

TEWKESBURY BOROUGH COUNCIL

**Minutes of a Meeting of the Planning Committee held at the Council Offices,
Gloucester Road, Tewkesbury on Tuesday, 21 April 2015 commencing at 9:00 am**

Present:

Chairman
Vice Chairman

Councillor J H Evetts
Councillor R D East

and Councillors:

R E Allen, P W Awford (Substitute for R A Bird), Mrs G F Blackwell, D M M Davies, Mrs J E Day (Substitute for J R Mason), M Dean, A L Keyte, A L Mackinnon, Mrs E J MacTiernan, Mrs F M Ogden, Ms A E Ricks, Mrs P E Stokes, P D Surman, R J E Vines and P N Workman

PL.98 ANNOUNCEMENTS

98.1 The evacuation procedure, as noted on the Agenda, was advised to those present.

PL.99 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

99.1 Apologies for absence were received from Councillors R A Bird, J R Mason, Mrs J M Perez and G K Shurmer. Councillors P W Awford and Mrs J E Day would be acting as substitutes for the meeting.

PL.100 DECLARATIONS OF INTEREST

100.1 The Committee's attention was drawn to the Tewkesbury Borough Council Code of Conduct which was adopted by the Council on 26 June 2012 and took effect from 1 July 2012.

100.2 The following declarations were made:

Councillor	Application No./Item	Nature of Interest (where disclosed)	Declared Action in respect of Disclosure
R E Allen	14/00915/OUT Land At Toddington, B4632, Toddington.	Had received a telephone call from the developer, as well as various correspondence from others, but had not expressed an opinion.	Would speak and vote.
P W Awford	14/01133/FUL 182 Innsworth Lane, Innsworth.	Is a Gloucestershire County Councillor for the area.	Would speak and vote.

P W Awford	14/00965/FUL Unit 1 To 3 Bell House Farm, Old Road, Maisemore.	Is a Borough Councillor and Gloucestershire County Councillor for the area.	Would speak and vote.
	14/00966/LBC Unit 1 To 3 Bell House Farm, Old Road, Maisemore.	Had received correspondence in relation to the applications but had not expressed an opinion.	
Mrs G F Blackwell	15/00205/FUL Golden Castle Caravans Ltd., Cheltenham Road East, Churchdown.	Is a Member of Churchdown Parish Council but does not participate in planning matters.	Would speak and vote.
M Dean	13/00817/FUL Land Adjoining Oakley, Far Stanley, Nr Gretton.	Is a friend of the applicant. Is a Borough Councillor for the area.	Would not speak or vote and would leave the Chamber for the consideration of this item.
M Dean	15/00102/FUL Cotswold House, Post Office Lane, Cleeve Hill.	Is a Borough Councillor for the area.	Would speak and vote.
R D East	14/01269/APP Homelands Farm, Gotherington Lane, Bishop's Cleeve. 14/00694/APP Homelands Farm, Gotherington Lane, Bishop's Cleeve.	Is a Borough Councillor for the area.	Would speak and vote.
A L Mackinnon	14/01269/APP Homelands Farm, Gotherington Lane, Bishops Cleeve. 14/00694/APP Homelands Farm, Gotherington Lane, Bishop's Cleeve.	Is a Member of Bishop's Cleeve Parish Council but does not participate in planning matters.	Would speak and vote.

A L Mackinnon	15/00205/FUL Golden Castle Caravans Ltd, Cheltenham Road East, Churchdown.	Is a Trustee of the Jet Age Museum which is on land which is incorporated into the application site.	Would not speak or vote and would leave the Chamber for the consideration of this item.
Mrs F M Ogden	13/00817/FUL Land Adjoining Oakley, Far Stanley, Nr Gretton. 15/00102/FUL Cotswold House Post Office, Post Office Lane, Cleeve Hill.	Is a Borough Councillor for the area.	Would speak and vote.
Ms A E Ricks	15/00205/FUL Golden Castle Caravans Ltd., Cheltenham Road East, Churchdown.	Is a Member of Churchdown Parish Council but does not participate in planning matters. Had attended a meeting with the applicant's agent and listened to their comments but had not expressed an opinion.	Would speak and vote.
Mrs P E Stokes	15/00205/FUL Golden Castle Caravans Ltd., Cheltenham Road East, Churchdown.	Is a Member of Churchdown Parish Council but does not participate in planning matters. Had attended a meeting with the applicant's agent and listened to their comments but had not expressed an opinion.	Would speak and vote.
P D Surman	14/01275/OUT Braceland Nursery, Leckhampton Lane, Shurdington.	Is a Borough Councillor for the area. Is a Member of Shurdington Parish Council but does not participate in planning matters.	Would speak and vote.

R J E Vines	14/01275/OUT Braceland Nursery, Leckhampton Lane, Shurdington.	Is a Member of Gloucestershire County Council.	Would speak and vote.
P N Workman	General Declaration.	Had received correspondence in relation to various applications but had not expressed an opinion.	Would speak and vote.

100.3 There were no further declarations made on this occasion.

PL.101 MINUTES

101.1 The Minutes of the meeting held on 31 March 2015, copies of which had been circulated, were approved as a correct record and signed by the Chairman.

PL.102 DEVELOPMENT CONTROL - APPLICATIONS TO THE BOROUGH COUNCIL

Schedule

102.1 The Development Manager submitted a Schedule, marked and hereinafter referred to as Appendix A, comprising planning applications and proposals with recommendations thereon. Copies of this had been circulated to Members with the Agenda for the meeting.

102.2 In the case of those applications listed in Appendix A1 hereto, if any, particular reference was made as recorded in column 2 of that Appendix.

102.3 The objections to, support for, and observations upon the various applications as referred to in Appendix A3 were presented to the Committee and duly taken into consideration by them prior to decisions being made on those applications

102.4 The Committee acting for this purpose as the Council under powers delegated to them

RESOLVED

(a) That, with the exception of those applications referred to in Appendix A2 which are further mentioned in sub-paragraph (b) below, the decision of the Committee be as in accordance with the recommendation set out in Appendix A, and/or the amended or supplementary recommendation set out in Appendix A1, if different therefrom.

(b) That the decisions of the Committee upon applications in respect of which they did not accept the recommendation set out in Appendix A or the supplementary recommendation set out in Appendix A1 be as set out in Appendix A2 hereto.

14/00915/OUT – Land At Toddington, B4632, Toddington

102.5 The recommendation was to delegate authority to the Development Manager to permit this outline application for the erection of up to 25 dwellings and associated works with all matters reserved for future consideration with the exception of access. There had been a Committee Site Visit in respect of this application on 17 April 2015.

- 102.6 A local Member indicated that he had reservations about the application, particularly in terms of the proposed access to the development which opened up onto a fast stretch of the B4632. Whilst he noted that there were no objections to the proposal from the County Highways Authority, subject to conditions, he felt that the local circumstances were not always taken into account. The site was located within Stanway Parish and adjoined Toddington Parish and both Parish Councils had raised objections to the application. Toddington Parish Council had emphasised the fact that the village was linear in character and the layout and shape of the proposed development would be at odds with the existing locality. The Member went on to indicate that an application for up to 72 dwellings and associated works had been refused in 2014 on land to the west of the application site. That application was currently the subject of an appeal and he felt that it would be premature to determine an application for up to 25 dwellings without knowing the outcome of the appeal. He felt that there were reasonable objections on the grounds of highway safety and public safety and he indicated that he would be voting against the Officer recommendation. The Development Manager advised that, if Members were minded to defer the application pending the outcome of the appeal, the applicant would be able to appeal on the basis of non-determination and as such it would be prudent for Members to make a decision on the application before them.
- 102.7 A Member indicated that the application site was located on the outlying part of the village and, if permitted, would extend further into another Parish. He felt that the development was in the wrong location and he could not support the application. The draft Joint Core Strategy was due to be examined shortly and the Local Plan was proceeding at speed; he felt that it was time to place some reliance on those plans and to let that be challenged. Whilst he agreed with the Development Manager that a deferral was not the right way forward, he was of the view that the application should be refused. A Member drew attention to recommended Condition 8, set out at Page No. 1182 of the Planning Schedule, attached at Appendix 5A to the Agenda, which stated that the development should not commence until drainage plans for the disposal of surface water and foul sewage had been submitted to, and approved by, the Local Planning Authority, and that the scheme should be implemented in accordance with the approved details before the development was first brought into use. She questioned how it was possible to ensure that this actually happened, particularly in terms of future management and maintenance. The Development Manager provided assurance that a management and maintenance plan would be required as part of the recommended condition. In terms of the emerging Joint Core Strategy and the Borough Plan, it was important to bear in mind that Toddington had been identified as a Service Village and there must be a degree of acceptance that there would be some development within the village on that basis; the specifics in terms of where that would be and how it would fit in with the existing area was a different matter. The Member who had raised the point about the emerging plans indicated that he would agree with that argument if the development was within Toddington but the application site was located within the Parish of Stanway.
- 102.8 A Member indicated that he had sought clarification on the Committee Site Visit as to the percentage increase the development would represent to the size of Toddington, if the application were to be permitted. He had subsequently been advised by the Planning Officer that this would be approximately 14%. He went on to question what the percentage would be if both this application, and the application which was the subject of appeal, were to be permitted. The Development Manager advised that he was unsure of the exact figure but it would be in the region of 40%.

102.9 A Member who had attended the Committee Site Visit went on to explain that she had been troubled by the speed of the road and she felt that it was a very dangerous location for a housing estate. Another Member shared these concerns and indicated that she had asked whether there was any intention of moving the 40mph sign, which would be just before the access to the development, as she feared that drivers would see the end of the restriction and begin to speed up. She had been advised that, if the development were to go ahead, there was no suggestion that the sign would be moved and this was something which she found quite worrying. The Development Manager understood the concerns which had been raised about highway issues but explained that a clear recommendation had been made by a specialist adviser in the County Highways Authority. If the issues became significant to the local community there would be an option to address this through highway legislation to reduce the speed limit, however, this was outside of the planning system. A Member agreed with the view that speed on the road was a big problem, but another significant issue for him was that of landscape.

102.10 Having considered the information provided and views expressed it was proposed, seconded and

RESOLVED That the application be **REFUSED** as the proposal would be out of keeping with the established linear settlement pattern and would not reflect the prevalent urban morphology of the area; would represent a significant encroachment into the surrounding rural landscape and would have a harmful impact on the character and appearance of the landscape within a Special Landscape Area; did not make adequate provision for on-site or off-site playing pitches, delivery of secondary education infrastructure or library provision to meet the needs of the proposed community; and it did not provide housing that would be available to households who could not afford to rent or buy houses available on the existing housing market. See also Appendix A2.

14/01269/APP – Homelands Farm, Gotherington Lane

102.11 Members noted and agreed with the amended recommendation to approve this application for Phase 3a reserved matters details under the outline planning permission for Homelands 2 (10/01005/OUT) in respect of three residential dwellings (Use Class C3) forming part of Phase 3, following confirmation from the County Highways Authority that it had no objection to the application. The County Highways Authority had confirmed that the proposed highway layout was acceptable and that the conditional requirements in respect of highway drainage, street lighting and fire hydrants should be agreed under a separate highways agreement. See also Appendix A1.

15/00224/FUL – Roses Theatre, Sun Street, Tewkesbury

102.12 The recommendation was to delegate authority to the Development Manager to permit this application for alterations and extensions to existing theatre building to provide additional facilities including new foyer, box office and rehearsal space subject to the undertaking of a satisfactory archaeological investigation, revised banner detailing and submission of additional details in respect of the pedestrian movement along the footway and type and orientation of external lighting. There had been a Committee Site Visit in respect of this application on 17 April 2015.

- 102.13 The Development Manager explained that a Heritage Impact Assessment had been submitted by the applicant's agent and the County Archaeologist had raised no objection in principle to the proposal, subject to the imposition of a condition to state that no development should take place within the application site until the applicant, or their agents or successors in title, had secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which had been submitted by the applicant and approved in writing by the Local Planning Authority. The banners which would be affixed to the façade of the building had been revised and the planters on the ground had been amended to reduce the width so that they would no longer cause an obstruction on the highway. The County Highways Officer had looked at the plans and was happy that there would be no obstruction to users; as such, he had raised no objection to the application. The banners on the lower sections of the frame would be interchangeable to advertise different shows and events. Although concerns had been raised regarding vandalism, assurance was provided that they were robust and would be managed by the theatre which would ensure that any issues were addressed; the Development Manager did not feel that the fact the banners would be at an angle, as opposed to flush against the wall, would make them any more vulnerable to vandalism. The building itself was not of significant architectural value and the proposed design would take away from the existing horizontal emphasis and add some vertical aspects which would better respect the historical architecture of Tewkesbury Town. Some concerns had been raised by the Town Council in relation to the proposed lighting and additional details had been received, however, it had not been possible to obtain a view from the Environmental Health Officer in time for the meeting. On that basis, whilst the majority of issues had now been addressed, it was proposed that authority be delegated to the Development Manager to permit the application, subject to the Environmental Health Officer having no objection.
- 102.14 A Member indicated that she was still of the view that the vertical banners were vulnerable to vandalism and felt that they should be above head height. The Development Manager felt that it should be borne in mind that theatres would always require some form of advertising. Another option would be for the banners to be flush against the wall, however, from the agent's perspective they would be just as susceptible to vandalism as they would be standing out at a 90 degree angle from the wall as proposed. The Member went on to state that she could not see why the very tall banners could not be shortened or raised to ensure that they were kept in good condition. In response, the Development Manager explained that there would be issues for the owners of the building in terms of maintaining banners which were in the upper section of the building. Advertising regulations talked about advertisements being no less than 2.5m above ground floor level in certain circumstances and that was something which Members could include in the conditions if they were minded to permit the application.
- 102.15 A Member expressed the opinion that vertical banners would be an excellent way of advertising, however, he did feel that they should be above head height and that moving them slightly higher would still add architectural value and leave plenty of advertising space. The Development Manager clarified that the higher element was for advertising the building itself whereas the lower level would give people details of particular shows etc. A Member expressed concern that the proposals could cause problems for people with disabilities, particularly for the blind. In response the Development Manager explained that the frames themselves came down to ground level and they would essentially be no different to a lamppost on the pavement. A Member was of the view that there were too many signs and that they would inevitably cause an obstruction on the footpath. He felt that signs should be at least 2.5m from ground level and he could not support the application without an amendment to reflect this. The Development Manager reminded Members that there was no physical boundary demarking the highway and preventing people from going onto the application site; the highway itself would be free from obstruction

which was why the County Highways Officer had raised no objection. Members had expressed the view that users of the highway would have no way of knowing where the highway ended and that there should be no banners below a particular height. On that basis he indicated that one option open to Members was to delegate authority for the application to be permitted subject to the submission of amended plans to restrict the height of the banners to be no less than 2.5m above ground level.

- 102.16 A Member queried whether there had been any public consultation on the application given that the building was located in an area which was covered by the Tewkesbury Town Centre Master Plan and confirmation was provided that the application had been subject to public consultation in the same way any other planning application would be. A local Member went on to express the view that the overall design would improve the building, however, he agreed with the previous points that had been raised about the height of the banners. It was subsequently proposed, seconded and

RESOLVED That authority be delegated to the Development Manager to **PERMIT** the application subject to the acceptability of the revised lighting details and revised plans showing that the banners would be no less than 2.5m from the adjacent ground floor level. See also Appendix A1.

15/00225/ADV – Roses Theatre, Sun Street, Tewkesbury

- 102.17 The recommendation was to delegate authority to the Development Manager to grant consent for this application for the proposed installation of externally illuminated fascia and banner signage to the exterior of the building subject to the satisfactory submission of amended plans relating to the banner signage. There had been a Committee Site Visit in respect of this application on 17 April 2015.

- 102.18 In accordance with the resolution in relation to the full planning application at the site it was proposed, seconded and

RESOLVED That authority be delegated to the Development Manager to grant **CONSENT** for the application subject to the acceptability of the revised lighting details and revised plans showing that the banners would be no less than 2.5m from the adjacent ground floor level. See also Appendix A1.

14/00694/APP – Homelands Farm, Gotherington Lane, Bishop's Cleeve

- 102.19 Members noted and agreed with the amended recommendation to approve this reserved matters application in respect of Phase 1B of outline planning permission (10/01005/OUT) for 22 dwellings (Use Class C3), 448sqm of Use Class A floorspace, 500sqm of Use Class B1 floorspace, strategic parkland, public open space facilities and ancillary landscaping, vehicular access and provision of foul, surface water and infrastructure (duplicate application to 14/00481/APP), following confirmation from the County Highways Authority that it had no objection to the application. The County Highways Authority had confirmed that the proposed highway layout was acceptable and that the conditional requirements in respect of highway drainage, street lighting and fire hydrants should be agreed as part of a separate highways agreement. See also Appendix A1.

14/01275/OUT – Braceland Nursery, Leckhampton Lane, Shurdington

- 102.20 The recommendation was to refuse this outline application for redevelopment of former nursery site for the erection of two residential units and a storage barn for use by a tree surgeon's business. There had been a Committee Site Visit in respect of this application on 17 April 2015.

- 102.21 The local Member explained that the site had not operated as a nursery for many years and was starting to show signs of disrepair. There had been no objections from local residents and the Parish Council was in support of the application. In terms of the recommended refusal reasons, he indicated that the purpose of the Green Belt was to prevent the coalescence of Cheltenham and Gloucester, however, the impact of two new houses in this location would be minimal compared to the 1,500 houses in Brockworth or the 350 proposed for SD2 in the Joint Core Strategy. The plot of land was bordered by mature protected trees and the proposed dwellings would be of a similar size and design to the existing line of residential development, as such, he felt that no more harm would be caused to the openness of the Green Belt than at the aforementioned Brockworth and SD2 sites. He felt that the proposal would enhance the approach to the village and remove what had become a real eyesore. The Committee had previously permitted applications to redevelop former Green Belt sites which had fallen into disrepair, for example, Bentham Nurseries. He did not feel that the proposal would encroach on the Green Belt given that it was already an enclosed area and could not be extended. In his opinion, two houses would round off the site by making a complete line of residential dwellings which was in accordance with the character and appearance of the rural village. He felt that there were no better exceptional circumstances than those proposed through this application; he would be voting against the Officer recommendation and asked that other Members support this approach.
- 102.22 A Member indicated that the Chairman of Shurdington Parish Council had expressed his support for the application at the Annual General Meeting the previous evening. He was aware of two other redundant nursery sites in the area which had been given planning permission for redevelopment and this had had a positive impact on the landscape. He drew attention to Page No. 1216, Paragraph 5.3 of the Schedule, attached at Appendix 5A to the Agenda, which stated that the existing plant nursery on the site was considered to represent agricultural development and he questioned whether he was right in thinking that the Ministerial Statement regarding residential use of particular agricultural buildings was still in place as it seemed to be relevant in this instance. In his view, the benefits of the proposal far outweighed any harm which would be caused to the Green Belt. The Development Manager reminded Members that this application represented inappropriate development in the Green Belt as set out in the National Planning Policy Framework and Local Plan policy and therefore very special circumstances were required to justify development. Whilst the applicant's agent and the Parish Council had referred to the site as a brownfield site, that was not the case. One of the nursery sites which Members had quoted had been allocated in the Local Plan and, if Members wished to allow residential development at this site, it should be done via the plan making process. In terms of Badgeworth Nurseries, the original application for market housing on that site had been refused by the Planning Committee and it had only been supported following revisions to include three affordable units. The applicant's agent had put forward the argument that the development would be contributing towards the housing land supply, however, as the scheme was for two houses, it would be difficult to give that substantial weight; the Inspector who had determined an appeal at Gretton View, Alderton had stated that four houses would not make a significant contribution towards the housing land supply. The site was not in a bad condition when viewed from the roadside and it was very well screened which meant that the existing buildings could not be seen unless directly in front of the site access. The proposed buildings would be much larger in scale and height and would therefore be more noticeable. In his view there were no very special circumstances which outweighed the harm which would be caused to the Green Belt and he strongly recommended that the Committee uphold Green Belt policy and refuse the application.

- 102.23 A Member felt that, if permitted, this would be an example of allowing a community to grow, but at a more acceptable rate, and the proposal would remove what was considered by the local community to be an eyesore which was out of keeping with the area. The buildings on the site were not being used for their original purpose and, if left alone, would become derelict. He felt that Members should listen to the local community and he would be supporting the application. Another Member agreed that the development would align with the two houses to the left of the site and he reiterated that it was an enclosed area which made it ideally suited for the proposals. It was important to build appropriately in the Green Belt and the application would improve this blemish on the landscape which would inevitably get worse in the future if left alone. With regard to the potential for the site to become more of an eyesore, the Development Manager advised that enforcement action could be taken if the site became unacceptable. If this application was permitted, there was a danger that this could encourage others to run down their sites before applying for planning permission for housing. If Members wished to see a Green Belt site developed, it could be put forward via the Local Plan.
- 102.24 A Member indicated that she had attended the Committee Site Visit and was in two minds about the application. She had been quite impressed by the state of the existing greenhouse buildings on the site and had been surprised to find them relatively clean with only one broken piece of glass. She questioned whether the site was truly out of use as there had appeared to be a tree surgery business in operation. Members of the Committee would be aware that she was of the strong opinion that the Green Belt should be protected and that building should only be permitted if there were exceptional circumstances, however, she felt that two houses on this particular site would be beneficial. A Member questioned whether there was a danger of a judicial review should the application be permitted. The Development Manager explained that someone would need to apply for a review which was not something which happened on a regular basis.
- 102.25 The local Member asked that a common sense approach be taken; sites would continue to come forward for development until the plan making process had advanced and, in his view, the applicant had demonstrated the very special circumstances necessary to permit development in the Green Belt in this instance. The two houses would improve the site and enhance the approach to the village and on that basis he proposed that the application be permitted. In response to a query about the timber business, the Planning Officer confirmed that a condition could be included to tie that use to the appropriate building. Subsequently the proposal was seconded and it was

RESOLVED

That the application be **PERMITTED** subject to the inclusion of planning conditions to tie the timber business use to the appropriate building; demolition of the existing building; levels; submission of a Contaminated Land Risk Assessment; provision of car parking for two vehicles; drainage plans, landscape details; materials and surfacing; and the removal of permitted development rights. See also Appendix A2.

PL.103 CURRENT APPEALS AND APPEAL DECISIONS UPDATE

103.1 Attention was drawn to the current appeals and appeal decisions update, circulated at Pages No. 14-17. Members were asked to consider the current planning and enforcement appeals received and the Communities and Local Government (CLG) appeal decisions that had been issued in February, March and April 2015.

103.2 It was

RESOLVED That the current appeals and appeal decisions update be
NOTED.

The meeting closed at 10:55 am

APPENDIX A1

Cases where particular reference, as indicated in column 2 below, was made to the applications mentioned hereunder. See Minute No. PL.102.4

1. Application or Plan No. Site/Proposed Development and Applicant	2. Nature of Reference/Decision
14/01269/APP Schedule Page 1186 Linden Ltd. Homelands Farm Gotherington Lane Bishop's Cleeve	Application changed from DELEGATED PERMIT TO APPROVE following confirmation from County Highways that it had no objection to the application. (See also Minute No. PL.102.11)
15/00224/FUL Schedule Page 1191 The Roses Theatre Trust Roses Theatre Sun Street Tewkesbury	Application DELEGATED PERMIT subject to the acceptability of the revised lighting details and revised plans showing that the banners would be no less than 2.5m from the adjacent ground floor level. (See also Minute No. PL.102.12-16)
15/00225/ADV Schedule Page 1196 The Roses Theatre Trust Roses Theatre Sun Street Tewkesbury	Application DELEGATED CONSENT subject to the acceptability of the revised lighting details and revised plans showing that the banners would be no less than 2.5m from the adjacent ground floor level. (See also Minute No. PL.102.17-18)
14/00694/APP Schedule Page 1207 C/o Origin3 Homelands Farm Gotherington Lane Bishop's Cleeve	Application changed from DELEGATED REFUSE TO APPROVE following confirmation from the County Highways Authority that it had no objection to the application. (See also Minute No. PL.102.19)

APPENDIX A2

Cases where the Committee made decisions on Planning Applications other than in accordance with recommendations of the Development Manager. See Minute No. PL.102.4

1. Application or Plan No. Site/Proposed Development and Applicant	2. Resolution of Committee
14/00915/OUT Schedule Page 1173 Mr & Mrs F Kennedy Land At Toddington B4632 Toddington	Application changed from DELEGATED PERMIT TO REFUSE as the proposal would be out of keeping with the established linear settlement pattern and would not reflect the prevalent urban morphology of the area; would represent a significant encroachment into the surrounding rural landscape and would have a harmful impact on the character and appearance of the landscape within a Special Landscape Area; did not make adequate provision for on-site or off-site playing pitches, delivery of secondary education infrastructure or library provision to meet the needs of the proposed community; and it did not provide housing that would be available to households who could not afford to rent or buy houses available on the existing housing market. (See also Minute No. PL.102.5-10)
14/01275/OUT Schedule Page 1214 Mr & Mrs Evans Braceland Nursery Leckhampton Lane Shurdington	Application changed from REFUSE TO PERMIT subject to the inclusion of planning conditions to tie the timber business use to the appropriate building; demolition of the existing building; levels; the submission of a Contaminated Land Risk Assessment; the provision of car parking for two vehicles; drainage plans; landscape details; materials and surfacing; and the removal of permitted development rights. (See also Minute No. PL.102.20-25)

APPENDIX A3**SCHEDULE OF PLANNING APPLICATIONS - ADDITIONAL REPRESENTATIONS**

The following is a list of the additional representations received since the Schedule of applications was prepared and includes background papers received up to and including the Monday before the meeting. A general indication of the content is given but it may be necessary to elaborate at the meeting.

Page No	Item No	
1173	3	<p>14/00915/OUT</p> <p>Land At Toddington, B4632, Toddington</p> <p>Toddington Parish Council - Object for the following reasons:</p> <p>"In principle the council does not have an objection to a small scale development on this site within the Newtown area of Toddington, however 25 houses is still too many and the proposed layout is not in keeping with the existing houses of the village nor the rural character of the local area. Toddington has developed as ribbon based community and as such the proposed satellite development does not integrate into the existing built form and settlement pattern.</p> <p>The previous comments the council made to the original application still stand and in addition the council would like to stress that they are concerned about access to the development as it opens up onto a fast stretch of the B4632.</p> <p>Furthermore the Parish Council are concerned over the planned footpath linking the new development to an existing footpath so pedestrians can walk safely up into the village. The current footpath shown on the plans does not exist and therefore the council would be concerned about the safety of walkers on this busy road".</p> <p>NHS England - No objection, the surgery at Winchcombe is to be extended and refurbished and the numbers generated by the housing could be absorbed.</p> <p>County Highway Authority - No objections are raised to the proposed development subject to conditions. Given that these comments were received after the publication of the Committee report an additional condition and slight variations to some of the published conditions are recommended.</p> <p>Additional Condition:</p> <p>22. Prior to the occupation of the development hereby permitted the site access shall be completed in all respects in accordance with Drawing SK01- Rev and shall be retained as such thereafter unless and until adopted as highway maintainable at public expense.</p> <p>Reason: To reduce potential highway impact by ensuring that there is a satisfactory access for pedestrians and vehicles, in accordance with paragraph 32 of The Framework.</p> <p>Amendment to condition 14 to read:</p> <p>14. No works shall commence on site until details of a pedestrian/cycle link to connect to the existing footway on the eastern side of the B4632 to the north west of the proposed development has been submitted to, and approved in writing by, the Local Planning Authority; no dwelling shall be occupied until the approved works have been completed; the works shall be retained as such thereafter unless and until adopted as highway</p>

maintainable at public expense.

Reason: To reduce potential highway impact, in accordance with paragraph 32 and 35 of The Framework.

Amendment to condition 16 to read:

16. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period.

The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for parking of vehicles of site operative and visitors;
- iii. provide for loading and unloading of plant and materials;
- iv. provide for storage of plant and materials used in constructing the development;
- v. provide for wheel wash facilities;
- vi. specify the intended hours of construction operations; and
- vii. measures to control the emissions of dust and dirt during construction.

Reason: To reduce the potential impact on the public highway.

Amendment is also recommended to Condition 8 in relation to drainage:

8. No development shall take place until a scheme of foul drainage, and surface water drainage, including a management and maintenance plan, has been submitted to, and approved in writing by the Local Planning Authority. The approved scheme shall be completed before the development is occupied and maintained thereafter.

Amendment is also recommended to Condition 10 in relation to landscaping:

10. The reserved matters pursuant to condition 1 shall be accompanied by full details of both hard and soft landscape proposals. These details shall include, as appropriate:

- i. proposed finished levels or contours;
- ii. positions, design, materials and type of boundary treatment to be erected;
- iii. hard surfacing materials; and

Soft landscape details shall include:

- a. planting plans including positions for all trees, hedge and shrub planting;
- b. written specifications (including cultivation and other operations associated with plant and grass establishment);
- c. schedules of plants, noting species, planting sizes and proposed numbers;
- d. densities where appropriate; and
- e. implementation timetables including time of planting.

Amendment to S106 requirements

Paragraph 16.9 of the published Committee report omits the requirement for developer contributions of £22,634 toward playing pitches and changing facilities

		(which are set out in section 10 of the report). Any S106 should therefore include the contributions listed in Paragraph 16.9 as well as the contribution towards playing pitches and changing facilities.
1186	4	<p>14/01269/APP</p> <p>Homelands Farm, Gotherington Lane, Bishops Cleeve, GL52 8EN</p> <p>The County Highways Authority (CHA) comments that the amended plans do not impact or conflict with the highway layout as approved by GCC under application reference 14/00694/APP.</p> <p>With regard to the conditional requirements the CHA provide the following comments:</p> <p>Highway Drainage</p> <p>In accordance with condition, details of highway drainage have been submitted, there is no reason why a suitable scheme to provide highway drainage throughout the development. A detailed review of the highway drainage will be undertaken at the section 38 stage.</p> <p>Street Lighting</p> <p>To be agreed at the sc38 stage.</p> <p>Fire Hydrants</p> <p>To be agreed at the sc38 stage.</p> <p>The CHA therefore has no objection to the proposal. The full response is attached.</p> <p>Recommendation</p> <p>The recommendation is therefore to Approve the application.</p>
1191	5	<p>15/00224/FUL</p> <p>Roses Theatre , Sun Street, Tewkesbury, Gloucestershire, GL20 5NX</p> <p>The Theatres Trust has submitted comments in respect of the proposal –</p> <p>The Trust supports the application and considers that the proposal would improve the theatre's front of house and improve the sense of arrival and provide much needed additional circulation and congregation space. The proposed replacement cladding, additional foyer windows and new signage would also improve the appearance, permeability and visibility of the theatre within the streetscape.</p> <p>The Town Council has raised concerns regarding the potential impact of the proposed lighting upon local residents in Oldbury Road and has requested further details to reassure that the lighting would be in keeping with the Conservation Area and would safeguard neighbour amenity.</p> <p>Subject to this issue, and the outstanding archaeological issues being satisfactorily resolved, permission is recommended by the Town Council.</p> <p>A sample of the standing seam zinc cladding has been submitted for approval by the agent. The submitted sample is considered by the Conservation Officer to be appropriate to the Conservation Area context. As such, Condition 2 will be revised accordingly to ensure that the zinc cladding used within the proposed development, accords in all respects with the submitted sample received by the Local Planning Authority on 14.04.2015.</p> <p>A Heritage Impact Assessment has been submitted by the agent on 16.04.2015 with regards to the archaeological implications of the proposal.</p> <p>The County Archaeologist has been consulted in respect of the document and</p>

		<p>has raised no objection in principle to the proposal, subject to the imposition of the following planning condition:-</p> <p>No development shall take place within the application site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.</p> <p>Reason: To make provision for a programme of archaeological mitigation, so as to record and advance understanding of any heritage assets which will be lost, in accordance with paragraph 141 of the NPPF.</p>
1199	7	<p>13/00817/FUL</p> <p>Land Adjoining Oakley, Far Stanley, Nr Gretton, GL54 5HF</p> <p>Consultations and Representations</p> <p>Environmental Health Officer</p> <p>The Environmental Health Officer (EHO) has now assessed the noise report submitted by the applicant and is content with the method and conclusions reached. The EHO is satisfied that the impact of the activities now proposed, particularly as they are now vehicle movements alone (with some associated wood storage, loading and unloading activities), would not cause detriment to amenity for nearby residents, subject to the imposition of suitable planning conditions.</p> <p>Local Residents</p> <p>A letter has been received from the occupier of the nearest residential property outside the applicants' control (Dominique) to the revised scheme who advises that, as agricultural contractors, as well as a tractor and machinery dealership, their business generates volumes of traffic, including tractors and delivery vehicles throughout the week. As the nearest neighbour to this proposed planning he advises that he would fully support the application, as there will be no adverse effects to either his family or business.</p> <p>A letter has also been received from the noise consultant who has acted for the neighbour at Woodland View. Whilst the letter points out what the author considers to be minor technical flaws in the applicant's noise report, the letter concludes that the predicted noise impact at Woodland View (the neighbouring property) can now be considered acceptable subject to the hours of use being restricted. The consultant has also recommended tying the use of the yard to the residential property, The Oakleys. The EHO, however, does not consider that tying the use to the Oakleys is necessary from an Environmental Health perspective given the outputs from the noise report.</p> <p>Recommendation</p> <p>It is recommended that Condition 1 included within the Officer report be deleted and the following conditions be added:</p> <ol style="list-style-type: none"> 1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission. <p>Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>

		<p>2. No wood processing other than storage, loading and unloading shall take place on the site. Reason: To safeguard residential amenity of nearby properties.</p> <p>3. No process shall be carried out and no deliveries taken at or despatched from the site outside the hours of 07:30 to 21:00. Reason: To safeguard residential amenity of nearby properties</p> <p>4. Prior to the relocated yard being brought in to use the existing field gate access on the southern boundary shall be permanently closed as shown on the submitted plan 07:1516:22. Reason: To prevent the use of a sub-standard vehicular access in accordance with paragraphs 32 and 35 of the NPPF and Policy TPT1 of the Tewkesbury Borough Local Plan to 2011.</p> <p>5. The proposed development shall be carried out in strict accordance with the landscaping details included on drawing number 07:1516:23 and Tree and Hedge Planting Schedule received by the Local Planning Authority on 25 March 2015 unless otherwise approved in writing by the Local Planning Authority. Reason: To ensure that the proposed development will be visually attractive in the interests of amenity.</p> <p>6. All planting, seeding or turfing in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. Reason: To ensure that the proposed development will be visually attractive in the interests of amenity.</p>
1207	8	<p>14/00694/APP</p> <p>Homelands Farm, Gotherington Lane, Bishops Cleeve, Cheltenham, Gloucestershire, GL52 8EN</p> <p>The County Highways Authority (CHA) has provided comment on the amended highways plans. The CHA's comment that the concerns about suitability of the road layout for refuse vehicles has been satisfactorily address through the amended plans and information.</p> <p>With regard to the conditional requirements the CHA provide the following comments:</p> <p>Highway Drainage</p> <p>In accordance with condition, details of highway drainage have been submitted, there is no reason why a suitable scheme to provide highway drainage throughout the development. A detailed review of the highway drainage will be undertaken at the section 38 stage.</p> <p>Street Lighting</p> <p>To be agreed at the sc38 stage.</p> <p>Fire Hydrants</p> <p>To be agreed at the sc38 stage.</p>

		<p>The CHA therefore has no objection to the proposal. The full response is attached</p> <p>Recommendation</p> <p>The recommendation is therefore to Approve the application</p> <p>Condition 1 is amended as follows:</p> <p>"Other than where varied by the conditions below the development hereby approved shall be implemented in accordance with the drawings detailed on the approved Drawing Schedule (Lob No 14-048) dated the 20th April 2015."</p>
1214	9	<p>14/01275/OUT</p> <p>Braceland Nursery, Leckhampton Lane, Shurdington, Cheltenham, Gloucestershire,</p> <p>Update</p> <p>Additional information received from applicant on 13/04/15.</p> <p>A technical report has been submitted providing the results of a speed survey. Leckhampton Lane is subject to a 30mph speed limit at the point of the site access. This does, however, change to 50mph at a point 60m to the east of the site access. To ascertain actual speeds along this part of Leckhampton Lane a speed counter was installed at the speed transition point during the period between 08/04/15 and 11/04/15. The results of the survey show typical 85th percentile speeds of 44 mph to the east of the access.</p> <p>The report indicates that, based on the actual recorded speeds, a visibility splay of 120m looking east will therefore be required. The existing access currently provides visibility of 72m in this direction. The report advises that the enhanced visibility splay can be provided as part of the proposed development by removing/cutting back the existing boundary hedge. Where removed, the hedge will be replanted. The technical report is accompanied by a plan showing the removal/cutting back of a stretch of hedgerow extending to approximately 65m in length.</p> <p>The technical report has been submitted with a covering letter from the agent making the following points:</p> <ul style="list-style-type: none"> * The visibility improvement demonstrated in the technical report would result in a significant benefit to local highway safety and as such could be considered as a favourable material consideration in support of the proposal. * Detailed plans to secure this could be provided via a pre-commencement condition. A condition could also be included to ensure that the resulting boundary hedge is maintained in perpetuity so to ensure a robust boundary to the highway with regard to the Green Belt setting. * A suggested condition is put forward to secure the linking of the use of the barn to proposed dwelling Unit 2. * A appeal case is referred to in which the Inspector allowed an appeal against Wycombe District Council's refusal of an application to the redevelopment of a redundant commercial nursery site to provide 1 no. new dwelling. <p>The technical report, accompanying plan and covering letter are all attached to this document.</p> <p>In response to the additional information put forward by the applicant, Officers would comment as follows:</p> <p>The speed survey results are noted and, in accordance with the County Highways Authority's Standing Advice, Officers can confirm that an average speed of 40mph</p>

		<p>would require visibility splays of 120m. The improved visibility splay that could be provided by the application could therefore increase the safety of the site access and Officers agree that this could potentially weigh in favour of the proposal in the planning balance. However, the weight to be applied to this matter must be considered alongside the fact that providing this increased visibility splay would require the removal of a significant area of the existing established hedgerow. Officers are of the view that this would add to the harm caused by the proposal to the rural landscape of the area and this would negate any benefits that would result from this matter. It is recognised that a replacement hedgerow could be secured, but this would take some time to become established and reach the height and density of the existing hedgerow. During this period the site would be exposed and the harm to the Green Belt and rural landscape caused by the proposed development would be exacerbated. Furthermore, liaison with the County Highways Authority on this matter indicates that there are no recorded traffic incidents in the vicinity of the site access and any benefits associated with the proposed visibility improvements would not be substantial. Overall it is not considered that this matter would individually, or collectively with the other purported benefits, outweigh the identified harm to the Green Belt and the rural landscape. Very special circumstances do not therefore exist and the recommendation to the Committee to refuse planning permission is unchanged.</p> <p>With regard to the other points made by the agent, no concerns have been raised by Officers in relation to the proximity of the storage barn to the dwellings, subject to a condition along the lines of that suggested in the letter. This matter is not therefore in dispute. Officers are aware of the appeal case referred to by the agent although this involved an application for a single dwelling on the site of a commercial nursery with a significant retail element. The ridge height of the proposed dwelling would not have exceeded that of the main range of the existing greenhouse buildings on that site and the traffic reductions associated with the proposal would have been significant. The appeal proposal therefore resulted in considerably less harm to the Green Belt than the proposal at Braceland Nursery and clear benefits amounting to very special circumstances were shown to exist. The circumstances of the appeal case are therefore materially different to the proposal before Members.</p>
1220	10	<p>14/01133/FUL</p> <p>182 Innsworth Lane, Innsworth, GL3 1DX</p> <p>Representation</p> <p>An additional representation has been received from the occupier of no. 184 Innsworth Lane on 20/04/15. This refers to an email from the previous Case Officer to the applicant during the determination of the previous (refused) application at the site. In that email the Case Officer recommends that in the preparation of any revised application the proposed site access should be relocated slightly further to the west so that 2.4m x 54m visibility splays can be provided without crossing over land owned by 184 Innsworth Lane.</p> <p>The representation queries what changes have been made to the access point to address the previous officers concern on visibility splays. It is also advised that the proposed site plan is inaccurate as it shows the mixed hedge between no. 180 and 182 Innsworth to be at 1m high whereas it is actually 2.5m high. It is queried whether this impacts on visibility.</p> <p>In response to these queries Officers can, having regard to the advice of the County Highways Authority on this particular application, confirm that the visibility splay requirements for the proposed access are 2m x 49m rather than 2.4m x 54m as previously advised. The previous advice did not take into account local circumstances where slightly reduced distances can be acceptable. These</p>

		<p>include where the speed limit is no greater than 30mph, the site is located on a residential street, there is no departure from the forward visibility splay requirements and the adjacent carriageway width is not less than 5.5m. As indicated by the County Highways Authority, these circumstances do apply in this instance. Accordingly the proposed access can provide the required visibility splays without crossing over land owned by no. 184 Innsworth Lane.</p> <p>With regard to the inaccurate detail on the proposed site plan, Officers are aware of this but as the hedge does not impact on the required visibility splay this is not considered to be an issue.</p> <p>No further representations have been received in relation to the revised plans.</p>
1225	11	<p>15/00102/FUL</p> <p>Cotswold House, Post Office Lane, Cleeve Hill, Cheltenham, Gloucestershire, GL52 3PS</p> <p>The following response has now been received from the Gloucestershire County Highways Officer:</p> <p>'The proposal is for an extension to an existing dwelling. The site fronts Post Office Lane which is a Class 4 road subject to a 30mph speed limit. The site has an existing access and off-street parking and garage facility from Post Office Lane which gained planning approval in 2010. I note that there are three letters of representation in respect to the application. They highlight concerns related to parking provision and prior construction works undertaken that impacted on Post Office Lane and a lane with shared access. Having considered these representations and in light of previous planning approval, the parking provision is considered to be adequate to service the property. Having considered the application and supporting documents submitted, I recommend that no highway objections be raised'. It is therefore not considered to be necessary to attach a condition regarding the construction activity, particularly given that the proposal is solely for a first floor extension.</p>
1248	14	<p>15/00205/FUL</p> <p>Golden Castle Caravans Ltd, Cheltenham Road East, Churchdown, Gloucester, Gloucestershire, GL2 9QL</p> <p>Recommendation:</p> <p>The recommendation should be amended to include reference to the completion of the S106 obligation to secure the contribution towards travel plan monitoring.</p>



Highways Development Management
Shire Hall
Gloucester
GL1 2TH

John Hinett
Tewkesbury Borough Council
Council Offices
Gloucester Road
Tewkesbury
Gloucestershire
GL20 5TT

email: michael.glaze@gloucestershire.gov.uk

Please ask Michael Glaze
for:

Phone: 01452 425626

Our Ref: T/2015/033365

Your Ref: 14/01269/APP Date: 20 April 2015

Dear John Hinett,

**TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAY RECOMMENDATION**

LOCATION: Homelands Farm Gotherington Lane Bishops Cleeve GL52 8EN
PROPOSED: Phase 3a Reserved Matters details under the outline planning permission for Homelands 2 (10/01005/OUT) in respect of 3 residential dwellings (Use Class C3) forming part of Phase 3.

This response is made on the basis of the following amended plans and documents:

- 410D-Geometry and Visibility-Received 17/04/15-related to 14/00694/APP
- SL3A.01B

This application is for three plots, which form part of a larger reserved matters application, 14/00694/APP. This current application, 14/01269/APP does not impact or conflict with the highway layout as approved by GCC under application reference 14/00694/APP. It should however be noted that the drawing number SL3A.01B does not amend the kerb line and the works agreed under 14/00694, however these works are beyond the redline and therefore do not impact this proposal.

This is a reserved matters application for residential development at Homelands 2, Bishops Cleeve. As part of this reserved matters application, condition 7 attached to 10/01005 is also being satisfied. The details related to highway matters are set out below:

7. For each phase of development the reserved matters submitted pursuant to Condition 4 shall be accompanied by the following details:

(ii) The location of fire hydrants and a timetable for their provision, that is before the first occupation of a dwelling, in accordance with the reserved matters submitted pursuant to Condition 4;

(iii) The location and design of bus stops (including the provision of Real Time Information displays) and a timetable for their provision;

(iv) The location and design of any recycling and refuse stores which will not be provided as part of individual residential, commercial or community buildings;

(v) The design and layout of the roads, footways and cycleways including the provision of highway drainage

(vi) Any of the parking, turning, manoeuvring, loading/unloading areas not being provided as part of individual residential, commercial or community buildings;

(vii) The design and location of cycle parking facilities which will not be provided as part of individual residential, commercial or community buildings;

Highway Drainage

In accordance with condition, details of highway drainage have been submitted, there is no reason why a suitable scheme to provide highway drainage throughout the development . A detailed review of the highway drainage will be undertaken at the section 38 stage.

Street Lighting

To be agreed at the sc38 stage.

Fire Hydrants

To be agreed at the sc38 stage.

Bus Stops/Specification

N/A

Recommendation

I recommend that no highway objection be raised to this application.

Yours sincerely,

Michael Glaze

Principal Development Co-ordinator



Highways Development Management
 Shire Hall
 Gloucester
 GL1 2TH

John Hinett
 Tewkesbury Borough Council
 Council Offices
 Gloucester Road
 Tewkesbury
 Gloucestershire
 GL20 5TT

email: michael.glaze@gloucestershire.gov.uk

Please ask Michael Glaze
 for:

Phone: 01452 425626

Our Ref: T/2014/032458

Your Ref: 14/00694/APP Date: 20 April 2015

Dear John Hinett,

**TOWN AND COUNTRY PLANNING ACT 1990
 HIGHWAY RECOMMENDATION**

LOCATION: Homelands Farm, Gotherington Lane, Bishops Cleeve, Cheltenham, Gloucestershire, GL52 8EN

PROPOSED: [Reserved Matters application in respect of Phase 1B of outline planning permission (10/01005/OUT) for 22 dwellings (use class C3), 448 sqm of Use Class A floorspace, 500 sqm of Use Class B1 floorspace, strategic parkland, POS facilities and ancillary landscaping, vehicular access and provision of foul, surface water and infrastructure. (Duplicate application to 14/00481/APP).

This response is made on the basis of the following amended plans and documents:

- 410D-Geometry and Visibility-Received 17/04/15
- 409D-Swept Paths- Received 17/04/15
- 413A-Refuse Swept Path- Received 14/04/15
- 414-Refuse Swept Paths- Received 17/04/15
- Stage 1 Road Safety Audit March 2015- Received 12/03/15
- NMU Context Report- Received 25/03/15

A number of amended plans have been submitted, following negotiations between GCC and the applicant. The amended plans show annotated road, footway and visibility splay distances. The swept path details demonstrate that a refuse vehicle can only traverse the junctions within the development by taking up the entire carriageway width, however on the basis that adequate forward visibility is available

so that refuse and car drivers can see and be seen prior to committing to the turn, this is considered acceptable. It should be noted that providing road widths and junction radii's which accommodate a refuse vehicle on only one side of the carriageway creates highway dominated layouts with large swaths of tarmac, which is not palatable from a highway design, urban design or amenity perspective.

The residential street has been widened outside plot 25 to allow a refuse vehicle and a car to pass on the straight section of carriageway, whilst the kerb has been re-aligned outside plot 25 to widen the junction radii and improve junction visibility. The junction which serves plots 1-4 has also been widened to allow for safe refuse access, whilst the swept path demonstrates that car and a refuse vehicle can pass on the approach to the junction. There are at least 2 car parking spaces provided per dwelling, with a number of properties benefitting from 2 parking spaces and a garage. Some parking on the carriageway in the form of visitor parking and some resident parking will not cause a highway safety issue, given that that relatively wide roads are provided, on street parking will therefore result in a natural traffic calming measure. Bollard details to prevent vehicular use of the footway link will be agreed at the sc38 stage. The court is currently shown as a 5m carriageway and 1.9m footway, which then alters to a 6.9m shared surface. It is considered that this area should be an entire shared surface, however the details of this can be agreed at the sc38 stage, given that an appropriate highway corridor is available.

This is a reserved matters application for residential development at Homelands 2, Bishops Cleeve. As part of this reserved matters application, condition 7 attached to 10/01005 is also being satisfied. The details related to highway matters are set out below:

7. For each phase of development the reserved matters submitted pursuant to Condition 4 shall be accompanied by the following details:

- (ii) The location of fire hydrants and a timetable for their provision, that is before the first occupation of a dwelling, in accordance with the reserved matters submitted pursuant to Condition 4;*
- (iii) The location and design of bus stops (including the provision of Real Time Information displays) and a timetable for their provision;*
- (iv) The location and design of any recycling and refuse stores which will not be provided as part of individual residential, commercial or community buildings;*
- (v) The design and layout of the roads, footways and cycleways including the provision of highway drainage;*
- (vi) Any of the parking, turning, manoeuvring, loading/unloading areas not being provided as part of individual residential, commercial or community buildings;*
- (vii) The design and location of cycle parking facilities which will not be provided as part of individual residential, commercial or community buildings;*

Highway Drainage

In accordance with condition, details of highway drainage have been submitted, there is no reason why a suitable scheme to provide highway drainage throughout the development . A detailed review of the highway drainage will be undertaken at the section 38 stage.

Street Lighting

To be agreed at the sc38 stage.

Fire Hydrants

To be agreed at the sc38 stage.

Bus Stops/Specification

N/A

Recommendation

I recommend that no highway objection be raised to this application.

Yours sincerely,

Michael Glaze

Principal Development Co-ordinator

14/01275/OUT Item No. 9, Page no.

1244

SAMT/14.03/908

13th April 2015

Matthew Tyas
 Planning Department
 Tewkesbury Borough Council
 Council Offices
 Gloucester Road
 Tewkesbury
 Gloucestershire
 GL20 5TT



Dear Matthew,

Re: Braceland Nursery, Leckhampton Lane, Shurdington – Application Reference: 14/01275/OUT

I write in relation to our recent discussions regarding the above site and your email as dated 01/04/2015. You recommended that we should review whether it would be possible to enhance highway safety through an alteration to the site boundary hedge.

As such, please find attached a technical report, which includes a speed survey and a new plans showing how an enhancement could be brought forward. The speed survey provides sufficient evidence to demonstrate that a larger visibility splay is required and therefore with an alteration to the existing hedge we would be able to offer a splay of the required size.

The plan would involve the existing hedge being cut back and then reinforced with new planting. The highway verge would therefore be increased in size and kept free of obstructions.

As per your email, this would be a significant benefit to local highway safety and as such should be considered as a favourable material consideration in support of the proposal. The supporting technical report, survey and plan therefore now form part of our formal submission. It is considered that the submission of detail plans should be required via a pre-commencement condition with the works to be completed prior to any works on site being implemented.

In addition, subject to the works and condition as referred to above a further condition to ensure that the existing and enhanced boundary hedge is protected and maintained in perpetuity is proposed. This will ensure a robust boundary to the highway with regard to the Green Belt setting.

FOXLEY TAGG PLANNING LIMITED • NATIONAL TOWN PLANNING AND TRANSPORT CONSULTANCY

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In addition, I have also had discussions with my client and as such I can now specify that the proposed Unit 2 should be tied to the occupation and use of the proposed barn as premises to support a Tree Surgery business. As such, I can confirm that a specific condition to link to the uses should be added to any favourable decision.

Should the Planning Committee want further assurances on this matter the Applicant would be willing to submit a Unilateral Undertaking, should there be a resolution to approve the scheme.

In addition, the use of barn should also be conditioned as follows:

"The proposed barn shall be used solely in connection with tree surgery activities and for the storage of machinery and equipment associated with that use and for no other purpose, including any other purpose in Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification".

With regard to your Committee Report and issues regarding openness I would like to confirm that the existing glasshouses cover an area of 715m² in addition to a further 2 outbuildings covering 145m². The proposed development of two units and the barn would only have a combined footprint of 300m².

As such there is a substantial reduction in the overall built form of 415m² compared with the existing situation. The new development therefore covers less than half of the existing footprint and therefore the proposal will lead to significant enhancements with regard to the openness of the area.

The site is well screened by local landscaping and the proposed properties mirror the existing units in the area with regard to scale, design to ensure that the site is not overdeveloped, and would not affect the Green Belt. The scheme would therefore not have an urbanising impact given the existing built form to which it is adjacent.

Paragraph 5.4 of the supporting planning statement provides details of an Appeal for a similar scheme, which was approved by an Inspector, despite reservations from the Council about the impacts. In the Appeal case and as per this application both schemes are considered to be beneficial given that little or no harm would occur and that there are special circumstances to warrant an approval.

In summary, I can confirm that the amendments to the scheme are as follows:

1. Revisions to the existing boundary hedge to improve highway safety as to be secured by condition.
2. Linking of the use of Unit 2 to the use of the Barn as premises for a Tree Surgeon as to be secured by condition.
3. Condition defining the use of the barn for the purposes of a Tree Surgeons business.
4. Condition to secure the retention and maintenance of the boundary hedges on the site.

With regard to the overall planning balance, the National Planning Policy Framework supports developments in the Green Belt where it can be demonstrated that there are special circumstances. In this case, the development will enhance the openness of the Green Belt, it will enhance the local setting, it will contribute to local housing supply, it will support a local business and it will provide highway safety enhancements.

Finally, I am aware of a groundswell of local support for the scheme with this manifesting in the response of the Parish Council who whole-heartedly supports the scheme. In addition, there

have been no adverse responses from Statutory Consultees this again outlining the limited harm that would arise from the scheme.

I would therefore be grateful if the above elements can be added to the application documents and reported to the Planning Committee as part of your later paper process.

Please do not hesitate to contact me should you require any further clarification or information.

Yours sincerely,

Sally Tagg

Sally Tagg, MRTPI
Managing Director

**BRACELANDS NURSERIES
LECKHAMPTON, LANE
SHURDINGTON, GLOUCESTERSHIRE
PLANNING APPLICATION FOR HOUSING AND
AGRICULTURAL STORAGE BARN
HIGHWAYS TECHNICAL NOTE – RESPONSE TO HIGHWAY AND PLANNING
AUTHORITY COMMENTS**

Date: April 2015

Report no. AR / 21274 / 02

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PTPlanners

Professional Technical Planners



1.0 Background

- 1.1 PTPlanners (PTP) has been appointed by Foxley Tagg Planning Ltd to advise on the access and transport issues associated with the proposal to redevelop the Bracelands Nurseries located adjacent to Leckhampton Lane in Shurdington, Gloucestershire. The existing site use involves greenhouses and storage facilities associated with the nurseries business along with a visitor parking area associated with the sale of plants and horticultural products. The site is served by a single point of access to a residential road, located a short distance from Leckhampton Lane. The planning application seeks a redevelopment of the site to provide two residential dwellings plus a small storage barn to be used by a tree surgeons business.
- 1.2 A Transport Statement prepared by PTP has been submitted with the application, which demonstrated that:
- Suitable access could be achieved.
 - The development will be sustainable in transport terms, in accordance with NPPF objectives.
 - The development will not result in additional traffic or impact over the local highway network.
- 1.3 The TS has been the subject of comments from the local highway authority, Gloucestershire County Council (GCC) and the local planning authority, Cheltenham Borough Council (CBC). This Technical Note has been prepared to address these comments.



2.0 GCC Comments

- 2.1 In response to the TS, the highway authority has advised that in accordance with its Highways Standing Advice it does not make representations to planning authorities in relation to residential developments of fewer than 5 dwellings. The highway authority therefore maintains no objections to the development.

3.0 CBC Comments

- 3.1 The development will gain access to the local highway network via a residential road at the western site boundary, referred to by CBC as a lay by. This joins Leckhampton Lane at a priority junction a short distance to the south. The planning authority has made the following comments in relation to the development and its access proposals:

“Further to this you may wish to explore ways to achieve highways benefits from the proposal. The lay by access onto Leckhampton Lane only just provides sufficient visibility based on the 30mph speed limit of the road. You will note however that the speed limit soon changes to/from 50mph just a short distance further up the road. Actual speeds along this stretch may therefore be higher than 30mph thus warranting increased visibility at this junction. This could be delivered as part of the scheme (i.e. part of the boundary hedge close to the access could be moved back) which may present a highways benefit that could weigh in favour of the proposal. Ultimately this would need to be evidenced by a speed survey and there is no guarantee that speeds will be higher. This may however be something to pursue if you feel that it would have merit”.

- 3.2 In response to these comments the highways benefits associated with altering the site boundary and improving junction visibility have been investigated



further. The lay by / Leckhampton Lane junction at present provides visibility splays for emerging traffic that extend to 72m in the east, towards the speed limit transition point. This complies with the relevant national highway standards for roads subject to a 30 mph speed limit. However, relocating the site boundary hedge would result in a significant improvement to the eastern splay.

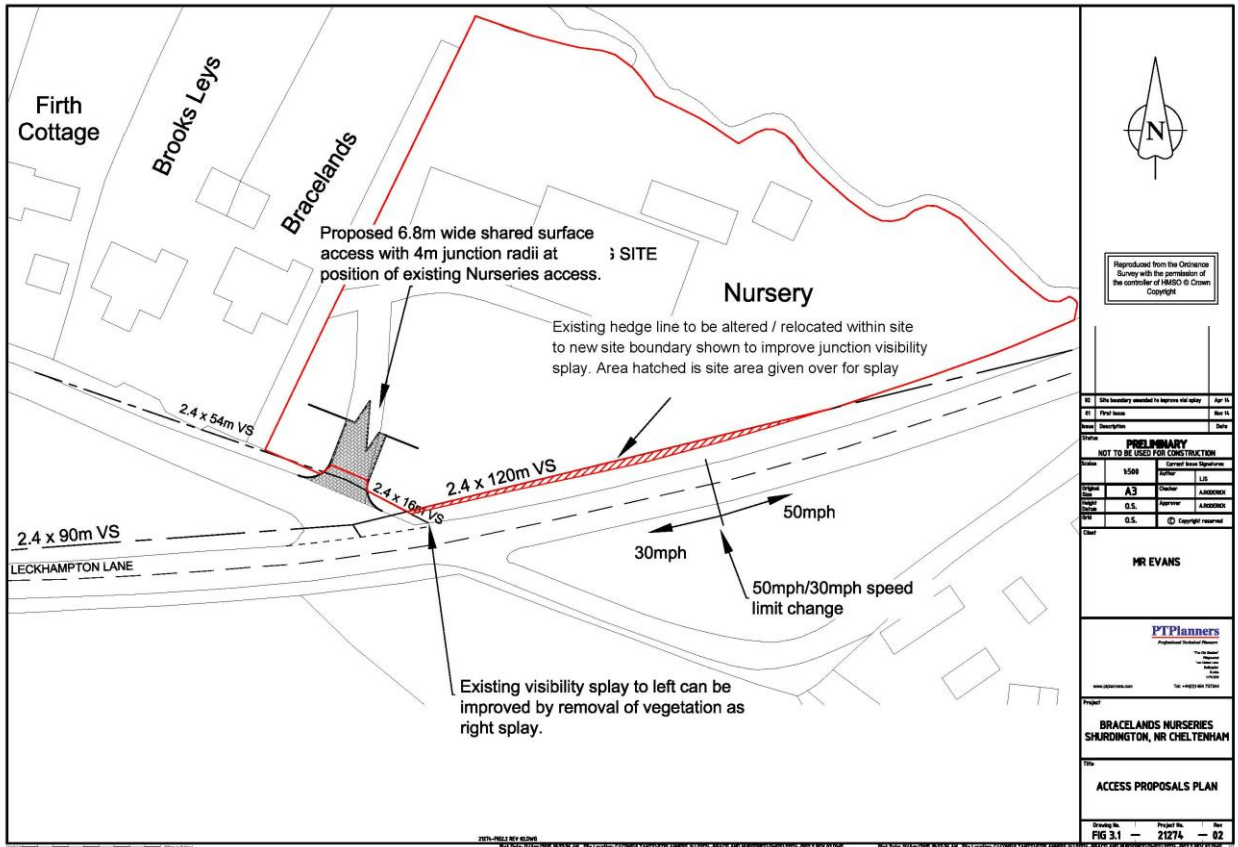
- 3.3 The Leckhampton Lane 30 mph limit changes to 50 mph at a point approximately 60m to the east of the lay by. To investigate if this influences vehicle speeds, an automated ATC survey was undertaken on Leckhampton Lane between Wednesday 8th April and Saturday 11th April 2015. The counter was located at the speed limit transition point and continuously recorded two-way vehicle speeds over a three day period. The full survey results can be seen at **Appendix 1**, which illustrate typical 85th percentile speeds of 44 mph to the east of the access. At the access itself speeds are likely to be lower as it is located within the 30 mph zone.
- 3.4 Vehicle speeds of the order recorded require visibility splays of 120m according to the relevant national DMRB guidance set out within the document TD 42/95 and to establish if this can be achieved to the east via alterations to the site boundary, **Figure 3.1 Revision A** has been prepared. This illustrates that a minor alteration to the site boundary along the Leckhampton Lane frontage and at the corner of the lay bay access will enable the improved splay to be delivered. The plan also illustrates the area of the site that would be transferred to highway land in order to facilitate this. Where possible the existing hedge will be retained and cut back to provide the improved visibility and where necessary re-enforced by additional planting within the site. It would also be possible to set back the site boundary further to extend the splay beyond 120m if deemed necessary by CBC, although this is not strictly required by the highway standards. This issue could be explored further at detailed design if required.



- 3.5 The above proposals would, as suggested by CBC, bring significant highway safety benefits for existing residents that gain access to Leckhampton Lane via the lay by. These benefits would not be delivered without the granting of planning permission for the development and therefore must be given material consideration when assessing the overall merits of the scheme.



Figures





Appendix 1
Leckhampton Lane Vehicle Speed Survey Results



5006 / Shurdington
April 2015
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	65%ile Speed
1	Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750	East	30	Wed, 8 April 2015	Sun, 12 April 2015	8868	2367	1820	8293	93.5	6423	72.4	1019	11.5	38.1	43.8
		West	30	Wed, 8 April 2015	Sun, 12 April 2015	9346	2533	1912	8618	92.2	7050	75.4	1448	15.5	38.9	45.0
		Two way	30	Wed, 8 April 2015	Sun, 12 April 2015	18214	4901	3723	16911	92.8	13473	74.0	2467	13.5	38.5	44.5

Nationwide Data Collection
for
PTPlanners Ltd

Site 1
Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
Direction Two way
Wed, 8 April 2015

5006 / Shurdington
April 2015
Automatic Traffic Count

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 DfT	>SL2% DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	48	1	46	0	1	0	0	0	0	0	0	0	0	0	33	68.8	23	47.9	2	4.2	33.2	41.8
0900	305	5	273	2	21	2	1	0	0	1	0	0	0	0	289	94.8	220	72.1	28	9.2	38.1	43.4
1000	309	0	276	2	22	2	5	1	0	0	1	0	0	0	284	91.9	201	65	21	6.8	37.3	42.7
1100	262	4	230	1	26	0	0	0	0	0	1	0	0	0	237	90.5	176	67.2	28	10.7	37.8	43.8
1200	280	1	251	2	23	2	1	0	0	0	0	0	0	0	263	93.9	204	72.9	34	12.1	38.3	44.5
1300	306	5	276	2	17	0	4	0	1	0	1	0	0	0	283	92.5	217	70.9	43	14.1	38.1	44.5
1400	329	6	283	1	36	1	1	0	0	0	1	0	0	0	309	93.9	230	69.9	41	12.5	38.2	44.1
1500	318	7	275	4	26	0	4	2	0	0	0	0	0	0	289	90.9	231	72.6	27	8.5	37.7	42.9
1600	522	14	480	4	23	0	1	0	0	0	0	0	0	0	479	91.8	382	73.2	76	14.6	38.4	44.7
1700	591	19	558	4	7	0	1	1	0	0	1	0	0	0	536	90.7	435	73.6	75	12.7	38.2	44.5
1800	376	17	347	2	9	1	0	1	0	0	0	1	0	0	353	93.4	292	77.2	82	21.7	39.6	46.5
1900	188	15	168	2	3	0	0	0	0	0	0	0	0	0	168	89.4	138	73.4	32	17	38.4	45.4
2000	131	6	121	1	3	0	0	0	0	0	0	0	0	0	125	95.4	103	78.6	30	22.9	40.3	47.6
2100	97	1	96	0	0	0	0	0	0	0	0	0	0	0	91	93.8	79	81.4	25	25.8	40.7	47
2200	46	1	45	0	0	0	0	0	0	0	0	0	0	0	43	93.5	37	80.4	13	28.3	40.7	47.2
2300	27	1	26	0	0	0	0	0	0	0	0	0	0	0	26	96.3	24	88.9	11	40.7	43	49.2
07-19	3648	79	3295	24	211	8	18	5	1	1	5	1	0	0	3355	92	2611	71.6	457	12.5	38.1	44.3
06-22	4064	101	3680	27	217	8	18	5	1	1	5	1	0	0	3739	92	2931	72.1	544	13.4	38.3	44.5
06-00	4137	103	3751	27	217	8	18	5	1	1	5	1	0	0	3808	92	2992	72.3	568	13.7	38.3	44.5
00-00	4137	103	3751	27	217	8	18	5	1	1	5	1	0	0	3808	92	2992	72.3	568	13.7	38.3	44.5



Nationwide Data Collection
for
PTPlanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Thu, 9 April 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100	5	71.4	2	28.6	43.4	-
0100	7	2	3	0	1	1	0	0	0	0	0	0	0	7	100	7	100	3	42.9	44.1	-
0200	14	0	7	0	2	1	0	0	0	0	4	0	0	14	100	14	100	3	21.4	43.4	45.4
0300	15	0	4	0	6	1	0	0	0	1	3	0	0	15	100	14	93.3	7	46.7	43.2	49.2
0400	12	0	7	0	3	0	0	0	0	1	1	0	0	12	100	11	91.7	5	41.7	43.5	48.1
0500	19	0	14	0	5	0	0	0	0	0	0	0	0	18	94.7	18	94.7	7	36.8	43.5	49.7
0600	123	7	109	1	6	0	0	0	0	0	0	0	0	113	91.9	104	84.6	35	28.5	41.3	49
0700	471	11	426	4	21	0	8	0	0	1	0	0	0	444	94.3	362	76.9	66	14	38.7	44.5
0800	524	14	473	1	32	0	2	0	0	1	1	0	0	489	93.3	409	78.1	40	7.6	38.2	42.7
0900	298	5	266	4	19	3	1	0	0	0	0	0	0	268	89.9	200	67.1	28	9.4	37.1	42.7
1000	281	3	253	2	22	1	0	0	0	0	0	0	0	252	89.7	186	66.2	18	6.4	37	42.3
1100	268	6	237	2	22	1	0	0	0	0	0	0	0	246	91.8	176	65.7	25	9.3	37.4	43.6
1200	307	6	278	3	19	1	0	0	0	0	0	0	0	274	89.3	198	64.5	23	7.5	37.1	42.7
1300	294	3	275	0	14	0	0	0	0	0	2	0	0	286	97.3	207	70.4	32	10.9	38.2	42.9
1400	308	10	257	3	33	4	1	0	0	0	0	0	0	277	89.9	199	64.6	26	8.4	37.3	43.4
1500	339	6	299	2	29	1	2	0	0	0	0	0	0	308	90.9	224	66.1	36	10.6	37.6	43.2
1600	511	7	482	6	14	0	1	0	0	0	1	0	0	482	94.3	398	77.9	71	13.9	38.9	44.5
1700	608	19	579	3	7	0	0	0	0	0	0	0	0	562	92.4	462	76	85	14	38.7	44.5
1800	352	15	320	2	15	0	0	0	0	0	0	0	0	322	91.5	268	76.1	57	16.2	38.4	45.4
1900	241	9	228	0	3	1	0	0	0	0	0	0	0	218	90.5	164	68	27	11.2	37.5	43.8
2000	153	3	145	1	3	0	0	1	0	0	0	0	0	146	95.4	117	76.5	31	20.3	39.6	45.9
2100	104	1	101	0	2	0	0	0	0	0	0	0	0	100	96.2	80	76.9	18	17.3	39.9	46.3
2200	55	2	52	0	1	0	0	0	0	0	0	0	0	52	94.5	48	87.3	18	32.7	42.1	49
2300	31	0	29	0	2	0	0	0	0	0	0	0	0	30	96.8	24	77.4	7	22.6	39.9	45.6
07-19	4561	105	4145	32	247	11	15	0	0	2	4	0	0	4210	92.3	3289	72.1	507	11.1	38	43.6
06-22	5182	125	4728	34	261	12	15	1	0	2	4	0	0	4787	92.4	3754	72.4	618	11.9	38.2	44.1
06-00	5268	127	4809	34	264	12	15	1	0	2	4	0	0	4869	92.4	3826	72.6	643	12.2	38.2	44.1
00-00	5342	129	4851	34	281	15	15	1	0	4	12	0	0	4942	92.5	3895	72.9	670	12.5	38.3	44.1



Nationwide Data Collection
 for
 PTPlanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Fri, 10 April 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	1	7	0	0	0	0	0	0	0	0	0	0	8	100	7	87.5	3	37.5	44.1	-
0100	7	2	4	0	0	1	0	0	0	0	0	0	0	6	85.7	6	85.7	3	42.9	40.6	-
0200	15	0	7	0	2	2	0	0	0	4	0	0	0	13	86.7	12	80	1	6.7	38.5	43.4
0300	10	0	4	0	2	1	0	0	0	3	0	0	0	10	100	9	90	5	50	45.7	-
0400	11	0	6	0	3	1	0	0	0	0	1	0	0	11	100	10	90.9	5	45.5	45.7	49.9
0500	17	0	9	0	6	1	0	0	0	0	1	0	0	17	100	14	82.4	6	35.3	42.1	47.2
0600	111	2	97	0	8	2	0	0	0	0	2	0	0	108	97.3	100	90.1	26	23.4	41.3	47.2
0700	459	11	419	1	23	2	1	0	0	0	2	0	0	429	93.5	362	78.9	63	13.7	39	44.7
0800	470	12	431	4	22	0	1	0	0	0	0	0	0	423	90	354	75.3	47	10	37.8	43.6
0900	311	5	283	1	22	0	0	0	0	0	0	0	0	284	91.3	195	62.7	21	6.8	37	42.7
1000	276	2	252	1	21	0	0	0	0	0	0	0	0	261	94.6	197	71.4	23	8.3	37.8	42.7
1100	300	6	269	2	21	0	2	0	0	0	0	0	0	278	92.7	204	68	27	9	37.6	42.9
1200	312	4	282	4	21	0	0	1	0	0	0	0	0	290	92.9	226	72.4	26	8.3	37.8	43.8
1300	307	3	270	1	31	0	2	0	0	0	0	0	0	295	96.1	240	78.2	44	14.3	39	44.7
1400	344	7	309	1	26	1	0	0	0	0	0	0	0	331	96.2	253	73.5	39	11.3	38.7	44.1
1500	423	6	382	5	26	2	1	0	1	0	0	0	0	397	93.9	327	77.3	60	14.2	38.9	44.5
1600	563	16	511	2	30	1	1	1	1	0	0	0	0	532	94.5	414	73.5	57	10.1	38.2	43.4
1700	579	14	544	5	15	0	1	0	0	0	0	0	0	546	94.3	438	75.6	90	15.5	39	45
1800	275	12	258	2	3	0	0	0	0	0	0	0	0	242	88	217	78.9	49	17.8	38.5	45.6
1900	174	2	164	1	7	0	0	0	0	0	0	0	0	158	90.8	130	74.7	39	22.4	39.2	46.5
2000	98	5	90	1	2	0	0	0	0	0	0	0	0	94	95.9	82	83.7	19	19.4	40.1	45.6
2100	68	0	68	0	0	0	0	0	0	0	0	0	0	67	98.5	57	83.8	22	32.4	41.7	48.3
2200	44	0	43	0	1	0	0	0	0	0	0	0	0	42	95.5	39	88.6	13	29.5	42.6	49.7
2300	41	0	41	0	0	0	0	0	0	0	0	0	0	40	97.6	36	87.8	10	24.4	41.7	47.4
07-19	4619	98	4210	29	261	6	9	2	2	0	2	0	0	4308	93.3	3427	74.2	546	11.8	38.3	44.1
06-22	5070	107	4629	31	278	8	9	2	2	0	4	0	0	4735	93.4	3796	74.9	652	12.9	38.5	44.3
06-00	5155	107	4713	31	279	8	9	2	2	0	4	0	0	4817	93.4	3871	75.1	675	13.1	38.6	44.3
00-00	5223	110	4750	31	292	14	9	2	2	7	6	0	0	4882	93.5	3929	75.2	698	13.4	38.6	44.5



Nationwide Data Collection
 for
 PTPlanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Sat, 11 April 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	16	0	15	0	1	0	0	0	0	0	0	0	0	16	100	14	87.5	4	25	41.3	47
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	6	85.7	4	57.1	1	14.3	38.1	-
0200	6	0	4	0	2	0	0	0	0	0	0	0	0	6	100	4	66.7	3	50	41.7	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	6	100	5	83.3	4	66.7	42.9	-
0400	4	1	2	0	1	0	0	0	0	0	0	0	0	4	100	4	100	2	50	45.6	-
0500	14	0	12	0	2	0	0	0	0	0	0	0	0	12	85.7	12	85.7	3	21.4	41	45.6
0600	36	0	34	0	2	0	0	0	0	0	0	0	0	35	97.2	29	80.6	11	30.6	42.1	47.2
0700	96	0	87	0	7	0	0	0	2	0	0	0	0	93	96.9	74	77.1	20	20.8	40	45.2
0800	131	2	119	1	9	0	0	0	0	0	0	0	0	125	95.4	108	82.4	21	16	39.7	45.2
0900	204	3	185	6	9	0	1	0	0	0	0	0	0	186	91.2	154	75.5	25	12.3	38	43.6
1000	274	6	257	2	10	0	1	0	0	0	0	0	0	251	90.9	186	67.4	26	9.4	37.5	43.4
1100	273	6	256	4	7	0	0	0	0	0	0	0	0	251	91.9	202	74	34	12.5	38.5	44.1
1200	291	7	269	4	11	0	0	0	0	0	0	0	0	271	93.1	191	65.6	26	8.9	37.5	43.6
1300	319	4	300	6	8	0	1	0	0	0	0	0	0	298	93.4	256	80.3	38	11.9	38.6	44.1
1400	297	8	276	0	11	0	2	0	0	0	0	0	0	275	92.6	229	77.1	40	13.5	38.4	43.8
1500	267	7	255	0	5	0	0	0	0	0	0	0	0	245	91.8	194	72.7	34	12.7	38.4	44.3
1600	251	5	238	0	8	0	0	0	0	0	0	0	0	234	93.2	191	76.1	30	12	38.5	44.1
1700	238	6	230	1	1	0	0	0	0	0	0	0	0	220	92.4	168	70.6	31	13	38.3	43.8
1800	191	5	184	0	2	0	0	0	0	0	0	0	0	182	95.3	150	78.5	51	26.7	40.3	46.8
1900	132	0	129	0	3	0	0	0	0	0	0	0	0	127	96.2	112	84.8	23	17.4	40	45.4
2000	74	0	74	0	0	0	0	0	0	0	0	0	0	72	97.3	62	83.8	15	20.3	40.9	47
2100	73	1	71	0	1	0	0	0	0	0	0	0	0	71	97.3	54	74	21	28.8	40.3	47.2
2200	52	0	52	0	0	0	0	0	0	0	0	0	0	49	94.2	42	80.8	11	21.2	39.9	46.1
2300	43	1	42	0	0	0	0	0	0	0	0	0	0	42	97.7	33	76.7	12	27.9	40.9	45.4
07-19	2834	59	2656	24	88	0	5	0	2	0	0	0	0	2631	92.8	2103	74.2	376	13.3	38.5	44.3
06-22	3149	60	2964	24	94	0	5	0	2	0	0	0	0	2936	93.2	2360	74.9	446	14.2	38.7	44.5
06-00	3244	61	3058	24	94	0	5	0	2	0	0	0	0	3027	93.3	2435	75.1	469	14.5	38.7	44.7
00-00	3297	62	3103	24	101	0	5	0	2	0	0	0	0	3077	93.3	2478	75.2	486	14.7	38.8	44.7



Nationwide Data Collection
 for
 PTPlanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Sun, 12 April 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	0	17	0	4	0	0	0	0	0	0	0	0	21	100	19	90.5	1	4.8	39.8	42.3
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100	7	100	2	28.6	44.1	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	2	66.7	0	0	37.4	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	43.6	-
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100	2	100	0	0	36.7	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	37.6	-
0600	32	0	31	1	0	0	0	0	0	0	0	0	0	31	96.9	27	84.4	6	18.8	40.5	45.4
0700	69	3	65	0	1	0	0	0	0	0	0	0	0	66	95.7	58	84.1	21	30.4	42.2	50.6
0800	79	7	72	0	0	0	0	0	0	0	0	0	0	70	88.6	42	78.5	15	19	38.9	45.9
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	148	10	137	0	1	0	0	0	0	0	0	0	0	136	91.9	120	81.1	36	24.3	40.4	48.1
06-22	180	10	168	1	1	0	0	0	0	0	0	0	0	167	92.8	147	81.7	42	23.3	40.4	47.6
06-00	180	10	168	1	1	0	0	0	0	0	0	0	0	167	92.8	147	81.7	42	23.3	40.4	47.6
00-00	215	10	198	1	6	0	0	0	0	0	0	0	0	202	94	179	83.3	45	20.9	40.4	47



Nationwide Data Collection
 for
 PTPlanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Virtual Day (Partial days = 4.67)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	13	0	12	0	1	0	0	0	0	0	0	0	0	0	13	100	11	86.5	3	19.2	41.4	45.4
0100	7	1	5	0	0	1	0	0	0	0	0	0	0	0	7	92.9	6	85.7	2	32.1	41.7	-
0200	10	0	5	0	2	1	0	0	0	1	1	0	0	0	9	94.7	8	84.2	2	18.4	40.7	-
0300	8	0	4	0	2	1	0	0	0	1	1	0	0	0	8	100	7	90.6	4	50	43.9	-
0400	7	0	4	0	2	0	0	0	0	0	1	0	0	0	7	100	7	93.1	3	41.4	44.2	-
0500	13	0	9	0	3	0	0	0	0	0	0	0	0	0	12	94.1	11	88.2	4	31.4	42.2	47.6
0600	76	2	68	1	4	1	0	0	0	0	1	0	0	0	72	95	65	86.1	20	25.8	41.3	47.6
0700	274	6	249	1	13	1	2	0	1	0	1	0	0	0	258	94.2	214	78.2	43	15.5	39.2	45
0800	250	7	228	1	13	0	1	0	0	0	0	0	0	0	228	91.1	191	76.4	25	10	38.1	43.6
0900	224	4	201	3	14	1	1	0	0	0	0	0	0	0	205	91.9	154	68.8	20	9.1	37.5	43.2
1000	228	2	208	1	15	1	1	0	0	0	0	0	0	0	210	91.8	154	67.4	18	7.7	37.4	42.7
1100	221	4	198	2	15	0	0	0	0	0	0	0	0	0	202	91.7	152	68.7	23	10.3	37.8	43.6
1200	238	4	216	3	15	1	0	0	0	0	0	0	0	0	220	92.3	164	68.8	22	9.2	37.7	43.4
1300	245	3	224	2	14	0	1	0	0	0	1	0	0	0	232	94.8	184	75	31	12.8	38.5	44.1
1400	256	6	225	1	21	1	1	0	0	0	0	0	0	0	238	93.3	182	71.3	29	11.4	38.2	43.8
1500	269	5	242	2	17	1	1	0	0	0	0	0	0	0	248	92	195	72.5	31	11.7	38.2	43.8
1600	369	8	342	2	15	0	1	0	0	0	0	0	0	0	345	93.5	277	75	47	12.7	38.5	44.3
1700	403	12	382	3	6	0	0	0	0	0	0	0	0	0	373	92.5	301	74.6	56	13.9	38.6	44.5
1800	239	10	222	1	6	0	0	0	0	0	0	0	0	0	220	91.9	185	77.5	48	20	39.1	46.1
1900	147	5	138	1	3	0	0	0	0	0	0	0	0	0	134	91.3	109	74	24	16.5	38.6	45.4
2000	91	3	86	1	2	0	0	0	0	0	0	0	0	0	87	95.8	73	79.8	19	20.8	40.1	46.8
2100	68	1	67	0	1	0	0	0	0	0	0	0	0	0	66	96.2	54	78.9	17	25.1	40.5	47.2
2200	39	1	38	0	0	0	0	0	0	0	0	0	0	0	37	94.4	33	84.3	11	27.9	41.3	47.9
2300	28	0	28	0	0	0	0	0	0	0	0	0	0	0	28	97.2	23	82.4	8	28.2	41.3	47
07-19	3216	71	2937	22	164	6	9	0	1	0	2	0	0	0	2979	92.6306	2353	73.1654	393	12.2201	38.2	43.8
06-22	3598	82	3296	25	174	7	9	0	1	0	3	0	0	0	3338	92.7738	2654	73.7432	473	13.1462	38.5	44.2
06-00	3465	83	3342	25	174	7	9	0	1	0	3	0	0	0	3403	92.8513	2710	73.9427	492	13.4243	38.55	44.4
00-00	3723	84	3401	25	184	10	9	0	1	2	6	0	0	0	3459	92.9089	2760	74.1338	510	13.6986	39.15	44.75



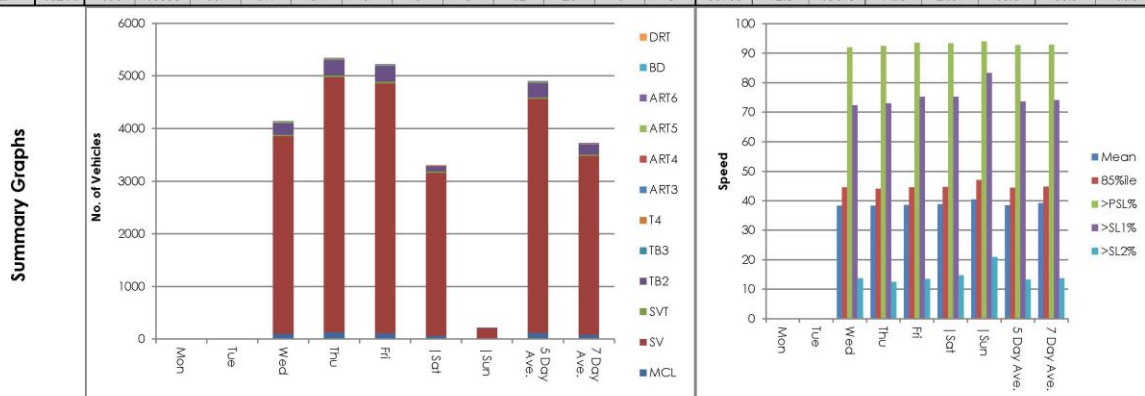
Nationwide Data Collection
 for
 PTPlanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Wed	4137	103	3751	27	217	8	18	5	1	1	5	1	0	0	3808	92	2992	72.3	568	13.7	38.3	44.5
Thu	5342	129	4851	34	281	15	15	1	0	4	12	0	0	0	4942	92.5	3895	72.9	670	12.5	38.3	44.1
Fri	5223	110	4750	31	292	14	9	2	2	7	6	0	0	0	4882	93.5	3929	75.2	698	13.4	38.6	44.5
Sat	3297	62	3103	24	101	0	5	0	2	0	0	0	0	0	3077	93.3	2478	75.2	486	14.7	38.8	44.7
Sun	215	10	198	1	6	0	0	0	0	0	0	0	0	0	202	94	179	83.3	45	20.9	40.4	47
5 Day Ave.	4901	114	4451	31	263	12	14	3	1	4	8	0	0	0	4544	92.7	3605	73.6	645	13.2	38.4	44.4
7 Day Ave.	3723	84	3401	25	184	10	9	0	1	2	6	0	0	0	3459	92.9	2760	74.1	510	13.7	39.2	44.8
Total	18214	414	16653	117	897	37	47	8	5	12	23	1	0	0	16911	92.8	13473	74.0	2467	13.5	38.5	44.5



Nationwide Data Collection
 for
 PTPlanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Wed, 8 April 2015

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	48	0	0	2	2	0	11	10	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	305	0	0	1	1	6	8	69	105	87	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	309	0	0	0	0	3	22	83	101	79	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	262	0	0	3	1	4	17	61	80	68	18	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	280	0	0	1	0	0	16	59	102	68	28	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	306	0	0	3	8	1	11	66	107	67	29	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	329	0	0	1	1	1	17	79	109	80	31	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	318	0	0	2	2	4	21	58	118	86	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	522	0	0	4	1	9	29	97	166	140	66	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	591	0	0	9	11	3	32	101	185	175	58	15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	378	0	0	5	2	7	11	61	119	91	61	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	188	0	0	4	4	6	6	30	56	50	19	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	131	0	0	0	0	0	6	22	45	28	20	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	97	0	0	0	2	0	4	12	26	28	17	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	1	0	0	2	6	11	13	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	27	0	0	1	0	0	0	2	8	5	7	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3648	0	0	31	29	38	195	744	1207	947	358	77	17	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4064	0	0	35	35	44	211	808	1334	1053	414	100	22	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4137	0	0	37	35	44	213	816	1353	1071	431	103	24	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4137	0	0	37	35	44	213	816	1353	1071	431	103	24	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0



Nationwide Data Collection
 for
 PTplanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Thu, 9 April 2015

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	7	0	0	0	0	0	0	2	2	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	7	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	0	0	0	3	8	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	0	1	6	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	0	1	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	0	0	0	0	1	0	2	9	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	123	0	0	1	2	2	5	9	29	40	21	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	471	0	0	2	4	7	14	82	173	123	49	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	524	0	0	1	4	5	25	80	219	150	29	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	298	0	0	1	5	2	22	68	112	60	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	281	0	0	1	1	4	23	66	99	69	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	268	0	1	3	0	4	14	70	89	62	12	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	307	0	0	2	1	3	27	76	104	71	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	294	0	0	0	1	3	4	79	113	62	23	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	308	0	1	0	3	1	26	78	100	73	18	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	339	0	0	0	0	3	28	84	126	62	26	7	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	511	0	0	0	3	5	21	84	196	131	52	15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	608	0	0	9	7	6	24	100	179	198	74	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	352	0	0	6	7	7	10	54	131	80	43	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	241	0	0	2	5	4	12	54	83	54	19	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	153	0	0	0	3	0	4	29	47	39	23	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	104	0	0	1	0	0	3	20	30	32	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	55	0	0	0	0	2	1	4	13	17	12	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	0	1	6	8	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4561	0	2	25	36	50	238	921	1641	1141	383	102	14	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5182	0	2	29	46	56	262	1033	1830	1306	457	130	19	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5268	0	2	29	46	58	264	1043	1851	1332	474	135	21	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5342	0	2	29	46	58	265	1047	1867	1358	490	143	22	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0



Nationwide Data Collection
 for
 PTplanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Fri, 10 April 2015

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	8	0	0	0	0	0	0	1	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	1	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	2	1	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	1	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	0	1	0	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	17	0	0	0	0	0	0	3	5	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1111	0	0	0	1	0	2	8	42	32	12	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	459	0	0	1	7	4	18	67	159	140	53	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	470	0	0	1	9	5	32	69	198	109	35	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	311	0	0	1	1	2	23	89	109	65	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	276	0	0	0	1	0	14	64	115	59	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	300	0	0	4	0	2	16	74	105	72	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	312	0	1	1	1	3	16	64	119	81	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	307	0	0	0	3	2	7	55	107	89	35	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	344	0	0	3	0	1	9	78	109	105	30	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	423	0	0	0	1	4	21	70	146	121	49	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	563	0	0	5	4	2	20	118	217	140	41	13	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	579	0	0	2	7	8	16	108	172	176	75	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	275	0	0	7	9	7	10	25	82	86	39	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	174	0	0	2	2	2	10	28	53	38	29	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	98	0	0	1	2	0	1	12	34	29	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	68	0	0	0	0	0	1	10	19	16	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	44	0	0	0	0	0	2	3	8	18	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	0	0	1	4	10	16	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4619	0	1	25	43	40	202	881	1638	1243	435	92	12	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5070	0	1	28	48	42	216	939	1786	1358	502	119	22	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5155	0	1	28	48	42	219	946	1804	1392	515	126	25	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5223	0	1	29	48	42	221	953	1818	1413	529	131	29	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0



Nationwide Data Collection for
PTPlanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Sat, 11 April 2015

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	16	0	0	0	0	0	0	2	6	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	0	0	0	0	2	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	36	0	0	0	0	0	1	6	7	11	8	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	96	0	0	0	1	2	19	25	29	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	131	0	0	0	1	0	5	17	48	39	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	204	0	0	5	3	2	8	32	79	50	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	276	0	0	6	1	2	16	65	89	71	18	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	273	0	0	0	2	4	16	49	94	74	26	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	291	0	0	2	2	3	13	80	100	65	19	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	319	0	0	0	4	2	15	42	131	87	34	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	297	0	0	4	4	1	13	46	118	71	27	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	267	0	0	0	4	7	11	51	91	69	21	9	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	251	0	0	0	1	3	13	43	98	63	22	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	238	0	0	0	3	1	14	52	72	65	23	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	191	0	0	2	2	0	5	32	48	51	33	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	132	0	0	0	0	0	5	15	49	40	17	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	74	0	0	0	0	0	2	10	23	24	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	73	0	0	0	0	0	2	17	23	10	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	52	0	0	0	0	0	3	7	18	13	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	0	0	1	9	11	10	9	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2834	0	0	19	27	26	131	528	993	734	271	82	17	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06-22	3149	0	0	19	27	26	141	576	1095	819	319	95	23	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0
06-00	3244	0	0	19	27	26	145	592	1124	842	335	100	24	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0
00-00	3297	0	0	19	27	26	148	599	1134	858	351	100	25	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0



Nationwide Data Collection for
PTPlanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Sun, 12 April 2015

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	21	0	0	0	0	0	0	2	8	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	32	0	0	0	0	1	4	7	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	69	0	0	1	0	1	1	8	14	23	10	9	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	79	0	0	2	4	0	3	8	24	23	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	148	0	0	3	4	1	4	16	38	46	20	12	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	180	0	0	3	4	1	5	20	45	60	25	13	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	180	0	0	3	4	1	5	20	45	60	25	13	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	215	0	0	3	4	1	5	23	59	75	26	15	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0



Nationwide Data Collection
for
PTplanners Ltd

Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Virtual Day (Partial days = 4.67)

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	13	0	0	0	0	0	0	2	4	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	1	1	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	1	2	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	13	0	0	0	0	0	1	1	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	76	0	0	0	1	1	2	7	21	24	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	274	0	0	1	3	3	9	44	93	79	32	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	250	0	0	1	4	2	15	37	101	65	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	224	0	0	2	2	2	12	52	81	52	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	228	0	0	1	1	2	15	56	81	56	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	221	0	0	2	1	3	13	51	74	55	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	238	0	0	1	1	2	14	56	85	57	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	245	0	0	1	3	2	7	48	92	61	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	256	0	0	2	2	1	13	56	87	66	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	269	0	0	0	1	4	16	53	96	68	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	369	0	0	2	2	4	17	68	135	95	36	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	403	0	0	4	6	4	17	72	122	123	46	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	239	0	0	4	4	4	7	34	76	62	35	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	147	0	0	2	2	2	7	25	48	36	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	91	0	0	0	1	0	3	15	30	24	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	68	0	0	0	0	0	2	12	20	17	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	39	0	0	0	0	0	2	4	10	12	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	1	4	7	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3214	0	0	21	30	33	155	627	1123	839	299	75	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3598	0	0	23	34	36	169	686	1242	940	352	95	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3665	0	0	23	34	36	172	694	1259	960	365	99	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3723	0	0	23	34	36	174	701	1273	981	378	104	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0



Nationwide Data Collection
for
PTplanners Ltd

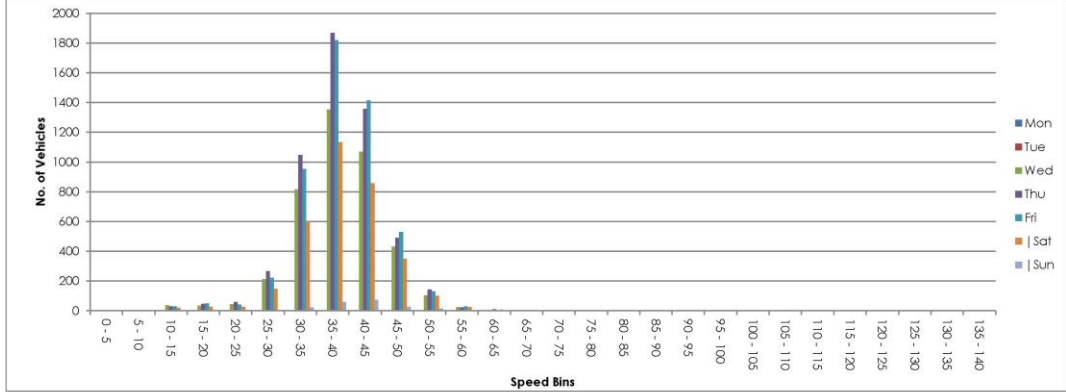
Site 1
 Location Leckhampton Lane, Att - Speed sign, OSGR: SO 92824 18750
 Direction Two way

5006 / Shurdington
 April 2015
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4137	0	0	37	35	44	213	816	1353	1071	431	103	24	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	
Thu	5342	0	2	29	46	58	265	1047	1867	1358	490	143	22	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	
Fri	5223	0	1	29	48	42	221	953	1818	1413	529	131	29	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	
Sat	3297	0	0	19	27	26	148	599	1134	858	351	100	25	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
Sun	215	0	0	3	4	1	5	23	59	75	26	15	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	4901	0	1	32	43	48	233	939	1679	1281	483	126	25	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	3723	0	0	23	34	36	174	701	1273	981	378	104	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	18214	0	3	117	160	171	852	3438	6231	4775	1827	492	103	26	11	7	1	0	0	0	0	0	0	0	0	0	0	0	

Summary Graphs



Nationwide Data Collection
 for
 PTplanners Ltd

