

Tidbury Green Parish Council

Tidbury Green Farm Planning Hearing – APP/Q4625/A/14/2220892

1. Background

Tidbury Green Parish Council was represented at the hearing that took place on 14/15th April 2015 in Solihull by the chairman Peter Seddon and supporting council members. Due to the late deposition to the inquiry of certain papers including a paper from Atkins entitled “Transport Comments on the Hearing Statement of the Parish Council” and from Lioncourt Homes entitled “Rebuttal/Speaking Notes” the Council were afforded the opportunity to submit further information in writing. The Council is grateful for this opportunity.

2. Summary

Tidbury Green Parish Council has stated that Tidbury Green is an unsuitable settlement for additional housing development due to its accessibility to facilities and amenities, the train and bus transport links and therefore that it is not a sustainable development, and is not in accordance with Solihull’s Local Plan policy P7. The Parish Council has argued against both this proposed development, and that proposed at Lowbrook Lane Farm in written submissions to this and the Lowbrook Lane planning inquiry.

This statement summarises the Council’s position and is based upon recently collected data provided in the Appendices.

3. Accessing facilities and amenities

Real Journey Times to access transport links

When evaluating the accessibility of the site to transport links only the absolute journey times are considered. In the case of transport where buses are used to access a train service, no consideration is given to the realities of the timetabling and therefore the ‘real’ journey times.

Access to health, education and food facilities

When evaluating access to health and other amenities it is only the actual journey time that is considered. No account is taken of the parking facilities to enable shopping to be carried home, or the waiting time for the return bus or train journey. Nor is any account taken of the difference between arrival and return journey times.

Walking Routes

When evaluating a walking route consideration is only given to the time to access facilities based upon the time to walk at a standard 4.8Km/hr. Whilst this may be appropriate for comparisons in accessibility in different areas, it provides no indication as to the possible usage of a route. Factors that will determine the usage of a route include:

Safety of the route:

- Speed of adjacent traffic
- Width of pavement
- Route lighting in the case of evening journeys
- Number of side roads that have to be crossed
- Number of times the main road has to be crossed
- Route Environment
 - Whether the route is enjoyable to use

In considering the routes to access transport links, health, education and food facilities the above factors need to be weighed with the distance to be travelled to ensure a balanced view of accessibility and whether that a route will be walked.

4. Transport in Tidbury Green

It is recognised that bus and train transport in and around Tidbury Green has changed since 2009, and the facilities at Whitlocks End train station have improved.

In considering transport factors TGPC has always used the contemporary timetables which are subject to commercial and other pressures and do change from time to time. The proposed extensions to the bus service to twice per hour will be welcome.

Use of Train to get to work

The census data (Appendix 1) shows an increase from 3.0% (2001) to 5% (2011) of the Tidbury Green working population using the train to get to work, whereas 72%(2001) to 75%(2011) used a car. Whilst the data has changed as suggested by the Appellant the change in numbers using trains to get to work has only increased marginally and there has been a corresponding increase in those using a car. The number of workers from Dickens Heath using the train in 2011 is 6 times greater than those from Tidbury Green, which is the likely cause of the need for the car park extensions at Whitlocks End Station.

Car Parking at Whitlocks End Station

The data in Appendix 2 shows the availability of car parking at Whitlocks End station. It should be noted between 9.30am and 11pm, older, currently aged 63 and above, passengers can travel free on the bus and on the train from Whitlocks End to Birmingham and on other Centro routes.

The data shows that the car park is already 80% full by 8:30am and for the days monitored filled to capacity by 10:30am with the exception of the Friday. For many Fridays are 'Work at Home' days and this accounts for the reduction in car parking for that day.

On 16th and 21st April there was one vehicle parked in a non-designated spot which is shown as the remaining spaces being -1.

The trajectories of the graphed data shows the car park is full by about 10:00 Monday to Thursday, with spaces available on Friday. The pattern may be quite different during the winter months with cold dark mornings and evenings.

Accessing the Train by Bus and Real Journey Times

The data in Table 3.1 Appendix 3, shows the affect of using the bus to access Whitlocks End Station trains to Birmingham (the most popular route for commuters). Because of the frequency of the bus service and the train service journeys can have to start up to 1hr 32mins before the train departure time. The situation will be improved

when the bus frequency improves but will still not reduce journey times to acceptable levels (ie 15minutes for a 2minute bus journey).

5. Walking Routes in Tidbury Green

The three main routes from Tidbury Green are those to Dickens Heath, Whitlocks End Station and Wythall station and then on to the shops in Station Road, Wythall. The walking times/distances are shown in Appendix 3 and are respectively 19minutes, 20minutes and 18minutes based on 4.8Km/hr.

Data was collected for three of these routes by walking them and noting the features and hazards and is shown in Appendix 4.

To Whitlocks End Station

The following was noted:

1. Lighting columns are approximately 5m high although those at the cross roads are taller.
2. The direct route from the start to end point was 1455m whereas the walked route 1491m whereas GoogleEarth provides a walking distance of 1.6Km.
3. There is a grass verge that runs between the roadway and the pavement that is about 2.9m wide and isolates the pedestrian from the carriageway very effectively, from data point 5 to 9.
4. The pavement adjacent to the Golf Club (data points 9 to 18) a distance of about 300m is very narrow with a minimum width of 0.9m. At data point 12 the actual width of the tarmac without the overlying vegetation was measured at 1.15m with approximately 25cms under the vegetation. There is overhanging vegetation requiring most to have to duck to avoid it. Trees grow right up to the edge of the pavement and are leaning to the east to catch the light making the effective width even less. The speed limit along this section of the road is 40mph. The roadway and pavement curve to the east which means that when walking north the traffic is travelling in the same direction and often travelling at well above the speed limit as there is open countryside on both sides.
5. Whilst collecting data and on the return journey going south a dog walker was making the journey north at about data point 15. There was no option but to step into the roadway with the traffic obscured from sight by the curve of the road. The I'dgo website, which represents the work of three academic research centres http://www.idgo.ac.uk/design_guidance/factsheets/width_footways_footpaths.htm suggests that older people prefer a clear pavement width of 1.5m. The Design Manual for Roads and Bridges¹ published by HMG suggests "Where possible the footway width should be sufficient to allow two wheelchairs or double buggies to pass." And Table 2.3 suggests an extreme minimum width of 1.3m.
6. Lighting is poor with 12 units spaced over 1323m from the start to data point 24, resulting in an average spacing of over 110m.
7. At the Tythe Barn Lane junction where a new pavement on the east side has been built within the past 18months or so the lamp post spacing is about 15m to 20m over a distance of about 85m.

Conclusions:

The route to Whitlocks End Station from Tidbury Green Farm is not suitable for pedestrian traffic due to the narrow pavement, overhead

¹ HD39/01 from The Stationery Office

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vegetation, proximity of the carriageway, speed of the traffic and poor street lighting.

To Wythall Station

The following was noted:

1. Lighting columns along much of Lowbrook Lane are of concrete construction with a 360°luminaire. They produce poor light levels.
2. The point to point start to finish distance is 825m whereas the walked distance 1100m which is the same as GoogleEarth.
3. Pavements are generally reasonable although at data point 12 the pavement narrows to 1.2m and it is at an angle due to an adjacent tree. This can be treacherous during frosty weather in winter.
4. At the Norton Lane/Lowbrook Lane junction there is a grass verge between the pavement and the carriageway although the pavement narrows to 0.9m.
5. There are 15 lighting columns on the route over a distance of 1Km or approximately one every 70m. Due to there being 2 units at the junction of Norton Lane and Lowbrook Lane the actual average spacing will be higher.
6. The change in height between the Norton Lane/Lowbrook Lane junction was noted as 152m-138m = 14m although GPS altitude figures are less accurate for 3D measurements, which equates to a 1 in 25 slope to the station.

Conclusions

The route from the proposed site to Wythall station is not a suitable walking route due to the poor street lighting, nor for older people who may not be able to negotiate the hill and have to travel by bus, a journey of 20 minutes at an hourly frequency.

To Dickens Heath

The following was noted:

1. The GPS distance recorded was 1490m which agrees with the GoogleEarth figure of 1.5m.
2. Street lighting was generally good around the Tidbury Green School area data points 5-16. These lights are a relatively new feature.
3. Pavements around the school area are narrow close to the junction with Fulford Hall Road (data points 6 and 7). There is a crossing point to a pavement outside Yew Tree Farm for pedestrians wanting to go north along Tilehouse Lane.
4. There are approximately 6 oak trees growing right up to the pavement alongside Big Dickens Wood that severely limits the width of the pavement. The measurements were made from the kerb to the tree trunk at these points.
5. Traffic speeds regularly exceed the speed limit of 30mph due to the open aspect of the carriageway that is bounded by fields for much of the length of this section of Dickens Heath Road. The section from the junction of Birchy Leasowes Lane to Yew Tree Farm is quite straight with good visibility that seems to encourage drivers to break the speed limit. Combined with the narrow pavements at various points and it is not an especially pleasant route to walk.
6. The section alongside Big Dickens Wood is 136m and the pavement typically less than 1m wide.

7. There are two lighting columns opposite Big Dickens Wood data point 20, 22, and then no lights until just before the squareabout in Dickens Heath. This unlit section is over 530m (data points 29 to 36).
8. Lighting improves as do the pavements from the squareabout to Main Street as this is the edge of the Dickens Heath development and therefore relatively newly laid. Pavement widths are 1.5 except outside 23 Dickens Heath Road (Dickens House) where it narrows to 0.85m.

Conclusions

The route to Dickens Heath is not suitable for pedestrians due to two very narrow sections delineated by mature oak trees and hedges, one alongside Big Dickens Wood and the second 25m from Birchy Close. The route has a 536m stretch of unlit carriageway which compromises the safety of pedestrians during darkness hours.

6. Policy P7 – SMBC Local Plan

Other than the distance between the site and the primary school, the site fails the P7 criteria on either distance, frequency of bus service, or both. Therefore the site fails to meet the requirements of being *focused in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access* and is therefore an unsuitable location to site development. Whilst there is a contribution to increasing the frequency of the bus service it will still not meet the criteria laid down in P7. Attention is drawn to the bus and train services not being linked especially early morning and the first four trains in the morning will require access by private car or walking.

7. Impact on Tidbury Green

This proposal for an additional 190 dwellings in Tidbury Green would increase the number of dwellings in this core area from 285 to 475, an increase of 67% and if Lowbrook Farm was also developed a further 200 dwellings would be built making 675. The feature of Tidbury Green is that it is a low density development of approximately 8 dwellings per hectare whereas the proposed development is stated as a density of 25 dwellings per hectare, which represents a threefold increase in density over the existing settlement. The proposed density is out of keeping with the Tidbury Green, an area with a clear rural character, houses set back from the road, built on large plots. There would be a concomitant increase in the number of residents with the increase in dwellings.

8. Conclusions

Tidbury Green Parish Council has clearly shown that the settlement of Tidbury Green does not have the required access to doctor's surgeries, fresh food, and transport links that defines it as being accessible and therefore a sustainable area.

The bus services do not link with train services and the frequency of the bus service is inadequate and will still be inadequate if the s106 agreement is implemented.

The Walking routes do not meet minimum requirements and are not safe for pedestrians and especially parents with pushchairs or accompanying young children due to the width of the pavement and proximity to the carriageway.

The development is not in accordance with Solihull MBC Policy P7.

For these reasons Tidbury Green Parish Council requests the appeal is dismissed.

Peter Seddon – 21st April 2015

Appendix 1

Census Data²

	Method of Travel to work Resident Population 2001 UV39	Method of Travel to work 2011 (QS701EW)	Method of Travel to work 2011 (QS701EW)
Parish	Tidbury Green	Tidbury Green	Dickens Heath
All People1 2	786	847	3046
Works mainly at or from home1 2	84	56	130
Underground, metro, light rail or tram1 2	0	0	1
Train1 2	16	29	172
Bus, minibus or coach1 2	7	10	30
Taxi or minicab1 2	0	0	3
Driving a car or van1 2	384	433	1961
Passenger in a car or van1 2	21	21	95
Motorcycle, scooter or moped12	6	3	11
Bicycle1 2	3	1	25
On foot1 2	6	20	65
Other1 2	3	8	15
Not currently working1 2	256	266	538
Dwellings	411	432	1757
Residents	1054	1130	3992

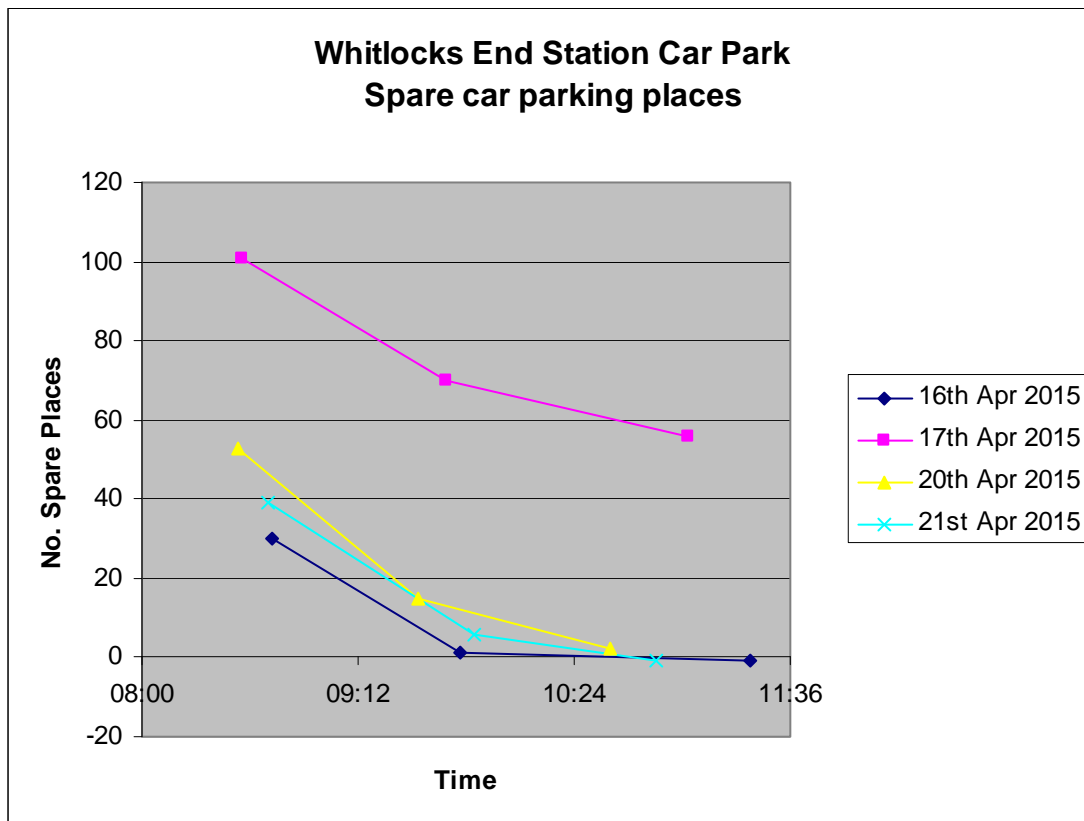
² <http://www.neighbourhood.statistics.gov.uk/> for the Parishes of Tidbury Green and Dickens Heath.

Appendix 2

Parking Availability at Whitlocks End Station

This data was collected by Peter Seddon visiting the car park at the times and dates stated.

Date	Time	No. of bicycle s in stand	No. of Spare Car Parkin g Spaces	No. of Disabled spaces Occupied	No. of vehicles parked outside designate d areas	Temperatur e degC	Weather Conditions
16-Apr-15	08:43	4	30	1		9	Dull
16-Apr-15	09:46	4	1	1		13	Hazy Sun
16-Apr-15	11:23	4	-1	1	1	14	Overcast
17-Apr-15	08:33	6	101	0		8	Hazy Sun
17-Apr-15	09:41	7	70	0		10	Overcast
17-Apr-15	11:02	7	56	0		13	Hazy Sun
20-Apr-15	08:32	4	53	0		10	Clear sunny
20-Apr-15	09:32	4	15	0		16	Sunny
20-Apr-15	10:36	4	2	0		10	Overcast
21-Apr-15	08:42	5	39	0		13	Clear sunny
21-Apr-15	09:51	6	6	2		13	Clear sunny
21-Apr-15	10:51	7	-1	1	1	16	Clear sunny



Graph 2.1 Summary of car park unused capacity

Appendix 3

Accessibility Data

Distances to amenities and facilities³

The distance from 36 Fulford Hall Road (close to the proposed site entrance) to the Doctor's surgery in Dickens Heath is 1.5Km or 19minutes walking at 4.8Km/hr.

The distance from 36 Fulford Hall Road (close to the proposed site entrance) to the Tesco Express in Dickens Heath is 1.5Km or 19minutes walking at 4.8Km/hr.

The distance from 36 Fulford Hall Road (close to the proposed site entrance) to Whitlocks End Station is 1.6Km or 20minutes walking at 4.8Km/hr.

The distance from 36 Fulford Hall Road (close to the proposed site entrance) to Wythall Station is 1.1Km or 14minutes walking at 4.8Km/hr.

The distance from 36 Fulford Hall Road (close to the proposed site entrance) to the parade of shops at Station Road, Wythall is 1.4Km or 18minutes walking at 4.8Km/hr.

The distance from 36 Fulford Hall Road (close to the proposed site entrance) to the Primary School in Tidbury Green is 450m walking or 6minutes walking at 4.8Km/hr.

Dickens Heath offers the following shops and restaurants (list is not complete):

5 restaurants
Chemist
Card shop
Tesco Express

Station Road Wythall offers:

Chemist
Hairdressers
Doctors surgery
Chinese takeaway
Fish and chip shop
Newsagent/corner shop

Trains⁴:

Whitlocks End to Birmingham Monday to Friday

Departures at 0628, 0646, 0702, 0726, 0749, 0807, 0816, 0838, 0900, 0919, 0940
Then three per hour until 1917, 1925, 2000 then hourly until 2258.

Whitlocks End to Birmingham Saturday

0703, 0733, 0816, 0835, 0900, 0919, 0940,
Then three per hour until 1842, 1923, 2000 then hourly until 2259

Birmingham to Whitlocks End Monday to Friday

³ Data from GoogleEarth and GoogleMaps

⁴ Network Rail December 14 Table 71 timetable

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0633, 0643, 0725, 0831, 0850, 0910, 0931, 0950, 1010, 1031
 Then three per hour until 1931 then hourly until 2337

Birmingham to Whitlocks End Saturday

0728, 0810, 0831, 0850, 0910, 0931, 0950, 1010, 1031
 Then three per hour until 1831, 1901, 1931, then hourly until 2331

Buses⁵:

The bus service is a tendered service with the timetable determined by Centro.
 Service S3 from Tidbury Green to Solihull, Knowle, Dorridge and Hockley Heath,
 Monday to Friday

0721, 0826, 0956 then every hour until 1656, 1801.

The Saturday Service commences at 0856, is hourly and finishes at 1756.

Service S3 from Tidbury Green to Whitlocks End Station, Maypole, Wythall ,
 Monday to Friday

1002, 1102, then every hour until 1602, 1707, 1812, 1907

The Saturday service commences at 0902 from Tidbury Green and runs every hour
 until 1902 when it terminates at Whitlocks End Station

The service from Dickens Heath bypasses the Tidbury Green ‘triangle’ including
 Fulford Hall Road turning from Dickens Heath Road to Tilehouse Lane. This service
 is available at 0728 and 0858 with the nearest stop on Dickens Heath Road
 approximately 50m from the junction with Fulford Hall Road.

Combined Bus/Train times Weekday journeys to Birmingham

Train Time to Birmingham	Bus Time TG to WE Station	Time to catch train	
06:28:00		00:00:00	No connecting bus available
06:46:00		00:00:00	
07:02:00		00:00:00	
07:26:00		00:00:00	
07:49:00	07:28:00	00:21:00	Times from start of bus journey to train departure in excess of 15minutes for a 2minute bus journey time
08:07:00	07:28:00	00:39:00	
08:16:00	07:28:00	00:48:00	
08:38:00	07:28:00	01:10:00	
09:00:00	07:28:00	01:32:00	
09:19:00	08:58:00	00:21:00	
09:40:00	08:58:00	00:42:00	
10:00:00	08:58:00	01:02:00	
10:19:00	10:02:00	00:17:00	
10:40:00	10:02:00	00:38:00	
11:00:00	10:02:00	00:58:00	
11:19:00	11:02:00	00:17:00	

Table 3.1

⁵ Timetable published by the Operator Diamond
<http://www.diamondbuses.com/services.html?routeID=158>

Appendix 4

Walking Routes

Purpose

To collect data relating to the walking routes in order to evaluate the safety and hence likely usage of routes.

Methodology

The routes were walked and a hand held GPS used to measure the latitude and longitude at the data points. Time was allowed to ensure the GPS data was settled and the DoP reached its lowest value (usually less than 1.2, typically 1.0). The latitude and longitude data was used to calculate the incremental great circle distance between data points and the distance from the start point. GPS data is generally considered to have a 2D accuracy of better than 5m for 80% of the time.

The earth radius was taken as 6370001m in the calculations of distance.

Notes were made of particular features close to each location and data points were primarily based on lighting column position and special features on the pavement such as narrowing, junctions or access points.

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Outside 36 Fulford Hall Road to Whitlocks End Station

A walk was conducted by Peter Seddon between 1430 and 1530 on Saturday 18th April 2015 along the pavement west of the carriageway from 36 Fulford Hall Road (close to the exit of the proposed site) to Whitlocks End Station. There is no alternative pavement on the route with the exception of the section just before the station between Tythe Barn Lane and the station on the east side of the carriageway. The weather was dry and sunny.

Data Point	Feature	Carriageway side	Latitude = 52°		Longitude = 1°		Other features	Pavement Width (m)	Other Notes
			Latitude Mins	Longitude mins	Incremental distance from previous point (GPS) m	Distance from Start (GPS) m			
1	Start point	West	22.71	51.23			Outside 36 Fulford Hall Road		
2	Lighting column	East	22.756	51.226	85.4	85	Outside 22 Fulford Hall Road	1.90	
3	Lighting column	West	22.804	51.223	89.0	174	Opposite TG Farm vehicle entrance	1.20	
4	Lighting column	East	22.823	51.227	35.5	209	At cross roads south side	1.30	
5	Lighting column	West	22.842	51.227	35.2	245	Outside 426 Tilhouse Lane	2.00	Start of grass verge between pavement and carriageway up to 2.9m wide
6	Lighting column	East	22.857	51.224	28.0	272	Outside 420 Tilehouse Lane	1.70	
7	Lighting column	West	22.92	51.203	119.1	390	Outside 398 Tilehouse Lane	1.60	
8	Lighting column	West	23	51.145	162.1	546	Outside 370 Tilehouse Lane	1.60	
9	End of Verge		23.011	51.134	23.9	568	Outside 368 Tilehouse Lane	1.10	End of grass verge between pavement and carriageway
10			23.026	51.113	36.6	600	Opposite 379 Tilehosue Lane	1.00	
11			23.059	51.096	64.1	664	By 30/40mph speed limit sign	1.10	
12	Lighting column	West	23.06	51.096	1.9	666	Opposite Field gate	1.15	This is the maximum width of tarmac under overgrown vegetation
13			23.104	51.062	90.1	754	Opposite Oak tree	0.95	
14	Lighting column	East	23.121	51.061	31.5	785		0.90	

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15			23.147	51.055	48.7	834	By acces cover in north carriageway	0.95	
16			23.164	51.056	31.5	864	By acces cover in north carriageway	0.95	
17			23.164	51.057	1.1	864	Opposite Birchy Leasowes Lane	1.20	
18	Entrance to Golf Club (south edge)	West	23.165	51.06	3.9	865		1.30	
19	Drop curb	West	23.202	51.067	69.0	930	North of the golf club entrance for app 10m	1.10	
20			23.216	51.062	26.6	957	Outside 242 Tilehosue Lane	1.30	
21	Lighting column	West	23.255	51.06	72.3	1028	At south edge of junction with Houndsfield Lane	1.00	
22	Junction		23.271	51.057	29.8	1058	At north edge of junction with Houdsfield Lane	2.20	
23	Lighting column	West	23.345	51.04	138.5	1196	Outside 162 Tilehosue Lane	1.50	
24	Lighting column	West	23.398	51.024	99.9	1296	Outside 146 Tilehosue Lane at 30mph speed sign	1.20	
25	Lighting column	East	23.437	51.011	73.7	1370	2 units south of Tythe Barn Lane junction (10m apart)	1.20	
26	Lighting column	East	23.452	51.015	28.2	1396	4 units spaced about 15m apart from north edge of junction	1.40	
27	Lighting column	East & West	23.486	51.032	65.9	1455	2 units east 1 unit west at entrance to station	1.60	
				Total Incremental distance m				1491.3	
				Distance point 1 to 24				1323.5	

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Outside 36 Fulford Hall Road to Wythall Station

A walk was conducted by Peter Seddon on Sunday 19th April between 1130 and 1210. The route selected was along Lowbrook Lane, as opposed to the route along Norton Lane, as it was considered the more likely route for pedestrians due to the proposed crossing point on Fulford Hall Road. The data points 1-4 were taken from the Whitlocks End data set. The weather was dry and sunny.

Data Point	Feature	Carriageway side	Latitude = 52°	Longitude = 1°		Distance from Start (GPS) m	Other features	Pavement Width (m)	Other Notes
			Latitude Mins	Longitude mins	Incremental distance from previous point (GPS) m				
1	Start point	West	22.71	51.23			Outside 36 Fulford Hall Road		
2	Lighting column	East	22.756	51.226	85.4	85	Outside 22 Fulford Hall Road	1.90	
3	Lighting column	West	22.804	51.223	89.0	174	Opposite TG Farm vehicle entrance	1.20	
4	Lighting column	East	22.823	51.227	35.5	209	At cross roads south side	1.30	
5	Lighting column	North	22.826	51.263	41.1	218	Outside 2 Lowbrook Lane	1.45	
6	Lighting column	North	22.809	51.263	31.5	187	Outside 8 Lowbrook Lane	1.90	
7	Lighting column	South	22.788	51.289	48.8	159	Outside 15 Lowbrook Lane	1.10	On a corner of a bend
8	Lighting column	North	22.779	51.398	124.4	229	Outside 46 Lowbrook Lane	1.60	
9	Lighting column	North	22.784	51.467	78.6	301	Outside 66 Lowbrook Lane	1.50	
10	Entrance to Farm	North	22.77	51.539	85.5	367	Lowbrook Farm	1.60	
11	Lighting column	North	22.764	51.579	46.6	407		1.70	
12	Narrow pavement	North	22.754	51.604	33.8	431	Outside Century Cottage	1.20	
13	Lighting column	South	22.754	51.619	17.0	447	Opposite 104 Lowbrook Lane	1.80	

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14	Lighting column	South	22.749	51.683	73.0	517	In central Reservation of junction	0.90	Pavement separate from carriageway by grass verge
15	Lighting column	South	22.749	51.683	0.0	517	Opposite the Norton/Lowbrook junction	0.90	
16	Lighting column	South	22.759	51.765	94.6	612	Outside 39 Norton Road	1.30	
17	Lighting column	North	22.772	51.81	56.3	666	Outside 18 Norton lane	1.40	
18	Lighting column	North	22.768	51.877	76.1	740	Just north of Norton Drive	1.40	
19	Lighting column	North	22.775	51.93	61.3	801	At entrance to west side platform (2) entrance	1.65	
20	Lighting column	South	22.779	51.951	24.9	825	At corner of bridge opposite east side platform (1) entrance	1.60	
				Total Incremental distance m					
					1103.3				

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Outside 36 Fulford Hall Road to Dickens Heath, north end of Main Street

A walk was conducted by Peter Seddon on Monday 20th April between 1620 and 1730. The route was along the south side of Dickens Heath Road, across Dickens Heath Road at the east end of Big Dickens Wood and then on to Main street crossing Birchy Leasowes Lane, Birchy Close, Fishers Drive and then the squareabout before reaching the top of Main Street. . The data points 1-4 were taken from the Whitlocks End data set. The weather was dry and sunny.

Data Point	Feature	Carriageway side	Latitude = 52°		Longitude = 1°		Other features	Pavement Width (m)
			Latitude Mins	Longitude mins	Incremental distance from previous point (GPS) m	Distance from Start (GPS) m		
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4	Lighting column	East	22.823	51.227	35.5	209	At cross roads south side	1.30
5	Lighting column	North	22.842	51.211	39.6	246	Column 93 adjacent Yew Tree Farm	1.20
6	Lighting column	South	22.841	51.21	2.2	244	Column 92 adjacent Tidbury Green Farm	1.10
7	Lighting column	South	22.852	51.19	30.4	267	Column 91 adjacent Tidbury Green Farm	1.05
8	Lighting column	South	22.857	51.173	21.3	280	Column 90 adjacent Tidbury Green Farm	1.30
9	Lighting column	South	22.858	51.163	11.5	285	Column 89 adjacent Tidbury Green Farm	1.30
10	Lighting column	South	22.869	51.142	31.3	311	Column 88 adjacent Tidbury Green Farm	1.25
11	Lighting column	South	22.871	51.12	25.2	323	Column 87 adjacent Tidbury Green Farm	1.20
12	Lighting column	South	22.877	51.093	32.5	346	Column 86 adjacent Tidbury Green School	1.35
13	Lighting column	South	22.884	51.068	31.1	371	Column 85 adjacent Tidbury Green School	1.40
14	Lighting column	South	22.893	51.043	32.8	400	Column 84 adjacent Tidbury Green School car park exit	1.50
15	Lighting column	South	22.898	51.014	34.1	425	Column 83 adjacent Tidbury Green School school car park	1.60

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16	Lighting column	South	22.9	50.985	33.0	448	Column 82 east of adjacent Tidbury Green School car park entrance (west end of Big Dickens Wood)	2.00
17	Oak tree	South	22.906	50.979	13.0	461	Large oak on edge of Big Dickens Wood	1.10
18	Oak tree	South	22.907	50.974	6.0	466	Large oak on edge of Big Dickens Wood	1.10
19	Oak tree	South	22.909	50.957	19.6	481	Large oak on edge of Big Dickens Wood	1.10
20	Lighting column	North	22.909	50.956	1.1	482		1.00
21	Oak tree	South	22.912	50.946	12.6	493	Large oak on edge of Big Dickens Wood	0.90
22	Lighting column	North	22.913	50.936	11.5	502		1.25
23	Oak tree	South	22.916	50.928	10.6	512	Large oak on edge of Big Dickens Wood	1.10
24	Tree	South	22.917	50.92	9.2	520	Large oak on edge of Big Dickens Wood	0.70
25		South	22.931	50.867	65.3	580	By gully on south carriageway	1.20
26	Oak tree	North	22.946	50.826	54.1	632	Opposite oak tree on north side	1.10
27	TG Name sign	South	22.95	50.804	26.0	656	West end of Big Dickens Wood	1.20
28	Access cover	South	22.961	50.795	22.8	677	Carriageway crossing - pavement ends on south side	1.10
29	Oak tree	North	22.964	50.773	25.5	699	On north side of carriageway pavement	1.00
30	Road sign	South	22.969	50.76	17.4	716	Opposite road sign (bend and junction)	1.10
31		North	22.976	50.727	39.5	753	No feature	0.80
32	pavement access cover	North	22.979	50.703	27.7	777		1.20
33	Road junction	South	22.995	50.664	53.1	830	Opposite Cloebury Lane Junction	1.3
34	Road Junction	North	23.004	50.635	36.8	866	West end of Birchy Leasowes Lane junction	2
35	Elec Pole	South	23.019	50.593	55.0	920	Opposite Electric service pole	1.2
36	Narrow Pavement	North	23.041	50.519	93.1	1011	Extends east to Birchy Close for 25m (approx)	0.7
37	Lighting column	South	23.067	50.442	99.5	1110	Opposite lighting column	1.6
38	Lighting column	S/North	23.089	50.382	79.2	1189	5 columns around the squareabout	
39	Main St		23.131	50.241	177.4	1364	Oposite the junction of Main St and Dickens Heath Rd	

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				Total Incremental (route distance)m	1490.9	Length of pavement adjacent to Big Dickens Wood m	135.9	
				Unlit section m	536.1			

Appendix 5

SMBC Local Plan Policy P7⁶

POLICY P7 Accessibility and Ease of Access

a) All new development should be focused in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access.

Development will be expected to meet the following accessibility criteria, unless justified by local circumstances.

i. Proposed housing development should be:

- Within an 800m walk distance of a primary school (450m), doctor's surgery (1.5Km to Dickens Heath) and food shop (1.5Km to Dickens Heath) offering a range of fresh food; and*
- Within a 400m walk distance of a bus stop served by a commercial high frequency bus service (daytime frequency of 15 minutes or better) currently hourly but will reduce to half hourly if the S106 contribution is paid) providing access to local and regional employment and retail centres; and/or*
- Within an 800m (1.6Km) walk distance of a rail station providing high frequency services (3 or more per hour during peak periods) to local and regional employment and retail centres.*

Appendix 3 shows the distances between the site and the various amenities which are shown in Red above. .

Tidbury Green does have a primary school within the prescribed distance, but not a doctor's surgery, food store or railway station. The bus service is accessible within the prescribed distance although the frequency is once per hour but the appellant has stated it will be increased to twice per hour, which is still less than the criteria. The railway does provide a service to Birmingham at the prescribed frequency.

This policy differs from that published in the Solihull Strategic Accessibility Study March 2010 used by the Appellant.

ii. Proposed offices, retail and leisure development should be located in town centres, or other established locations including Birmingham Business Park, Blythe Valley Business Park, Birmingham Airport and NEC, as defined in Policies P1, P2 and P19. Here and elsewhere they should be within a 400m walk distance of a bus stop served by a commercially run high frequency bus service;

iii. Proposed education, health and other public service facilities should be located where they are easily accessible on foot, by bicycle and bus by the local community they serve;

iv. Proposals for change of use are likely to be resisted if they reduce accessibility to levels below those listed in this policy.

Investment in improvements to local public transport provision, cycling and/or walking measures will be sought in association with development proposals which do not meet the accessibility criteria set out by this policy.

Residential development proposals for fewer than 3 dwellings in urban areas west of M42 and within rural settlements will be exempt from the criteria set out above.

Investment in improvements to local public transport provision, cycling and/or walking measures will continue to be sought in association with such proposals where considered necessary.

b) Access to development from the core walking, cycling, public transport and road networks will be expected to be:

⁶ <http://www.solihull.gov.uk/Resident/Planning/appealsenforcement/planmaking/ldf/localplan> page 91

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- i. Safe, attractive, overlooked and direct on foot, by bicycle and from public transport;*
- ii. Safe for those vehicles which need to access the development;*
- iii. And assessed in accordance with Policy P15 'Securing Design Quality' in the Local Plan.*