



Fradley and Streethay Parish Council

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Chairman of the Council: Cllr Simon Roberts
Clerk to the Council: Mrs Clare Orme

Date: 12 June 2022

To: Helen Sherratt
Lichfield District Council,
Development Control,
Lichfield District Council House,
Frog Lane,
Lichfield,
WS13 6YY

22/00106/FULM - Full planning application for a residential development (109 units) with associated works and public open space, and access from Horner Avenue and Ward Close

Dear Helen,

The Fradley and Streethay Parish Council confirms its unequivocal opposition to the proposed Horner Avenue development. The development falls outside the settlement boundary, is not part of LDC's current Local Plan or its emerging Local Plan. Furthermore the site is designated for employment use. The Parish Council urges LDC to maintain this designation so that further job opportunities are provided to increase the sustainability of our growing community.

We regret that the developers have again been unable to convincingly answer all the concerns. The latest submissions serve to amplify some of our previously stated objections. This letter and supporting documentation should be read in conjunction with our previous objection comment letter date 2 March 2022 and previous objections.

Please find attached further information that we would like to be considered as part of our further objections to this application.

We are still urging the District Council to carefully consider this matter and to support the people of Fradley by rejecting this application.

Yours sincerely

CM Orme

Clerk/RFO to Fradley and Streethay Parish Council.

Job Title Horner Avenue, Fradley

Job Number IPD-20-524

Date 09.06.2022

To

cc

Topic Horner Ave Planning Comments.

INTRODUCTION

Infrastructure Planning and Design (IPaD) has been requested to respond to the comments raised in the latest submission for the Horner Avenue expansion plans.

ISSUES IDENTIFIED

However, before commenting on the details contained in the Staffordshire County Council comments and subsequent Developers responses there remains a fundamental issue of the number of new dwellings proposed to be developed off the eastern arm of Horner Road has been swept aside, and needs to be addressed before any of the minor details (contained in the report).

Horner Avenue currently consists of two road types (according to Staffordshire County Council Design Standards) and detailed in the plan IPD-20-524-100 prepared by IPaD (enclosed).

The main entry section of Horner Avenue (from No 1-5) is classified as a Cul-de-Sac Minor Access Road and can support up to 100 dwellings. It currently provides access to 33 dwellings in the whole of Horner Avenue (SCC design guide paragraph 138). If the new road were to access off this section of Horner Avenue, or if the eastern arm were to be modified to the same standard then there would be the facility to add a further 67 dwellings and remain within standard.

The eastern arm (which the expansion is proposed off) is narrower than the main access and only has one footway which changes its classification to be a Minor Access Way (SCC design guide paragraph 146.) this reduction in width means that according to the SCC guidelines this road will only provide access up to 25 dwellings. The current number of dwellings off the Minor Access Way is 11.

Therefore, either the contractor must:

- Expand the eastern arm to be the same standard as the access, (5.0m wide with two footways) and be allowed, under the standards, to develop an additional 67 houses.
- Or leave the eastern arm as it is currently, and be allowed to develop an additional $25-11 = 14$ houses.

This issue needs to be addressed as the current proposal is completely against this basic principle of the SCC guidelines.

Planning Comments

SCC

The parking beat survey has missed the purpose of why it was requested. The point was to demonstrate that on-street car parking was not prevalent within the vicinity of the proposed site access and therefore would not create a highway safety issue. However, the survey has shown that there is on-street car parking within the vicinity of and at the turning head on Horner Avenue which would create a highway safety issue without on-street parking restrictions being imposed as previously discussed; the junction needs to be protected. Further, there are concerns of how two-way vehicular movements would sufficiently be accommodated along Horner Avenue between the site access and Worthington Road due to the prevalence of parked cars on the carriageway.

Developer

It is accepted that the parking survey illustrates some on-street parking around the turning head area and elsewhere on Horner Avenue. This is not an uncommon occurrence on residential streets and the presence of some on-street parking does not necessarily lead to impassable roads.

Parking around the existing turning head can occur currently as there is no through traffic movement providing a disincentive. Furthermore, all dwellings surrounding the turning head have on-plot parking available as an alternative to on-street parking.

There are multiple examples throughout the surrounding estate where junctions are surrounded by dwellings that are not afforded the protection requested in this instance. Examples include Horner Avenue/Horner Avenue and Rogerson Road/Ward Close. 1.4.6 Furthermore, rule 243 of the highway code cites "DO NOT stop or park: opposite or within 10 metres of a junction, except in an authorised parking space."

A compromise position is therefore proposed whereby the applicant is prepared to provide a S106 contribution to SCC to enable them to advertise and install junction protection (e.g. double yellow lines) at a later date should a problem with nuisance parking emerge in the future. It is suggested that this contribution is time limited to be used within 3 years of initial occupation, after which if the perceived issue has not manifested the monies can be returned.

IPaD

As a minimum the table top junction (which is currently distressed) at the end of the access road, should be removed and the carriageway lowered to be a constant height, the junction realigned to vary the priority so only the western arm has a give way, this would need to include a forward visibility round the bend. In addition, Double Yellow Lines would be needed along the eastern arm and at the current turning head. All this work should not be a Section 106 but insisted on as part of the development as a pre occupation condition to the planning.

SCC

The site access junction from Horner Avenue should be straight for the first 15m.

Developer

The latest revision of the site layout included at Appendix E addresses this point. The site access drawing (Drawing J32-6254-PS-011 Rev A) and vehicle tracking drawings (J32-6254-PS-006 Rev A, J32-6254-PS-007 Rev A and J32-6254-PS-010 Rev A) including the revised carriageway alignment are included in Appendix D and demonstrate satisfactory turning manoeuvres.

IPaD

Noted

SCC

For reference, a parallel parking bay would be 6m rather than 5m to allow for manoeuvring space.

Developer

Noted, this is addressed on the latest revision of the site layout, included at Appendix E.

IPaD

Noted

SCC

Please clarify the requirement for the proposed dropped kerb adjacent to No. 52 Horner Avenue.

Developer

To provide a delineated crossing point for pedestrians across Horner Avenue that follows the desire line to and from the site along Horner Avenue and towards Worthington Road. Should SCC prefer that this not be provided a continuous pedestrian connection is provided around the eastern side of the turning head tying in with Horner Avenue and the wider footway network.

Drawing J32-6254-PS-011 Rev A, included at Appendix D, illustrates the proposed works showing the intended connection to the site footway network.

IPaD

Noted

SCC

Please confirm the proposed site access arrangements would maintain sufficient off-road parking associated with No. 52 Horner Avenue.

Developer

All works proposed at the site access junction are within the confines of the adopted highway boundary. It is proposed that the existing verge, cross-over and block paving, (all within the adopted highway) running around the eastern and northern boundary of number 52 Horner Avenue are converted to footway to tie into the proposed development. The cross-over access to number 52's driveway will remain, albeit now crossing over the proposed footway. The extent of the existing driveway on plot at number 52 will remain unaltered. Drawing J32-6254-PS-011 Rev A, included at Appendix D, illustrates the proposed works within the adopted highway.

IPaD

Noted

SCC

Please could the width of the proposed emergency access be adjusted so that it aligns with the width of the turning head from Ward Close? The emergency access should be able to accommodate two-way traffic flows in case the primary access from Horner Avenue becomes blocked and there is a concern that the proposed alignment would lead vehicles to drive on part of the footway. Alternative the emergency access layout needs to be amended to reduce the likelihood of this happening.

Developer

The purpose of an emergency access is not to accommodate two-way traffic flows as a fully functioning secondary access. Its purpose is to permit access to the emergency services in the eventuality that access via the site access junction is blocked. The use of an emergency access is therefore hopefully never required but if so to address a very specific set of circumstances as detailed.

The existing width of Ward Close is 5.0m and the emergency link within the site is provided at a varying width between 4.5m and 5.3m as it comprises in part an access cul-de-sac within the site. This exceeds national guidelines detailed in MfS where a minimum 3.7m width is recommended for emergency access. This is also consistent with the Building Regulations 'Approved Document B Volume 1 - Fire Safety' which also requires a minimum width of 3.7m to be provided (Table 13.1).

Vehicle tracking of the emergency access route using a fire tender was included in the submission. Notwithstanding this the emergency access route width has been widened on the revised site layout (Appendix E) to match the width of the turning head where it meets Ward Close.

IPaD

This is an SCC requirement that the emergency access is widened to be two way. The Developer needs to acknowledge this and modify their plans to conform to this requirement.

CONCLUSION

The issue of the number of dwellings which can, in accordance with Staffordshire County Council Design Guide, be developed off Horner Avenue still needs to be addressed before any further issues are resolved. To conform to the SCC guidelines the developed has one of two options.

- Expand the eastern arm to be the same standard as the access, (5.0m wide with two footways) and be allowed, under the standards, to develop an additional 67 houses.
- Or leave the eastern arm as it is currently, and be allowed to develop an additional $25-11 = 14$ houses.

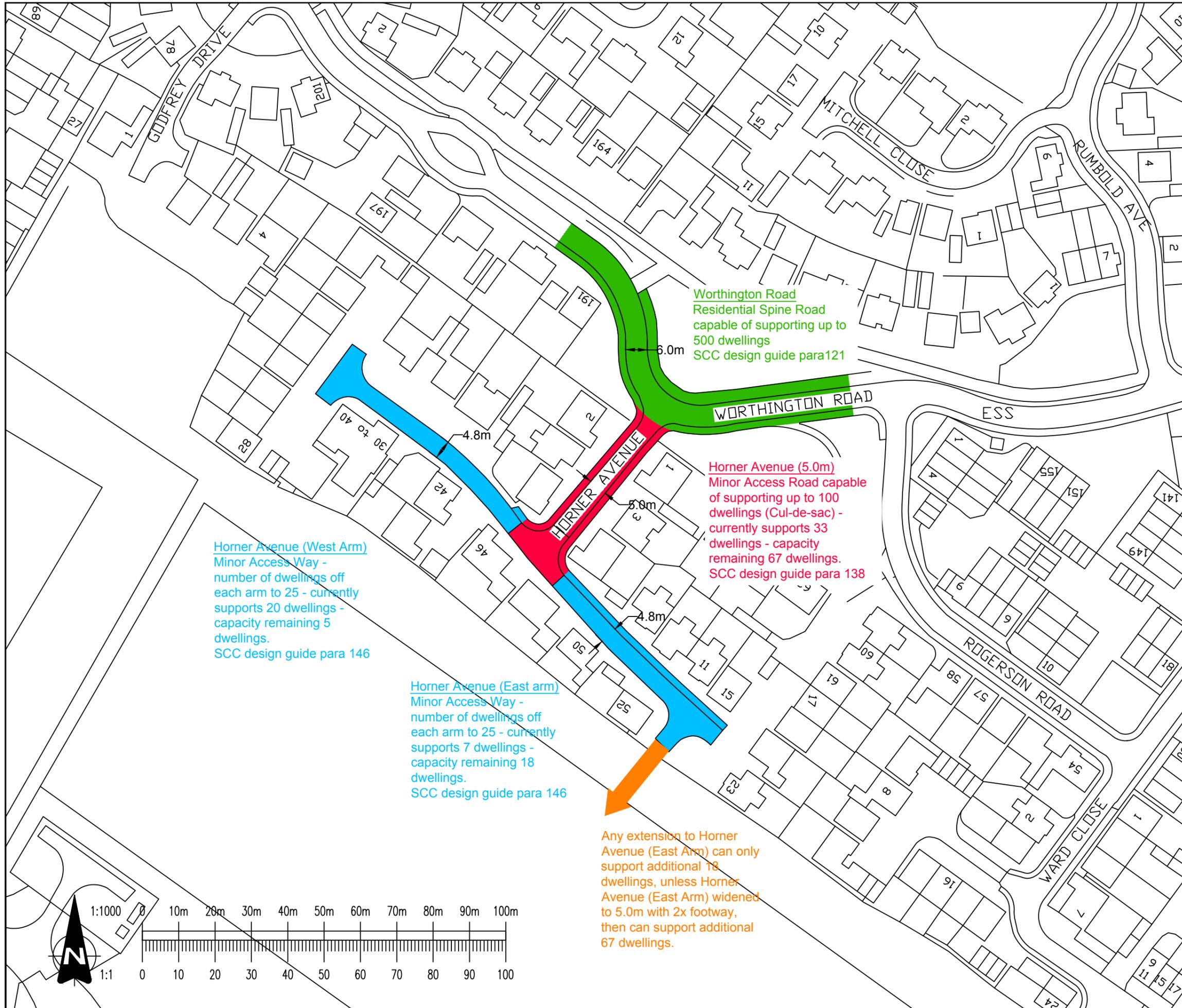
The Developer needs to amend Horner Avenue as follows as part of a pre occupation planning condition (not a 106 contribution)

- The table top junction (which is currently distressed) at the end of the access road, should be removed and the carriageway lowered to be a constant height,
- The junction lining be realigned to vary the priority so only the western arm has a give way,

- Provide a forward visibility round the bend which remains in Highway land.
- Double Yellow Lines would be needed along the eastern arm and at the current turning head.

The proposal for the Emergency access needs to be increased to be two way as per SCC requests.

End.



Worthington Road
Residential Spine Road
capable of supporting up to
500 dwellings
SCC design guide para121

Horner Avenue (5.0m)
Minor Access Road capable
of supporting up to 100
dwellings (Cul-de-sac) -
currently supports 33
dwellings - capacity
remaining 67 dwellings.
SCC design guide para 138

Horner Avenue (West Arm)
Minor Access Way -
number of dwellings off
each arm to 25 - currently
supports 20 dwellings -
capacity remaining 5
dwellings.
SCC design guide para 146

Horner Avenue (East arm)
Minor Access Way -
number of dwellings off
each arm to 25 - currently
supports 7 dwellings -
capacity remaining 18
dwellings.
SCC design guide para 146

Any extension to Horner
Avenue (East Arm) can only
support additional 18
dwellings, unless Horner
Avenue (East Arm) widened
to 5.0m with 2x footway,
then can support additional
67 dwellings.

XREFS LOADED INTO THIS DRAWING

OS Base

Rev.	Date	Description	Drawn	Approved

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Client
FRADLEY PARISH COUNCIL

Project title
HORNER AVENUE

Drawing title
ROAD TYPES

Scale 1:1000	Original drg. size A3	Date 07.05.2021
Drawn SEF	Checked SEF	Approved RNP

Drawing Number IPD-20-524-100	Rev -
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