

To: Development Control Manager, Lichfield
Lichfield District Council
District Council House
Frog Lane
Lichfield, Staffordshire
WS13 6YZ

Applicant: SUMMIX BLT DEVELOPMENTS LTD
C/O MITCHELL BARNES
FRAMPTONS TOWN PLANNING
42 NORTH BAR STREET
BANBURY
OX16 0T

Application Type: OUTLINE

Officer: Amrit Mudhar

Application No: L1800840

Date: 13-JAN-2022

Date Received: 06-JAN-2022

Road No: C0370

Particulars of Development:

OUTLINE APPLICATION FOR UP TO 210 DWELLINGS, PUBLIC OPEN SPACE, LANDSCAPING, SUSTAINABLE URBAN DRAINAGE ACCESS, AND ASSOCIATED INFRASTRUCTURE. (ALL MATTERS RESERVED EXCEPT ACCESS). (ADDITIONAL INFO RECEIVED 12/07/2018). (ADDITIONAL INFO RECEIVED 30/03/2020). (ADDITIONAL INFO RECEIVED 24/04/2020 - MITIGATION SCHEME STAGE 1/2 RSA). (ADDITIONAL INFO RECEIVED 13/05/2020 - MITIGATION SCHEME CONSTRUCTION COSTS). (ADDITIONAL INFO RECEIVED 22/07/2020 - DESIGNER'S RESPONSE). (ADDITIONAL/ AMENDED INFO RECEIVED 03/08/2021 - TECHNICAL NOTES AND TRAVEL PLAN). (ADDITIONAL INFO RECEIVED 29/09/2021 - PIC REVIEW, MITIGATION SCHEME STAGE 1/2 RSA AND DESIGNERS RESPONSE, TRAFFIC FLOW DIAGRAMS). (ADDITIONAL/ AMENDED INFO RECEIVED 10/11/2021 - FLOW DIAGRAMS AND TECHNICAL NOTES). (AMENDED INFO RECEIVED 06/01/2022 - TECHNICAL NOTE).

Location of Development:

LAND NORTH OF BROWNS LANE, TAMWORTH, STAFFORDSHIRE

Conditional

Recommendations: There are no objections on Highway grounds to the proposed development subject to the following conditions being included on any approval:-

SITE VISIT:

A site visit was carried out on 10/07/2020.

BACKGROUND:

The application site comprises two large open fields and lies to the north of the town of Tamworth, approximately 2km north of the town centre, and south-east of the village of Wigginton. The main carriageways in proximity to the application site are Browns Lane (road number C0370), located to the south of the site; and Main Road (road number C0047), located to the west of the site. To the north and east, the application site boundary largely follows a hedgerow/ tree line past which are open fields. A railway line is present past the fields to the east after which lies the consented mixed-use development at Land North of Ashby Road, Tamworth (Lichfield District Council (LDC) Ref. 14/00516/OUTMEI; Appeal Ref. APP/K3415/V/17/3174379). The consented development comprises up to 1,000 dwellings, primary school, local centre (up to 40 m2), public open space, landscaping and associated infrastructure. Residential dwellings along Browns Lane border the southern site boundary including the recently built-out residential development at Land North of Browns Lane, Tamworth (LDC Ref. 14/00018/OUTM) for 165 dwellings (Chestnut Walk). Residential dwellings and Main Road bound the western site boundary.

The application site crosses two districts with the most southerly section of the site off Browns Lane located in the district of Tamworth and the remainder of the site in the district of Lichfield.

There is an existing dropped kerb access to the application site from Browns Lane, which cuts across a wide section of verge before crossing the tarmac footway. There was historically a gated vehicular access to the site; however, the gate is no longer present and there is little evidence that the access is used by vehicles. There is a wooden post next to the site access informing the public of the presence of a public footpath with a notice next to the post on a form gatepost providing details of permissive access rights. The notice illustrates permissive access around most of the eastern field, adjacent the railway line and to the back of the residential properties on Browns Lane leading to Ashby Road. The notice states access ends on 30/10/2018.

Current records show Public Footpath Tamworth 21 routeing through the western field connecting to Browns Lane to the south and Public Footpath Wigginton and Hopwas 1 to the north. It appears that Public Footpath Tamworth 21 routes between No. 72 and No. 74 Browns Lane; however, site observations found that no pedestrian route was available at this location. There was however an unmarked pedestrian route located between No. 70 and No. 72 Browns Lane.

Within the vicinity of the application site, Browns Lane is a two-way, single lane, C Class carriageway (road number C0370), subject to a 30mph speed limit. Weight restrictions for vehicles above 7.5tonnes, except for access, are signposted at either end of Browns Lane. Browns Lane is lit with footway provision on both sides of the carriageway, the footways are largely separated from the carriageway by grass verge. To the west, Browns Lane forms the eastern arm of a priority crossroads with Main Road to the north, Wigginton Road to the south and Gillway Lane to the west. Browns Lane and Gillway Lane form the minor arms of the junction. To the south-east, Browns Lane forms the minor arm of a priority T-junction with the B5493 Ashby Road.

The closest bus stop to the application site is located on the northern side of Browns Lane, approximately 65m to the east of the existing site access. This bus stop comprises a flag on a lamp post with bus schedule and is served by Arriva Bus service number 2. This service provides a half-hourly daytime circular service between Tamworth town centre and the Gillway area of Tamworth, via Perrycrofts, Monday to Saturday. No service is currently provided on Sundays.

The application site is located within walking and cycling distance of a range of local amenities and facilities. In addition to the bus stops on Browns Lane, a public house is located to the west of the site access at the junction with Main Road, Wigginton Road and Gillway Lane. Ashcroft Infants & Nursery School, Flax Hill Junior Academy and Anker Valley Primary Academy are all located within 750m of the application site access. The Rawlett School and Landau Forte Academy are both located within 1.2km of the application site access as well as other shopping and leisure facilities.

PROPOSED DEVELOPMENT:

The application is for outline planning permission for up to 210 residential dwellings, public open space (POS), landscaping, sustainable urban drainage, access, and associated infrastructure, with all matters reserved except for access. Vehicular access to the application site is proposed to be via an improved access from Browns Lane. The site access is proposed to comprise a 6m wide carriageway with 2m wide footways on either side connecting to the existing footway on Browns Lane. It is understood both the Public Footpaths (Tamworth 21 and Wigginton and Hopwas 1) and the permissive access routes will be maintained and incorporated into the proposed development.

An emergency access on to Main Road was previously considered; however, this is no longer proposed and the site would be served by a single vehicular access. Pedestrian and cycle links to the adjacent Chestnut Walk residential development would be considered at reserved matters stage.

The application site lies in both districts of Lichfield and Tamworth with the access located in Tamworth district and the proposed residential development and POS located in Lichfield district.

REVIEW OF PLANNING APPLICATION DOCUMENTS:

The proposed development, due to its scale, was subject to an Environmental Impact Assessment, the outputs of which are normally presented in an Environmental Statement (ES). An initial review of the planning application documents found that although a series of ES appendices, including a Transport Assessment (and Travel Plan within it), and the Non-Technical Summary (NTS) had been made available on the planning portal, a copy of the full ES report had not. The ES NTS referred to a Transport and Access chapter; however, no details were provided on the methodology adopted or outputs of the assessments on significance of effect within the Transport and Access chapter.

The scenarios assessed within the Transport Assessment did not align with pre-application advice provided on the proposed development and key components within the Travel Plan had not been provided. It was imperative that the requested study area and scenarios (2029 forecast year) were assessed for their traffic impact due to the scale of development coming forward in the north of Tamworth and the cumulative impact the proposed development could have on the local highway network, namely the Upper Gungate corridor.

The following junctions, as a minimum, were requested to form the study area for the Transport Assessment:

- Proposed site access
- B5493 Ashby Road/ Browns Lane priority T-junction
- Main Road/ Browns Lane/ Wigginton Road/ Gillway Lane priority crossroads
- A513/ Gillway Lane/ Comberford Road/ Coton Lane priority staggered crossroads
- A51/ Coton Lane priority roundabout
- Upper Gungate corridor:
 - Comberford Road/ Wigginton Road/ B5493 Ashby Road/ A513 Upper Gungate signalised junction (Fountains junction)
 - A513 Upper Gungate/ Salters Lane signalised junction
 - A513 Upper Gungate/ A513 Offdrive signalised junction
 - A513 Upper Gungate/ Albert Road/ Lower Gungate/ B5493 Aldergate/ Hospital Street signalised junction.

The following committed developments were requested for inclusion in the traffic assessments to understand the cumulative impact of the proposed development on the local junctions listed above:

- LDC Ref: 14/00018/OUTM Land North of Browns Lane, Tamworth (165 residential dwellings)
- Tamworth Borough Council (TBC) Ref. 0149/2015 (outline) and 0027/2017 (reserved matters) Land off Coton Lane, Tamworth (170 residential dwellings)
- TBC Ref. 0105/2014 (outline) and 0435/2015 (reserved matters) Land South of Ashby Road (Anker Valley), Tamworth (535 dwellings and primary school)
- LDC Ref. 14/00516/OUTMEI Land north of Ashby Road, Tamworth (mixed use development including 1,000 dwellings, primary school and local centre)
- TBC Ref. 0020/2019 Coton House Farm, Coton Lane, Tamworth (141 residential dwellings).

Trip generation calculated in the Transport Assessment was based on agreed trip rates, albeit was calculated based on a development quantum of 220 dwellings rather than the proposed 210 dwellings. Trip generation from the proposed development is anticipated to result in 121 two-way vehicular trips during the weekday AM peak hour (08:00 – 09:00) and 133 two-way vehicular trips during the weekday PM peak hour (17:00 – 18:00).

Subsequently, additional information was provided which included a copy of the ES full report. Following a review of the ES Transport and Access chapter, the conclusions of the chapter were considered acceptable in that the development was unlikely to result in any significant environmental impacts. Although the ES Transport and Access chapter considered a forecast year of 2026 (rather than 2029), the background increase in traffic flows associated with a 2029 forecast year rather than 2026 forecast year would dilute development traffic impact and therefore it was not anticipated that the environmental effects assessed would have a worse outcome than those presented in the ES Transport and Access chapter. Notwithstanding the above, the assessments provided in the Transport Assessment were not acceptable. The key difference between the Transport Assessment and ES Transport and Access chapter is that the Transport Assessment considers weekday peak hour traffic impact at junctions and the ES Transport and Access chapter considers daily traffic impact on transport links and at junctions.

Further information was requested from the applicant to address the concerns regarding the information provided in the Transport Assessment including:

- Revised visibility splays at the proposed site access junction of 2.4m x 53m in line with the recorded 85th percentile speeds in proximity to the site access location
- Vehicle tracking of the proposed site access using a large refuse vehicle to demonstrate that the vehicle can safely access and egress the site
- A revised assessment of Personal Injury Collisions (PICs) for the local network to reflect the most recent five-year period available
- Updated traffic flow diagrams and junction capacity assessments which considered the cumulative impact of the proposed development for a 2029 forecast year
- Consideration of committed development traffic impact on the Upper Gungate Corridor.

A series of Technical Notes and an updated Travel Plan were subsequently provided to address the above points; the details provided adequately addressed any remaining concerns. A revised plan of the proposed site access was provided which demonstrated visibility splays if 2.4m x 53m and that a large refuse vehicle, 11.7m in length, could adequately access and egress the proposed site access.

An updated PIC assessment was provided which included the most recent five-year's worth of data available for the search area. The data was obtained from Staffordshire County Council's Safer Roads Partnership and covered the period 01/01/2015 to 23/04/2021. A total of 20 PICs were recorded in the search area for the review period of which 18 were of slight severity and two were of serious severity; no fatal PICs were recorded. One PIC cluster of three PICs was recorded in the search area at the B5493 Ashby Road/ A513 Upper Gungate/ A513 Comberford Road junction. All of the PICs in the cluster appear to be attributable to poor driver behaviour rather than the layout of the road.

Although all PICs are regrettable, the overall volume of collisions does not suggest there are any existing safety problems that would be exacerbated by the proposed development.

Updated traffic flow diagrams for the local highway network for a 2029 forecast year were provided which adequately considered background, committed development and proposed development traffic flows. These traffic flows together provided for a cumulative traffic impact assessment to be undertaken.

All of the junctions within the study area, excluding those along the Upper Gungate corridor, were priority junctions and were therefore subject to junction capacity assessments using industry standard Junctions 9 modelling software. The outputs of the modelling found the proposed site access junction, Main Road/ Browns Lane/ Wigginton Road/ Gillway Lane priority crossroads and the B5493 Ashby Road/ Browns Lane priority T-junction were expected to operate within capacity with the implementation of the proposed development. The modelling outputs for the A513/ Gillway Lane/ Comberford Road/ Coton Lane priority staggered crossroads showed that the junction would be expected to operate above capacity in all 2029 forecast scenarios, without or with the implementation of the proposed development. This outcome was expected and as per other consented developments locally, a contribution from the developer towards an improvement scheme at this junction has been agreed.

In relation to committed development traffic, the applicant has identified that due to the Monitor and Manage approach associated with Land north of Ashby Road, Tamworth (LDC Ref. 14/00516/OUTMEI) there is no certainty over changes to the highway network for the full 1,000 dwellings; and therefore, there is nothing to test against. As such, the applicant proposed a solution that considered known highway improvement measures within the Land north of Ashby Road development and sought to demonstrate a mitigation package that would accommodate their development traffic and return the network conditions to as they would have been at that point with the committed scheme for the Ashby Road development. The proposed scheme demonstrates a nil detriment impact on the Upper Gungate corridor with the inclusion of committed development and at least 300 dwellings built-out at the consented development at Land north of Ashby Road, Tamworth (LDC Ref. 14/00516/OUTMEI). This level of development was considered acceptable as it would be the point after which the Land north of Ashby Road development would be required to provide further mitigation along the Upper Gungate corridor, if required. Currently no confirmed mitigation schemes are proposed post build-out of 300 dwellings.

An updated design for a mitigation scheme along the Upper Gungate corridor has been provided. The mitigation scheme seeks to provide nil-detriment on baseline traffic conditions along the corridor for a forecast year of 2029 with the implementation of the proposed development and 300 dwellings associated with the consented development at Land north of Ashby Road, Tamworth (LDC Ref. 14/00516/OUTMEI). The mitigation scheme includes the following amendments to the existing road layout which are deliverable within the extent of the adopted highway:

- Ashby Road (southbound) increased to accommodate two lanes, one ahead and one right – 36m in length and provided at 3.5m width with an overall storage of 6.3 PCUs per lane.
- Upper Gungate has been widened on the approach to the junction, stop line extended into the junction to allow 59m/ 10.3 PCU storage length to be provided before blocking the left turn lane onto Comberford Road.
- Comberford Road left and right lanes have been extended by a further 27.82m to provide overall storage length of 54.6m (excluding yellow box) on the approach to the junction allowing 9.5 PCU storage per lane.
- A dedicated left turn lane from Offadrive to Upper Gungate has been provided which provides a left turn lane facility 40.3m in length with 7 PCU storage.

The proposed mitigation scheme has been subject to junction capacity assessments using a Staffordshire County Council approved LinSig model. The LinSig model was previously developed by JCT Consultancy Limited and used to assess the traffic impacts from the consented Land north of Ashby Road, Tamworth (LDC Ref. 14/00516/OUTMEI) development. The modelling outputs demonstrated that the proposed development of 210 dwellings and 300 dwellings at Land north of Ashby Road, Tamworth (LDC Ref. 14/00516/OUTMEI) could be accommodated by the proposed mitigation scheme (2029 forecast year) without prejudicing the delivery of the wider development at Land north of Ashby Road, Tamworth (LDC Ref. 14/00516/OUTMEI). Staffordshire County Council subsequently commissioned JCT Consultancy Limited to undertake an audit of the updated LinSig model. No major issues were identified with the model inputs and therefore the LinSig model and the outputs were considered acceptable.

The mitigation scheme has been subject to a Stage 1 Road Safety Audit to determine whether the proposed scheme is in principle acceptable from a highway safety perspective. It has also been through a high-level design review by consultants Amey who are working in partnership with Staffordshire County Council. The high-level design review by Amey did not identify any significant concerns with regards to the deliverability of the scheme, albeit the scheme would be subject to a full technical check to confirm this. The Stage 1 Road Safety Audit picked up 13 issues associated with the design of the proposed mitigation scheme. All of the identified issues were considered within a Designer's Response which was submitted to Staffordshire County Council alongside the Audit report. The majority of the recommendations to address the issues have been accepted and have either been incorporated into the design drawings or will be implemented at detail design stage. This approach is acceptable and therefore is it not considered that there are any significant residual highway safety issues that required addressing as part of the proposed mitigation scheme.

It has been agreed that the mitigation scheme would be delivered by the developer via the Highways Act as part of the S278 works.

An updated Travel Plan has been submitted as part of the planning application. The aim of the Travel Plan is to reduce the number of single occupancy private vehicle trips generated by the proposed development through the implementation of a package of hard and soft sustainable transport measures. The Travel Plan provides a commitment to reducing single occupancy private vehicle trips by 10% over a five-year period. To help achieve this target, some of the key measures that will be provided as part of the proposed development include improvements to the closest bus stop to the application site on Browns Lane including real time passenger information, improved hard standing, full height kerbs, bus shelter (if possible), flag, timetable case and bus markings; residential welcome packs including information on walking, cycling, public transport and car share routes and services; a dedicated development website to promote sustainable travel choices; and a one-month Arriva bus taster ticket/ £50 voucher towards a train pass/ cycle voucher per household. The Travel Plan is considered acceptable; however, the monitoring period should be for a minimum of five-years post build-out of the site with any further measures required to achieve the Travel Plan target subject to agreement with Staffordshire County Council's Connectivity Officer.

Following the review of the initially submitted application documents, amended plans and additional information, it is not considered that the development proposals would have an adverse impact on the surrounding highway network or on highway safety.

RECOMMENDATION:

There are no objections on Highway grounds to the proposed development subject to the following conditions being included on any approval:

1. Prior to the commencement of any construction, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The approved management plan shall include details relating to construction access, hours of construction, routing of HGV's, delivery times and the location of the contractor's compounds, cabins, material storage areas and contractors parking and a scheme for the management and suppression of dust and mud from construction activities including the provision of a vehicle wheel wash. It shall also include a method of restoration of the site. All site operations shall then be undertaken strictly in accordance with the approved CEMP for the duration of the construction programme.

2. The development hereby permitted shall not be commenced until full details of the following have been submitted to and approved in writing by the Local Planning Authority, which shall thereafter be implemented in accordance with the approved details:

- Layout of site including disposition of buildings and provision of adequate parking, turning and servicing within the site curtilage;
- Vehicular visibility splays from the proposed access points and driveways within the development;
- Means of surface water drainage from all areas intended to remain in private ownership;
- Surfacing materials;
- Full road construction including longitudinal sections and a satisfactory means of draining roads to an acceptable drainage outfall.

3. Prior to the submission of any reserved matters application in relation to the proposed development hereby approved, a Masterplan shall be submitted to and approved in writing by the Local Planning Authority. The submitted Masterplan shall include the following:

- Movement Framework;
- Connections within the development and to the surrounding area (including the Chestnut Walk development) for all modes of transport;
- Connection through the site for all modes;
- Street layout and character including measures to restrain the speeds of vehicles to 20mph;
- Parking strategy including the provision of safe, secure and weatherproof cycle storage facilities for all uses on the site including cycle parking in POS/ play areas;
- All residential dwellings within 350m of a bus stop;
- Development Phasing.

The development shall thereafter be built in accordance with the approved Masterplan.

4. The development hereby permitted shall not be commenced until full details of the proposed bus stop infrastructure improvements for the bus stop closest to the site on Browns Lane have first been submitted to and approved in writing by the Local Planning Authority, which shall thereafter be constructed in accordance with the approved details.

5. The proposed site access from Browns Lane shall be completed within the limits of the public highway broadly in accordance with approved Plan J32-4320-PS-001. The visibility splays of 2.4m x 53m shall be kept free of all obstructions to visibility with nothing placed or allowed to remain forward of the visibility splays over a height of 0.6m above the adjacent carriageway level. The access and visibility splays are then to be retained for the life of the development.

6. The development hereby permitted shall not be occupied until the off-site highway improvements to the Upper Gungate corridor, broadly in accordance with approved Plan GG-LE-HAD-OF-DR-CE-SK06 Rev A, have been implemented.

7. Upon commencement of the development the Residential Travel Plan October 2021 (dated 20/10/2021) shall be implemented and monitored accordingly to the targets contained therein, for a minimum period of 5 years post full build-out of the development hereby permitted.

INFORMATIVE NOTES TO BE INCLUDED ON THE DECISION NOTICE:

The proposed site access and off-site highway works shall require a Highway Works Agreement with Staffordshire County Council. The applicant is requested to contact Staffordshire County Council in order to secure the Agreement. The link below is to the Highway Works Information Pack including an application form. Please complete and send to the address indicated on the application form or email to road.adoptions@staffordshire.gov.uk. The applicant is advised to begin this process well in advance of any works taking place in order to meet any potential timescales.

<https://www.staffordshire.gov.uk/Highways/highwayscontrol/HighwaysWorkAgreements.aspx>

The works required for the proposed internal road network which are to be put forward for highway adoption require approval under Section 7 of the Staffordshire Act 1983 and will require a Section 38 of the Highways Act 1980. Please contact Staffordshire County Council to ensure that approvals and agreements are secured before commencement of works.

This Form X is issued on the assumption that the developer enters into a Section 106 Agreement to secure the following:

- an acceptable Full Travel Plan and the Travel Plan Monitoring Fee (£7,000). The Travel Plan monitoring fee is required to support the developer's Travel Plan Coordinator and audit annual monitoring reports to ensure the Travel Plan outcomes are being achieved.
- Improved bus infrastructure at the closest bus stop to the application site on Browns Lane.
- Contribution of £47,900.00 (index linked) towards an improvement scheme at the A513/ Gillway Lane/ Comberford Road/ Coton Lane junction.

The attention of the applicant should be drawn to the existence of Public Footpath Tamworth 21 and Wigginton and Hopwas 1 as the proposed development may directly impact the public path. It should be noted that any planning permission given does not construe the right to divert, extinguish or obstruct any part of the public path. If the path does need diverting as part of these proposals the applicant would need to apply to the Local Planning Authority under Section 257 of the Town and Country Planning Act 1990 to divert the footpath to allow the development to commence. Staffordshire County Council would need to be formally consulted on the proposal to divert this footpath. The applicant should be reminded that the granting of planning permission does not constitute authority for interference with the right of way or its closure or diversion. For further information the applicant should be advised to read section 7 of DEFRA's Rights of Way Circular (1/09).

It is important that users of the path are still able to exercise their public rights safely and that the path is reinstated if any damage to the surface occurs as a result of the proposed development and increased vehicular use. Staffordshire County Council is only responsible for the footpath for pedestrians, not vehicles, and the applicant should be made aware of this. The applicant should also be made aware that it is illegal to park on the public footpath.

The County Council has not received any application under Section 53 of the Wildlife and Countryside Act 1981 to add or modify the Definitive Map of Public Rights of Way, which affects the land in question. It should be noted, however, that this does not preclude the possibility of the existence of a right of way at common law, or by virtue of a presumed dedication under Section 31 of the Highways Act 1980. It may, therefore, be necessary to make further local enquiries and seek legal advice in respect of any physically evident route affecting the land, or the apparent exercise of a right of way by members of the public.

NOTES TO THE PLANNING OFFICER:

Current records show Footpath Tamworth 21 routeing through the western field connecting to Browns Lane to the south and Footpath Wigginton and Hopwas 1 to the north. It appears the footpath routes between No. 72 and No. 74 Browns Lane; however, site observations found an unmarked pedestrian route located between No. 70 and No. 72 Browns Lane. The applicant is advised to contact the Rights of Way team at Staffordshire County Council (rightsofway@staffordshire.gov.uk) to obtain a copy of the rights of way definitive map to understand the recorded routeing of the Footpaths.

In addition to the application documents uploaded to LDC's planning portal dated 07/06/2018, the following key documents have informed the above response:

- PF/9710 Environmental Statement, Framptons (dated April 2018)
- GG-LE-HAD-OF-DR-CE-SK06 Rev A S278 General Arrangement Alternative Arrangement Extended (dated 8th December 2020)
- Technical Note 21017, Browns Ln (Smaller Scheme), Upper Gungate LinSig Audit, JCT Consultancy Limited (dated 24th March 2021)
- Gungate Corridor Improvements Tamworth: Stage 1/2 Road Safety Audit, mode transport planning (dated 15th June 2021)
- GG-LE-HAD-XX-RP-CE-RSA2RR2021 Gungate Corridor RSA Stage 2 Response Report 2021, Link Engineering (dated 15th June 2021)
- GG-LE-HAD-OF-DR-CE-100 Rev D S278 Overview Layout (dated 16th June 2021)
- GG-LE-HAD-OF-DR-CE-101 Rev D S278 General Arrangement (dated 16th June 2021)
- GG-LE-HAD-OF-DR-CE-121 Rev C S278 Vehicle Tracking Sheet 1 (dated 16th June 2021)
- 211019_Traffic Flows_REV3_DTA_mode (traffic flow diagrams, received 10th November 2021)
- 210802 J324320 TN002 Rev C Technical Note: Land North of Browns Lane, Tamworth (0241/2018), Response to SCC (Highways) Comments (dated 2nd August 2021)
- 210802 J324320 TN003 Rev A Technical Note: Land North of Browns Lane, Tamworth (0241/2018), Response to SCC (Highways) Comments (dated 2nd August 2021)
- Land North of Browns Lane, Tamworth: Residential Travel Plan, Report No. 3, mode transport planning (dated 20th October 2021)
- 211110 J324320 TN004 Rev A Technical Note: Land North of Browns Lane, Tamworth (0241/2018), Response to SCC (Highways) Comments (dated 10th November 2021)

**Assistant Director - Highways and the Built County
on behalf of the County Council
as Highway Authority**