has accordingly been updated to provide an additional disabled space as close as possible to the crossing and store entrance, whilst maintaining the car parking numbers – see Figure 5A..

Figure 5A Additional disabled accessible bay



6.0 Traffic Impact

6.1 Warwickshire County Council Highways have stated within the Committee Report:

"With regard to the impact on the wider highway network, paragraph 111 of the NPPF is clear that development should only be refused on highways grounds if the impact to the road network would be severe. WCCs Transport Planning Unit (TPU) have reviewed the case and the increase in vehicular movements associated with the development and responded with no objection. The TPU state that the trip generation derived by TRICS is acceptable and the proportion of pass by/diverted trips is reasonable, given its location. It is estimated that there will be approximately one new trip every three minutes on average during the peak hours and TPU state that this is unlikely to have any significant impact. It is acknowledged that there is congestion on Crowhill Road at certain times of the day and this has the potential to cause queuing onto Raven Way. However, the TPU are aware of this and are able to take the proposals into account as part of the new signalised junction design. Taking the current queues into account, the TPU still consider the impact to be acceptable and therefore it is considered that there would be no severe impact to the highway network.

The Transport Statement states that there are not any existing patterns or trends of accidents which suggest that there is an existing road safety issue on the surrounding road network near

the site which would require mitigation as a result of this planning application. There are not any accidents which have occurred at the junction within the most recent available 5-year period. As such, it is considered that the cumulative impact to the wider road network would not be severe."

Road Accident Data

- 6.2 As stated within Section 2.4 of ADL's TS, there have been 4 accidents within the study area over a 5-year period all occurring on Eastboro Way or Townsend Drive. No accidents have been recorded on Crowhill Road near the site. It can be concluded that there are not any existing patterns or trends of accidents which suggest an existing road safety issue on the surrounding road network near the site which would require mitigation as a result of this planning application.

Traffic Impact

- 6.3 To establish the prevailing traffic flows on the wider road network, ADL have sought existing traffic flows from Department for Transport (DfT) traffic counts (roadtraffic.dft.gov.uk) for Eastboro Way and Crowhill Road. The Annual Average Daily Traffic (AADT) flow for the roads are shown below:

Eastboro Way (Manual Count Point: 18005) –	18,044 vehicles (2021 estimate*)
Crowhill Road (Manual Count Point: 804498) -	6,831 vehicles (2019 estimate*)

*both estimates are based on Manual Traffic Counts undertaken in 2018.

- 6.4 As set out within Table 5B of ADL's Transport Statement, the proposed traffic generation associated with the convenience store would be up to 78 two-way vehicle trips in a peak hour and up to 812 two-way vehicle movements daily.
- 6.5 As noted within ADL's TS and accepted by WCC Highways, the majority of the traffic associated with the proposed convenience store would be existing on the network in the form of pass-by / diverted trips or shared / transferred trips with other retail where the visit to the convenience store would not be the primary trip purpose but incidental of the primary trips (i.e., travelling to / from work before stopping to visit the store).
- 6.6 Based on historic convenience store studies, it is reasonable to assume that 28% of the trips will be additional to the road network. As noted within Table 5C, we can

robustly assume therefore that the proposal will result in 228 two-way vehicle trips added to the network daily (812 x 0.28).

- 6.7 Notwithstanding that the vehicle trips will exit Raven Way in both directions and disperse to the wider network thereby reducing the impact on each individual link, if we were to simplistically assume that the full daily two-way proposed traffic impact were to be assigned to Eastboro Way and Crowhill Road prevailing traffic flows, the traffic impact would be:

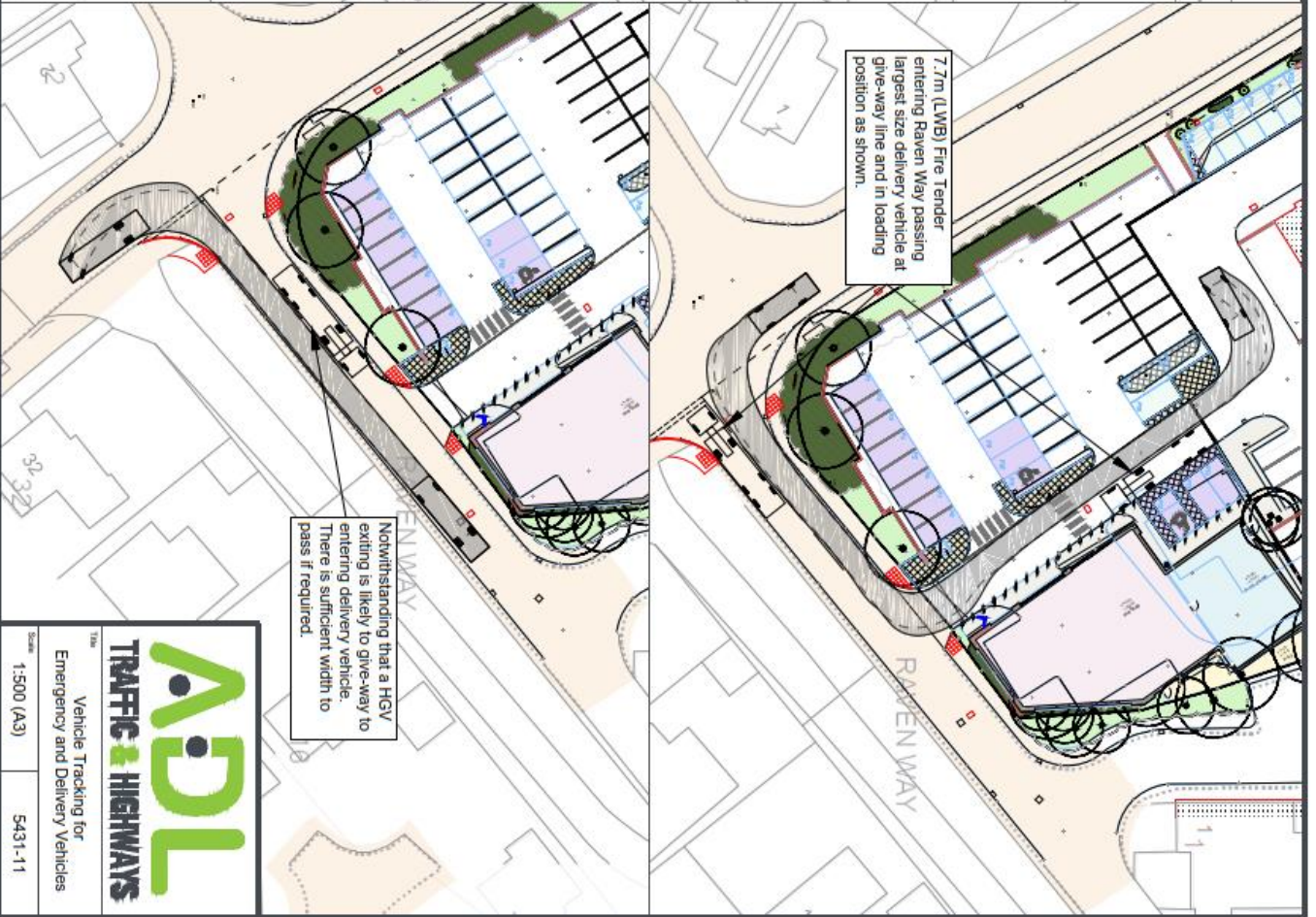
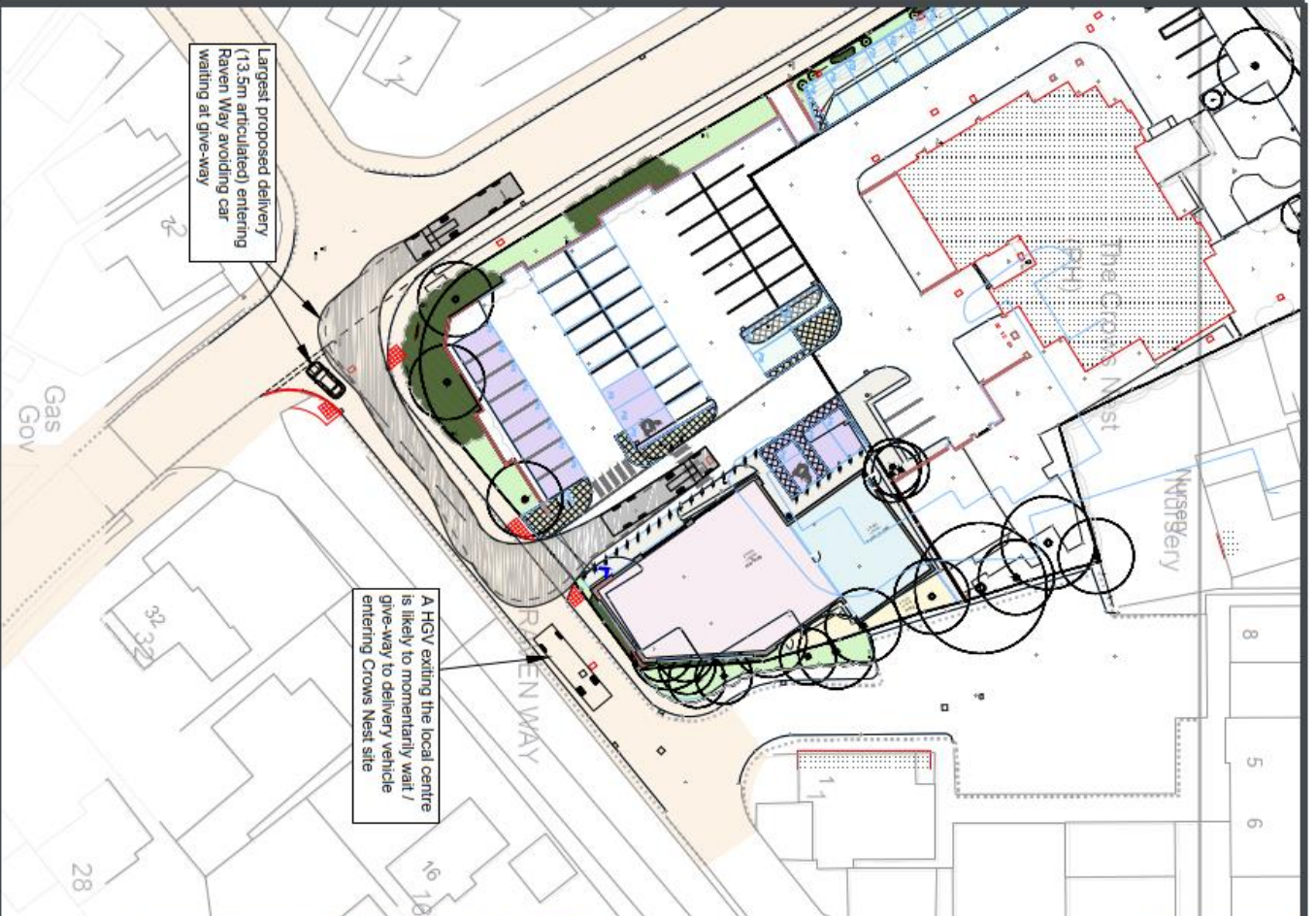
Eastboro Way - $228 / 18,044$ vehicles = 1.3%

Crowhill Road - $228 / 6,831$ vehicles = 3.3%

- 6.8 As shown above, the traffic impact when based on the traffic assumptions would result in an increase of 1.3% on Eastboro Way and 3.3% on Crowhill Road. This traffic impact is less than the daily fluctuation in traffic flows, and hence would be imperceptible and as concluded by WCC Highways *"would not be severe"*.

- 6.9 The development should not be refused with regard to NPPF 111 which states:

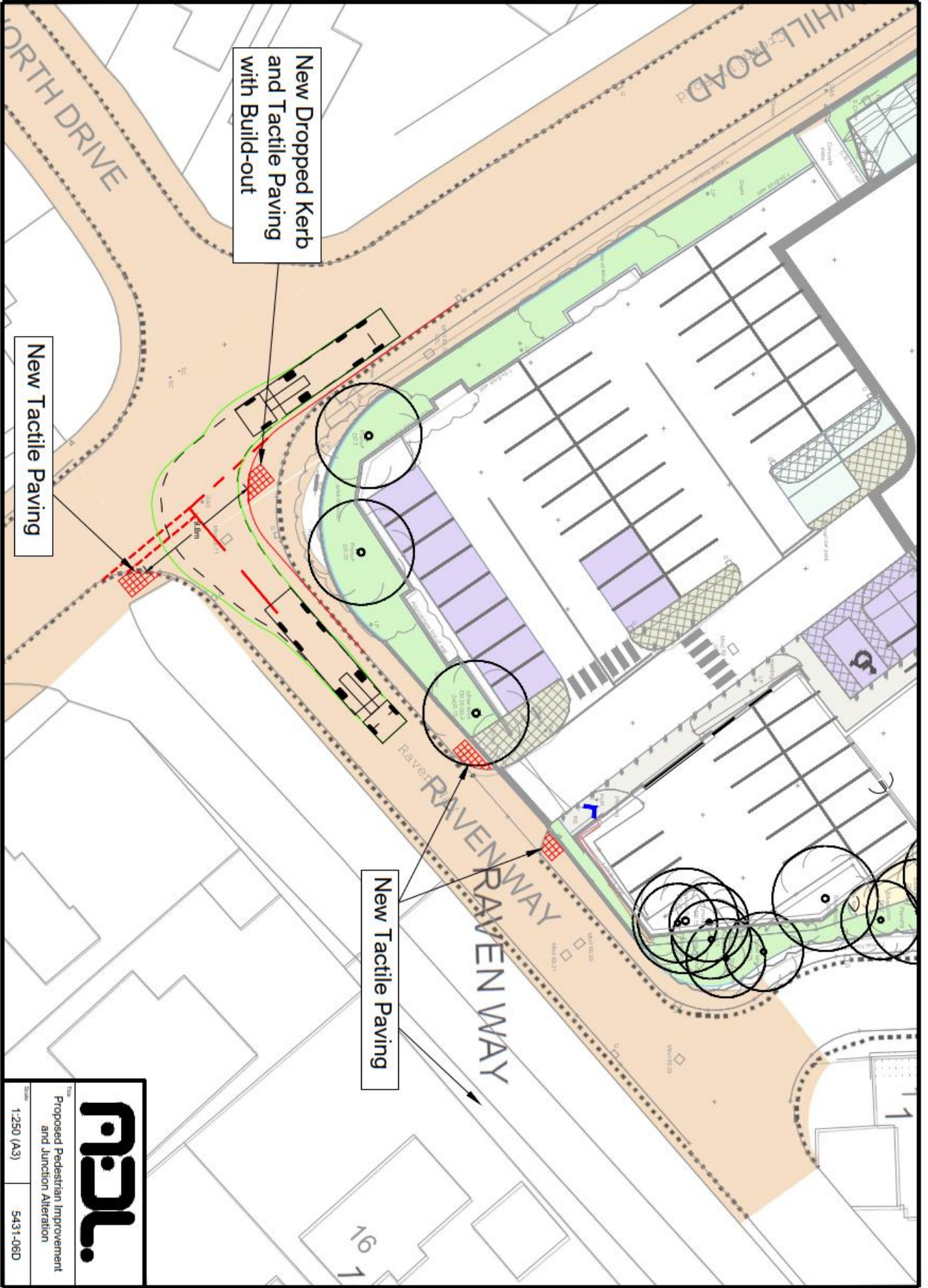
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."



ADL
TRAFFIC HIGHWAYS

Vehicle Tracking for
 Emergency and Delivery Vehicles

Scale: 1:500 (A3) 5431-11



Proposed Pedestrian Improvement and Junction Alteration

Scale: 1:250 (A3)

5431-06D

Item

3.

ADD to consultation responses:
Comments received from - WCC Health.

No change to recommendation.