

Portfolio Holder Decisions/Leader Decisions

Date: Tuesday 26 April 2022

Time: 12.00 pm

Membership

Councillor Isobel Seccombe OBE

Councillor Peter Butlin

Councillor Andy Jenns

Councillor Jeff Morgan

Councillor Wallace Redford

Items on the agenda: -

- | | |
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Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

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Portfolio Holder Decision Developer - Funded S278 Highway Scheme Approval

Portfolio Holder	Portfolio Holder for Finance and Property
Date of decision	26 April 2022
	Signed

1. Decision taken

1.1 That the Portfolio Holder for Finance and Property gives approval to the addition of the following s278 fully developer-funded highway improvement scheme to the Capital Programme for 2022/23.

a) A428/045 Rugby Rd, Binley Woods of approximate value £80,000.00

2. Reasons for decisions

2.1 On 14th May 2021 Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the Capital Programme of projects costing less than £2.0 million, which are fully funded from external grants or developer contributions or from revenue. The Portfolio Holder for Finance and Property is that nominated body.

3. Background information

3.1 A428/045 Rugby Rd, Binley Woods

A planning application was submitted to Rugby Borough Council by Lioncourt Strategic Land in respect of a development on land off Rugby Road, Binley Woods. Planning permission was granted on 20 August 2021 (ref: R18/2076) for the erection of 80 residential dwellings. The planning permission requires the developer to undertake highway improvements by the construction of a new development access, moving a bus stop and installing a pedestrian crossing.

4. Financial implications

4.1 As the new highway assets which are being created through these schemes will come on to the Council's balance sheet once completed, the costs incurred by the Council need to be treated as capital expenditure.

4.2 Section 278 schemes are fully funded by developer contributions which are ring-fenced for the schemes described in the sections above. There are no alternative uses for the contributions and the addition of these schemes will not affect the overall level of available capital resources.

4.3 Procurement and subsequent award of construction contracts will only take place subject to the applicable Section 278 agreements being signed, which will provide 100% of the funding. The commencement of the works is dependent on the completion of the technical review, procurement and contractor mobilisation processes. Any slippage or increase in costs due to changes in the scope of the works will be reported in the normal quarterly monitoring process

5. Environmental implications

5.1 The environmental impacts of developer-funded highway schemes are considered through the planning approval process.

5.2 The contractors on the Council's Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.

Report Author	Ian Stuart ianstuart@warwickshire.gov.uk,
Assistant Director	Scott Tompkins - Assistant Director – Environmental Services
Strategic Director	Mark Ryder - Strategic Director for Communities
Portfolio Holder	Portfolio Holder for Finance and Property

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

List of background papers

N/A

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – Mark Ryder

Legal – Ian Marriot

Finance – Andrew Felton

Equality – n/a

Democratic Services – Isabelle Moorhouse

Councillors – Warwick, Singh Birdi, Boad, Philipps and W Roberts

Local Member(s): Cllr Timms (Earl Craven)

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Leader Decision Warwickshire Pension Fund - GMP RECTIFICATION REPORT

Portfolio Holder	Leader of the Council
Date of decision	26 April 2022
	Signed

1. Decision taken

The Leader approves the decision not to seek to recover any past overpayments of pension made to members of the Warwickshire Local Government Pensions Scheme which have been identified through the HMRC guaranteed minimum pension reconciliation exercise.

2. Reasons for decisions

- 2.1 Since 2015 a national exercise has been ongoing to reconcile the guaranteed minimum pension (GMP) value held on the records of members of pension funds with the values held by HMRC in respect of those members and funds. Whilst the majority of records held by both the public and private sector matched to the data held by HMRC, there were a number of discrepancies resulting from incorrect or incomplete information being passed between scheme employers, pension funds and HMRC. With the ending of contracting out and the scaling down of the HMRC team, all Pension Funds were required to reconcile their data with HMRC and agree the correct records. As a result of this exercise, certain members have been identified as having been underpaid pension and other having been overpaid pension nationally and within the Warwickshire Local Government Pension Scheme ("the Fund").
- 2.2 With regard to underpayment cases, the Fund's intention is to write to all pensioners and dependents who have suffered an underpayment setting out the correct pension they should now be in receipt of and confirming the historic underpayment. The Fund expects to correct the pension in payment and make payment of the historic payments owed as soon as practically possible. In line with Regulations applying to the Local Government Pension interest will be paid on all underpaid amounts. The average underpayment is £118 per year.
- 2.3 With regard to overpayment cases, the pension in payment must be adjusted to the correct value going forward as the Fund cannot knowingly make incorrect payments to any scheme member. This will be done in consultation with each affected member and with no less than 2 months' notice of any change. However, a decision is also required on how to deal with the historic overpayments.

- 2.4 The Fund has had regard to a guidance note issued by the Local Government Association (LGA) in 2017 which addressed the recovery of overpayment of pension in these circumstances. It is recommended that, in line with this guidance, the Fund does not seek to recover the overpayments for the following reasons:
- a) Given the complexities around GMP rules, it would be unfair to assume that the affected member could have had any knowledge or understanding at an earlier time that this resulted in their pension being overpaid.
 - b) Most people affected are likely to be elderly and vulnerable and already facing rising inflation and costs of living. These factors could impact the Fund's ability to recover some or all of the overpayment and lead to additional unrecoverable costs in taking any recovery action
 - c) The average overpayment is £195 per year (although the maximum total historic overpayment identified to date is just under £28k). It will not be cost effective in many cases to pursue the overpayments as debts, given the volume of cases, the costs of legal action and the low value per claim.
 - d) It is arguable that the Fund could have discovered the overpayments itself at an earlier point in time which could render some claims time barred under limitation rules.
 - e) This is the approach that has been taken by the majority of LGPS and public sector funds in the same situation.

3. Background information

3.1 For all records in scope, analysis of the data held by HMRC and on the pension record was completed to determine the correct level of GMP. That analysis has identified cases where pensions have been overpaid, and cases where pensions have been underpaid.

A final data cut was released by HMRC in 2019, requiring funds to undertake work to correct the GMP information held on member records and subsequently correct their pension payments.

4.1 Progress was affected during 2020 and 2021 by resourcing issues but additional resource was brought in from August 2021 and the reconciliation activity has been completed by 31 March 2022.

4.2 The delay in processing these cases has meant that the correction of pensions in payment has taken longer than anticipated

4. Financial implications

4.1 The Fund had 1,302 cases to review. This is where the data from HMRC and what was held on the pension record did not match and it was likely that there would be an under or over payment>

- Average value of underpayment £118 per year
- Average value of overpayment £195 per year
- On average most payments have been incorrect for approx. 17-18 years

Total cost to pension fund (as of 31 March 2022)

- Overpayments £2.2m for 1180 cases
- Underpayment £45k for 122 cases

All costs are payable from the Warwickshire Pension Fund and there will be no financial impact on the County Council or any other bodies that form part of the Warwickshire Pension Fund.

5. Environmental implications

5.1 None

Report Author	Liz Firmstone, Victoria Jenks lizfirmstone@warwickshire.gov.uk, vickyjenks@warwickshire.gov.uk,
Assistant Director	Andrew Felton Assistant Director for Finance
Strategic Director	Rob Powell Strategic Director for Resources
Portfolio Holder	Leader of the Council

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

List of background papers

None

Members and officers consulted and informed

Leader – Councillor Izzi Seccombe

Corporate Board – Sarah Duxbury, Rob Powell

Legal – Sarah Cowen

Finance – Andrew Felton

Equality – Keira Rounsley

Democratic Services – John Cole

Councillors – Warwick, Birdi, Boad and Philipps

Local Member(s): n/a

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Portfolio Holder Decision Commission Social Work Recruitment

Portfolio Holder	Leader of the Council
Date of decision	26 April 2022
	Signed

1. Decision taken

That the Leader of the Council:

1. approves an appropriate procurement process to access an existing framework, "Provision of Clinical and Healthcare Staffing (RM6161)", for the provision of temporary social workers.

2. authorises the Strategic Director for People to enter into all relevant contracts for the provision of temporary social workers in consultation with the Portfolio Holder for Children, Families and Education and on terms and conditions acceptable to the Strategic Director for Resources.

Reasons for decisions

2.1 Warwickshire requires sufficient social workers to fulfil our statutory duties to safeguard and support children in need of help, protection, and care. Our primary approach is through WCC recruitment for permanent social workers. If this is not achievable then we recruit through agencies. The preferred provider is the corporate Pertemps agency who are a supplier and a broker through other agencies. However, this arrangement does not meet our requirements and so we need to commission a dedicated social worker provider with a national presence.

2.2 We have identified an appropriate agency as being able to meet this requirement and are seeking to engage this organisation via a framework that was put in place by the Crown Commercial Service and the NHS Procurement in Partnership (under their joint banner of Workforce Alliance). This framework provides a free and compliant route for temporary staffing resource for the NHS and other public sector bodies. Approval is required, to enable a two year contract to be put in place, which will be at a cost of over £1m.

Background information

Summary of the context of Children and Families social work:

3.1 There is a national shortage of social workers who are experienced in working within children and families. This shortage is across the market, for temporary and

permanent contracts, within both local authorities and recruitment agencies. The DfE data reports a national increase in the number of vacancies, to 7%, which is the highest in at least five years. There is also a 3% increase in agency usage this year. Nationally, this is the fourth consecutive yearly increase of agency social workers, with just over three quarters covering vacancies.

3.2 Warwickshire current establishment is 366 FTE social workers, we currently have about 7% vacancies and 9.5% agency social workers. This establishment is overseen by the Assistant Director and Finance Officer on a weekly basis. Our agency requirements fluctuate over time, in response to demand pressures, staff turnover and absence cover. Our primary recruitment strategy is through direct recruitment of permanent social workers. If this not achievable then we seek recruitment from agencies.

3.3 Caseload levels for social workers are reported nationally. The DfE recently reported that the caseloads had reduced and plateaued at 16.6 per FTE social worker. Our average caseload for an FTE social worker in October 2021 had reduced to 13.8. This was recognised in our Ofsted Inspection:

Workloads are manageable, enabling social workers to have the time to work effectively with children and families. Caseloads have reduced, despite increased demand for services, in part by increasing the number of social workers above those within the authority's structure to ensure that children receive good services.

Inspection dates: 22 November to 3 December 2021

However, since November 2021, our average caseloads have continued to increase each month, this is now 17.4 across the children's teams and 14.8 in the fostering teams. There is a high risk that will continue to rise if we do not continue to access multiple recruitment streams.

3.4 Nationally, the sickness levels have remained consistent, average of 3.1%, despite the pandemic. In Warwickshire, our sickness absence is 10.8 days per FTE, with about a third reported to be related to stress and mental health issues. A national survey reported that over the past 2 years, over half of social workers are considering leaving the profession, due to unmanageable caseloads, rising pressures and a lack of resources. Turnover in the West Midlands region is the highest at 21%. Our strategic focus on retention has sustained this at 12.9%. This turnover has an impact upon relationship based social work and impacts upon improvements for children.

Overview of our social work recruitment process:

3.5 Our corporate recruitment contractor is currently providing 37 agency social workers and have secured 50 social workers over the last year. This has become much leaner in the last 6 months, with only 17 social workers placed (7 direct and 10 brokered from 7 different recruitment agencies). We hold quarterly review meetings with Pertemps to support meeting our requirements. They now have a dedicated positions for improving marketing of WCC conditions/culture and their supply chain management. There are ongoing challenges with rates and other authorities recruiting for completing specific discrete tasks rather than to be the allocated social worker for children.

3.6 In December 2020 there were exceptional circumstances due to the covid pandemic which impacted upon the needs of families, the accessibility of other support and increased pressures within our own social worker workforce. To maintain our

workforce levels, we procured services from Service Care Solutions Ltd (SCS) to support social worker recruitment not met by the Pertemps contract. The quality assurance of these exemptions is overseen by the Assistant Director. SCS have been able to supply high quality candidates that other agencies have not been able to do.

- 3.7 We also commenced a single year contract with Liquid Personnel in August 2021, under the ESPO Framework 3S_18 – Strategic HR Services. This contract is to seek 40 experienced social workers who are then employed as permanent Warwickshire staff. This is to attract talent nationally towards Warwickshire, with additional relocation and settling in support. This is achieving some success, currently meeting 50% of the target despite extensive efforts overseen in monthly contract management meetings.
- 3.8 Our goal is to continue to maximise the direct recruitment of WCC social workers. Operational Leads proactively recruit to agreed vacancies to reduce the requirement for agency social workers. The utilisation of agency is reported to our Senior Leadership on a bimonthly basis to oversee the exit planning within each Service.
- 3.9 We continue to make extensive efforts to implement our Children and Families Workforce strategy which commenced in May 2021, focusing on both social worker retention and recruitment. We will review this in May 2022 to ensure prioritisation of key drivers. Our ambition is to continue to improve the stability of our workforce and provide outstanding services for the children and families of Warwickshire.

Decision required to commence new contract under existing framework:

- 3.10 We are now seeking approval to initiate procurement for the supply of temporary social workers through an agency. This would be under the NHS Workforce Alliance Provision of Clinical and Healthcare Staffing Framework (RM6161) under Lot 5 Social Care Staffing. We need this approval to enable a longer-term contract to be put in place, which will be at a cost of over £1m. This agreement will enable us to continue to fulfil the statutory duties of Children's services, to retain a safe and manageable case load and to provide stability within our workforce. This supports a higher quality service for the families of Warwickshire.

Financial implications

There is a risk that any reduced use of Pertemps will have an impact on the County Council's contract, due to the fee and rebate that the Council receives from Pertemps. Pertemps will remain our primary provider and this framework will only be used when Pertemps have not secured social workers. This presents a risk to the Council as a proportion of the income/savings from the Pertemps contract is included in the MTFs. This was considered on 14/02/2022 by Procurement and Contract Management Board who agreed that they would accept this risk, as it was balanced against a high and immediate risk of insufficient social workers to safeguard children.

6. Environmental implications

None.

Report Author

Jo Davies
jodavies@warwickshire.gov.uk,

Assistant Director	John Coleman johncoleman@warwickshire.gov.uk
Strategic Director	Nigel Minns nigelmins@warwickshire.gov.uk Strategic Director for People
Portfolio Holder	Leader of the Council

Urgent matter?	<i>No</i>
Confidential or exempt?	<i>No</i>
Is the decision contrary to the budget and policy framework?	<i>No</i>

List of background papers

[Workforce Strategy Review 2021](#)

Members and officers consulted and informed

- Portfolio Holder – Cllr Jeff Morgan, Portfolio Holder for Children and Education
- Legal – Nicola Vine/Paul Fairweather, Strategy & Commissioning Manager
- Commissioning - Oliver Cooper/John Hopper, Procurement, CSU
- Finance – Brian Smith
- Equality – Keira Rounsley
- Democratic Services – Isabelle Moorhouse
- Corporate Board – Nigel Minns

Portfolio Holder Decision Mappleborough Green - TRO Objection

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	26 April 2022
	Signed

1. Decision taken

That the below named Traffic Regulation Orders be made as advertised:

- The Warwickshire County Council (Mappleborough Green) (A4189 Warwick Highway) (Stratford On Avon) (No Right Turn) Order 2022
- The Warwickshire County Council (Mappleborough Green) (A4189 Warwick Highway) (Stratford On Avon) (U-Turn Ban) Order 2022

2. Reasons for decisions

The Traffic Regulation Orders (TRO) are proposed in order to prohibit vehicles making a U-turn on part of the A4189 Warwick Highway in order to enter a new care home and to prohibit a right turn onto part of the A4189 Warwick Highway when leaving the care home. The bans would be accompanied by a new splitter island (to be constructed under a section 278 agreement) which will physically prevent right turns into the care home. The ban on U-turns is necessary to prevent vehicles turning around the end of the splitter island in order to enter the care home.

Appendix A gives guidance on the grounds for making TROs and the criteria to be taken into account when deciding whether to do so. In this case, the ground is ground (a), i.e., avoiding danger to persons or traffic. Although the splitter island will also affect vehicles accessing another property on the opposite side of the road, used both as a residence and as a business office, the road safety audit process identified risks from vehicles making right turns into and out of the care home so close to the junction of the A4189 with the Birmingham Road which outweigh the disadvantages to the nearby property.

3. Background information

Planning permission was granted on 1st September 2020 for the construction of a purpose-built care home. The new care home in Mappleborough Green is located at

High House Farm, on the north side of the A4189 Warwick Highway, close to its entry onto a roundabout with the A435 Birmingham Road and A4189 Henley Road.

Condition no. 13 required the applicant to construct a vehicular access to the site in accordance with drawing "B80 7DG-A-03C" (see Appendix F for the planning approved drawing). The vehicular access to the site needs to be constructed before the development can be occupied.

Any works within the existing maintainable highway are subject to a section 278 Highway Works Agreement. A section 278 highway works agreement is technically approved and overseen by the highway authority. The developer therefore applied to the highway authority for a section 278 agreement.

A TRO was also required to enforce the left in/left out operation of the vehicle access to the development that is shown on the planning approved drawing.

As part of the section 278 approval process the layout approved at the planning stage is fully reviewed to check it conforms to the relevant guidelines and is also subject to a Road Safety Audit. The layout is often refined at this later stage to ensure that the access will function in a safe manner and is in accordance with the relevant guidelines.

As part of the section 278 application technical approval process, the County Council's Safety Engineering Team reviewed the Stage 2 Road Safety Audit provided by the developer's consultant and commented as follows:

"It is proposed that vehicles will not be permitted to turn right off Warwick Highway into the new access and will have approx. 1 kilometre added to their journey to enter the new development. As there are no physical features to stopping the No Right Turn ban could allow motorist to make the illegal right turn across the eastbound carriageway to access the development, which could lead to confusion, late braking, resulting in rear shunts and side impact collisions."

This led to the issue being considered by the Exception Report Panel, which includes the Service Managers of Engineering Design Services and Strategy & Commissioning, where design considerations and road safety concerns can be assessed in context. The designer provided two amended layouts, to address the highlighted road safety issues, and the Panel accepted that the layout proposed in association with the TROs satisfactorily addressed the Safety Engineering Team's concern. This layout removes the triangular island in the access and provides a splitter island in the centre of the carriageway to physically prevent right turns into and out of the new care home.

The section 278 application was then granted technical approval.

The central splitter island also means that right turns into and out of one other property on the south side of A4189 Warwick Highway are also prevented. This property is a residence with an office within the premises used for business purposes by the resident and her staff. However, that disadvantage to the occupiers and their visitors is considered to be outweighed by the safety risks if right turns into and out of the care home are not effectively restricted.

The TROs were advertised between 3rd March 2022 and 24th March 2022, in the local newspaper and on notices erected in the near vicinity of the new care home access. The local County Councillor, Justin Kerridge was also consulted.

Five objections have been received. The first three objections are from the same person, who is the occupier of the property on the south side of the A4189.

Objection no. 1

Resident of Warwick Highway, received on 3rd March 2022.

“Thank you once again for coming out to see the problem. I have attached documents that were submitted with the planning application and as the planning was granted highways were obviously satisfied with access. This access was previously in place for the previous planning for the 10 houses which were also granted. I hope that the attachments clarify the situation and surely from a costing standpoint the developers would be liable to foot the bill rather than using council taxpayers money. Please can you keep me and the parish council informed and if I can help please do not hesitate in contacting me”.

Objection no. 2

A second objection was received from the same person above on 14th March 2022.

“Following our previous meeting and my email I would confirm that I am objecting to the new proposal for the access to the development at High House Farm and the subsequently completed Care Home.

Please find attached previously submitted Plans and conditions that have been agreed by Highways to allow the planning to be granted, also I have now also attached the drawings and a letter from Warwickshire Highways Department saying that Highways have no objections to the granting of the planning permission request on the provision that the triangle is incorporated into the access of the site.

The new proposals will have a detrimental effect on the entrance and exit of our property and will impede the use and enjoyment of our property.”

Objection no. 3

A third objection was received from the same person on behalf of her business, received on 18th March 2022.

“The Business has run from these offices since 2006.

The proposal to alter the road lay out would be detrimental to the access for our staff and our clients visiting the offices.

Warwickshire Highways have made no objections in the past to the accepted raised triangle in the access of the Home in fact it was a condition of granting planning that this condition was implemented.

We therefore object to the proposal to change the plans that Warwickshire Highways have agreed to.”

The documents accompanying these three objections are in Appendix E and they contain details of a previous planning application for a number of individual homes, which was initially refused and then granted on appeal. They show a triangular island at the

entrance to the site designed to discourage right hand turn manoeuvres rather than a central splitter island.

Officer's response –

These objections are not strictly to the TROs and their bans on right turns and U-turns but to the introduction of a splitter island. However, the splitter island is associated with the bans, and it necessitates the U-turn ban, so this objection is addressed as follows.

When permission was first granted for the care home, the approved plans also relied on a triangular island in the access (see Appendix F for the planning approved drawing). However, during the Road Safety Audit process, a serious safety concern was raised that this would not be sufficient to discourage vehicles from making the banned manoeuvres. The issue was subsequently considered by a panel of senior engineering managers and the developer's designer proposed the splitter island as a more effective deterrent to right turns. This is a change from previously approved proposals, but this was the first time that access arrangements had been subjected to the technical approval process required for a section 278 scheme. The road safety audit and the technical approval processes are designed to test and challenge initial designs and will sometimes result in proposals that have planning approval being revised.

The section 278 works are cost neutral to the County Council.

Objection no. 4

A Stratford District Councillor, Councillor Serafin, received on 23rd March 2022.

"I object to the new layout of the formation to access to care home as this would not benefit one of my residents the original plan to restrict traffic in and out is much better and would not cost the council any money"

Officer's response –

As explained previously, the original plan was amended to address safety issues highlighted by the County Council's road safety audit and technical approval procedures. The section 278 works are cost neutral to the County Council.

Objection no. 5

There was also an additional objection that was received on 29th March 2022, five days after the consultation period had ended, on behalf of Mappleborough Green Parish Council.

"Firstly apologies for the slightly late response to this consultation, unfortunately I was not made aware until today that responses should be sent to you regards this application. Secondly please accept this email as a formal objection to the proposed changes to the highway outside the exit/entrance to Haywood Lodge Care Home. The application submitted is significantly different to that originally agreed at planning and as such the Parish Council are extremely concerned that the changes are too restrictive in terms of access to the care home and properties adjacent to it, with little room to manoeuvre, especially for larger vehicles. The Parish Council understand that reference was made by an officer of WCC, after concerns of larger vehicles accessing the site by reversing into the grounds was raised. The officer argued that on completion only cars/vans would be accessing the site and weekly refuse vehicles. The Parish Council request that

consideration is given to these larger vehicles in terms of the proposed layout and that easier access must be a requirement for emergency vehicles to gain quick access to a care home, which the original plan layout would allow and the proposed does not. The Parish Council trust that these concerns are considered aptly.”

Officer's response –

Emergency vehicles will still be able to access the care home. Swept path analysis shows that a vehicle the size of a large refuse vehicle can freely enter and exit with room to spare (see Appendix G). A similar analysis shows that a 7.64 metres long recreational vehicle will also be able to enter the objector's property on the south side of the A4189 (see Appendix H).

4. Financial implications

The cost of the section 278 highway works is entirely funded by the developer of the care home.

5. Environmental implications

No Environmental Impact Assessment was required to support this planning application. In order to satisfy the safety concerns of this scheme vehicles will need to travel further on the network and this will create some additional emissions.

Report Author	Daniel Richardson danrichardson@warwickshire.gov.uk,
Assistant Director	Scott Tompkins, Assistant Director for Communities
Strategic Director	Mark Ryder, Strategic Director for Communities
Portfolio Holder	Councillor Wallace Redford, Portfolio Holder for Transport and Planning

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

List of appendices

Appendix A - Road Traffic Regulation Act 1984 - Information for TROs
 Appendix B – TRO Notice
 Appendix C – TRO Statement of Reasons
 Appendix D – TRO PLAN - 103510-PEL-KB-ZZ-DR-HW-0004 - D7
 Appendix E - TRO Objection Documents-Redacted
 Appendix F - Approved Planning Drawing - B80 7DG-A-03C
 Appendix G - Large Refuse Vehicle Swept Path Analysis Plan
 Appendix H - Recreational Vehicle Swept Path Analysis Plan

Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford

Corporate Board – Mark Ryder

Legal – Ian Marriott & Caroline Gutteridge

Finance – Andrew Felton & Virginia Rennie

Equality – Keira Rounsley

Democratic Services – Isabelle Moorhouse

Councillors – Jeff Clarke, Jonathan Chilvers, Jenny Fradgley & Jackie Darcy

Local Member(s): Councillor Justin Kerridge

WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE WARWICKSHIRE COUNTY COUNCIL (MAPPLEBOROUGH GREEN) (A4189 WARWICK
HIGHWAY) (STRATFORD ON AVON)
(NO RIGHT TURN) ORDER 2022**

**THE WARWICKSHIRE COUNTY COUNCIL (MAPPLEBOROUGH GREEN) (A4189 WARWICK
HIGHWAY) (STRATFORD ON AVON)
(U-TURN BAN) ORDER 2022**

Warwickshire County Council proposes to make the above named Orders under the road Traffic Regulation Act 1984, the effect of which will be to prohibit vehicles making a U-turn on the part of the A4189 Warwick Highway described in Schedule 1 below and prohibit a right turn onto the part of A4189 Warwick Highway described in the Schedule 2 below.

A copy of the proposed Order, together with a plan showing the lengths of road affected and a statement of the Council's reasons for proposing to make the Order, may be inspected at the Main Reception, Shire Hall, Market Place, Warwick during usual opening hours and on Warwickshire County Council's website at: <https://www.warwickshire.gov.uk/news/20209/stratford-avon-district>

Any enquiries relating to the Order may be made to Chris Round, Communities Directorate, Warwickshire County Council (telephone number 01926 413789).

Any objections to or representations in support of the proposals, which must be in writing and specify the grounds on which they are made, should be addressed to Chris Round, Communities Group, PO Box 43, Shire Hall, Warwick, CV34 4SX (Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information, and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>). Objections and representations must be sent so as to be received by 24 March 2022."

SCHEDULE 1

A4189 Warwick Highway, Stratford on Avon- U-turn Ban

No U-turns for vehicles travelling westbound on the A4189, Warwick Highway as indicated on the plan numbered 103510-PEL-KB-ZZ-DR-HW-0004 (a copy of which may be inspected at the above-mentioned locations) and located approximately 30 metres southwest of its roundabout junction with the A435 Birmingham Road.

SCHEDULE 2

Care Home access onto the A4189, Warwick Highway- Stratford on Avon- No Right Turn

No right turns from the new Care Home access onto the A4189, Warwick Highway, situated approximately 26 metres southwest from its roundabout junction with the A435 Birmingham Road.

S Duxbury
Assistant Director Governance & Policy
Shire Hall, Warwick
3 March 2022

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WARWICKSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE WARWICKSHIRE COUNTY COUNCIL (MAPPLEBOROUGH GREEN) (A4189 WARWICK HIGHWAY) (STRATFORD ON AVON) (NO RIGHT TURN) ORDER 2022

THE WARWICKSHIRE COUNTY COUNCIL (MAPPLEBOROUGH GREEN) (A4189 WARWICK HIGHWAY) (STRATFORD ON AVON) (U-TURN BAN) ORDER 2022

Warwickshire County Council proposes to make the above named Orders under the road Traffic Regulation Act 1984, the effect of which will be to prohibit vehicles making a U-turn on the part of the A4189 Warwick Highway described in Schedule 1 below and prohibit a right turn onto the part of A4189 Warwick Highway described in the Schedule 2 below.

A copy of the proposed Order, together with a plan showing the lengths of road affected and a statement of the Council's reasons for proposing to make the Order, may be inspected at the Main Reception, Shire Hall, Market Place, Warwick during usual opening hours and on Warwickshire County Council's website at: <https://www.warwickshire.gov.uk/news/20209/stratford-avon-district>

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SCHEDULE 1

A4189 Warwick Highway, Stratford on Avon- U-turn Ban

No U-turns for vehicles travelling westbound on the A4189, Warwick Highway as indicated on the plan numbered 103510-PEL-KB-ZZ-DR-HW-0004 (a copy of which may be inspected at the above-mentioned locations) and located approximately 30 metres southwest of its roundabout junction with the A435 Birmingham Road.

SCHEDULE 2

Care Home access onto the A4189, Warwick Highway- Stratford on Avon- No Right Turn

No right turns from the new Care Home access onto the A4189, Warwick Highway, situated approximately 26 metres southwest from its roundabout junction with the A435 Birmingham Road.

S Duxbury
Assistant Director Governance & Policy
Shire Hall, Warwick
3 March 2022

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**ACCESS ROAD TO CARE HOME IN MAPPLEBOROUGH
GREEN
(A4189 WARWICK HIGHWAY),
(MAPPLEBOROUGH GREEN), (STRATFORD ON AVON)**

Proposed U-turn ban & No Right Turn Movement

1. STATEMENT OF REASONS

- 1.1 Warwickshire County Council is proposing to ban a U-turn movement for traffic travelling westbound on the A4189 Warwick Highway, Mappleborough Green at a point approximately 30 metres for a distance of 26 metres southwest of its roundabout junction with the A435 Birmingham Road. Also, a 'No Right Turn' movement for vehicles exiting the Care home access/egress onto the A4189 Warwick Highway.
- 1.2 The U-turn ban is proposed due to the new care home development off the A4189 Warwick Highway that has been consulted on and approved separately. The U-turn ban is proposed; so as to avoid danger to persons or traffic at a busy junction. The scheme will involve the use of signs and a physical central refuge construction.
- 1.3 The 'No Right Turn' movement ban is proposed due to the new care home development off the A4189 Warwick Highway that has been consulted on and approved separately. The 'No Right Turn' movement is proposed; so that vehicles are not turning right out into the main carriageway yards from a very busy roundabout, which may cause conflict with other traffic. The scheme will involve the use of signs and a physical central refuge construction.

2. SCHEDULE

**SCHEDULE 1
(No Right Turn and U-turn ban)**

1. No right turn for vehicles turning from the new Care Home access onto the A4189, Warwick Highway, situated approximately 26 metres southwest from its junction with the A435 Birmingham Road
2. No U-turns for vehicles travelling westbound on the A4189, Warwick Highway as indicated on plan 103510-PEL-KB-ZZ-DR-HW-0004 and located approximately 30 metres southwest of its roundabout junction with the A435 Birmingham Road.

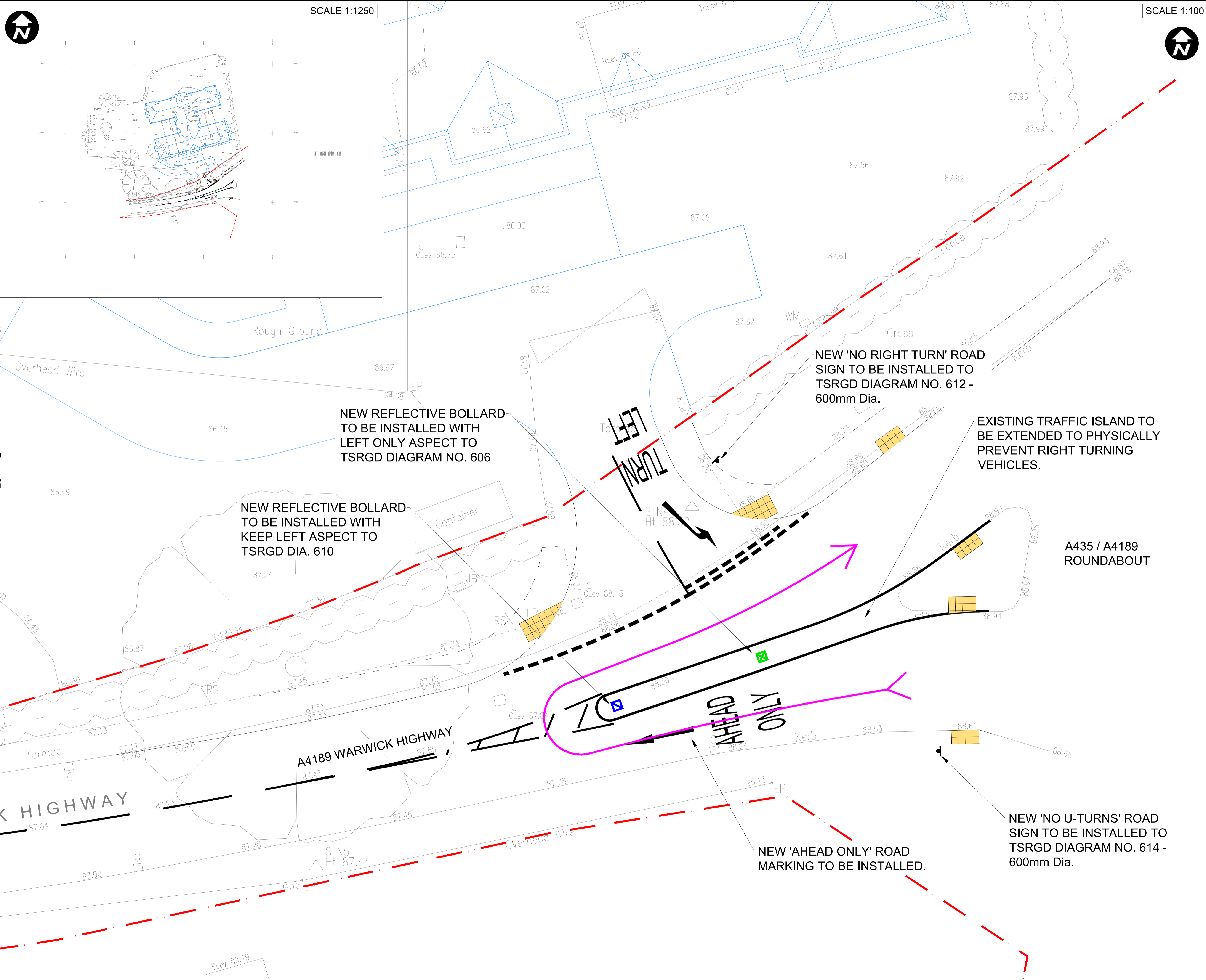
3. EXISTING ORDERS TO BE REVOKED/AMENDED

None

4. PRIORITY

High

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SCALE 1:1250

SCALE 1:100

- GENERAL NOTES
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 - G3. ALL DIMENSIONS ARE IN MILLIMETRES - (mm) ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.
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- KEY
- KERB
 - TACTILE PAVING
 - PROPOSED DIRECTION OF U-TURN BAN
 - HIGHWAY BOUNDARY

REV	DESCRIPTION	DRN	CHK	APP	DATE
D7	Minor Amendments	SL	BO	JD	21.02.22
D6	Minor amendments	BO	RM	JD	07.02.22
D5	Minor amendments	SL	BO	JD	04.02.22
D4	Minor amendments	SL	BO	JD	03.02.22
D3	Minor amendments	SL	BO	JD	14.01.22
D2	Minor amendments	SL	BO	JD	13.01.22
D1	First Issue	JS	SL	JD	21.12.21

Pell Frischmann
 GEORGE HOUSE, GEORGE STREET, WEST YORKSHIRE, WF1 1LY
 Telephone +44 (0)192 436 8145
 Email: pfwakefield@pellfrischmann.com
 www.pellfrischmann.com

Architect/Client/Contractor

Project
**PROPOSED CARE HOME
 WARWICK HIGHWAY
 MAPPLEBOROUGH GREEN**

Drawing Title
**TRAFFIC REGULATION ORDER
 PROPOSED PLAN**

Drawing Status

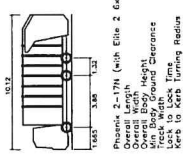
FOR INFORMATION			
Name	Date	Status Code	
Drawn	JS	21.12.21	S0
Designed	SL	21.12.21	AS SHOWN
Eng Chk	JD	21.12.21	Revision
Approved	JD	21.12.21	D7

Drawing No.
103510 - PEL - KB - ZZ - DR - HW - 0004

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- GENERAL NOTES**
- 1. Do not scale the drawing, if in doubt, ask
 - 2. This drawing is to be used in conjunction with all relevant specifications, engineering and specialist drawings and details.
 - 3. All work shown is to be in accordance with the Traffic Signs Manual, Chapter 5 - Section 2502 and Traffic Signs Manual, Chapter 5 - Section 2503.
 - 4. All highway works to be carried out in accordance with Wiltshire County Council design guide and specifications. All works to be carried out in accordance with the relevant safety plans as stated elsewhere. Note of safety to be kept on file.

- KEY**
- Full depth temporary construction
 - Full depth temporary construction
- Position stopped crossing crossing slip stagger and the proposed layout (see option)
- Position of 2 rows of ball covered tactile paving with the kerb at the site for crossing



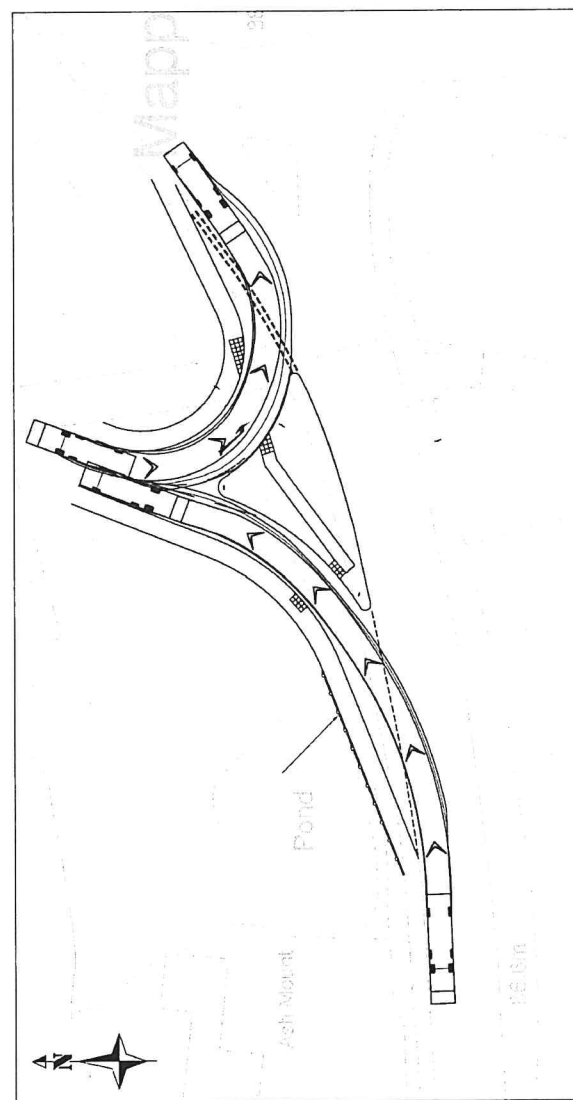
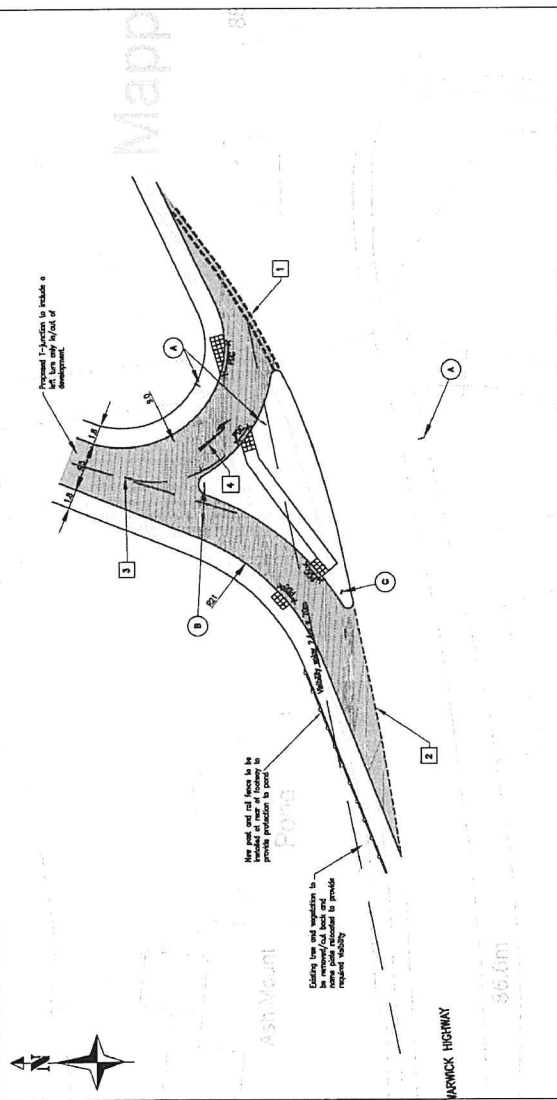
TSR Ref	Description	Quantity
A	Retention zone 800mm x 1000mm high x 1000mm wide (10100) with 1000mm x 1000mm kerb (10100) and 300mm concrete lamp post (10100)	2
B	1000mm x 1000mm concrete kerb (10100) with 1000mm x 1000mm kerb (10100) and 300mm concrete lamp post (10100)	1
C	1000mm x 1000mm concrete kerb (10100) with 1000mm x 1000mm kerb (10100) and 300mm concrete lamp post (10100)	1

TSR Ref	Dimensions	Length
1	600mm long, 300mm high, 200mm wide	6.5m
2	600mm long, 300mm high, 100mm wide	7m
3	400mm long, 200mm high, 100mm wide	8m
4	400mm long arrow (left)	-



Element Ref	Description	Units
1	Sign Face	1
2	Post	1
3	Foundation	1
4	Base	1
5	Spigot	1
6	Bracket	1
7	Cap	1
8	Washer	1
9	Nut	1
10	Bracket	1
11	Cap	1
12	Washer	1
13	Nut	1
14	Bracket	1
15	Cap	1
16	Washer	1
17	Nut	1
18	Bracket	1
19	Cap	1
20	Washer	1
21	Nut	1
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23	Cap	1
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25	Nut	1
26	Bracket	1
27	Cap	1
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140	Washer	1
141	Nut	1
142	Bracket	1
143	Cap	1
144	Washer	1
145	Nut	1
146	Bracket	1
147	Cap	1
148	Washer	1
149	Nut	1
150	Bracket	1

PROJECT	CLIENT	DATE
HIGH HOUSE FARM MAPPLEBOROUGH GREEN WARWICKSHIRE	WILBRAHAM ASSOCIATES	06.06.13
DRAWN BY	CHECKED BY	DATE
GM	AB	1.2.50
PROJECT NUMBER	WORKSHEET NUMBER	WORKSHEET TITLE
20698_03_002	20698_03_002	PROPOSED ACCESS OPTION 1
PROPOSED BY	APPROVED BY	DATE
C	A1	06.06.13



PROPOSED DEVELOPMENT TO
 HIGH HOUSE FARM
 MAPLEBROOK GREEN, STODLEY.
 SCALE 1:500.
 PROPOSED ACCESS. DRG NO 6.

Traffic Signs		
TSR Ref	Description	Quantity
(A) 612	class B20 retroreflective traffic sign mounted 2.4m high on a 40mm high post. 600mm high x 600mm wide	3
(B)	TPP Package Saboteur Plus (ref 101601) with cast-in cone (ref 100006) and 300mm diameter 'keep left' aspect.	1
(C)	TPP Package Saboteur Plus (ref 101601) with cast-in cone (ref 100006) and 300mm diameter black aspect.	1

Road Markings		
TSR Ref	Dimensions	Length
1	600mm long, 300mm gap, 200mm wide	6.5m
2	600mm long, 300mm gap, 100mm wide	7m
3	4000mm long, 2000mm gap, 100mm wide	8m
4	4000mm long arrow (left)	-

Scheme Ref. High House Farm	
Sign Ref. A	x-height.
Letter Colour.	BLACK
Background.	WHITE
Border.	RED
Material.	Class Ref. 2
Area	0.28m ²

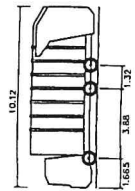
POST(S) & FOUNDATIONS	
Mounting Height	2400mm
Number	1
Base Width	700mm
Base Length	800mm
Base Depth	600mm
Spacing	-
Base Vol.	0.34m ³
Earth Cover	1000mm

GENERAL NOTES

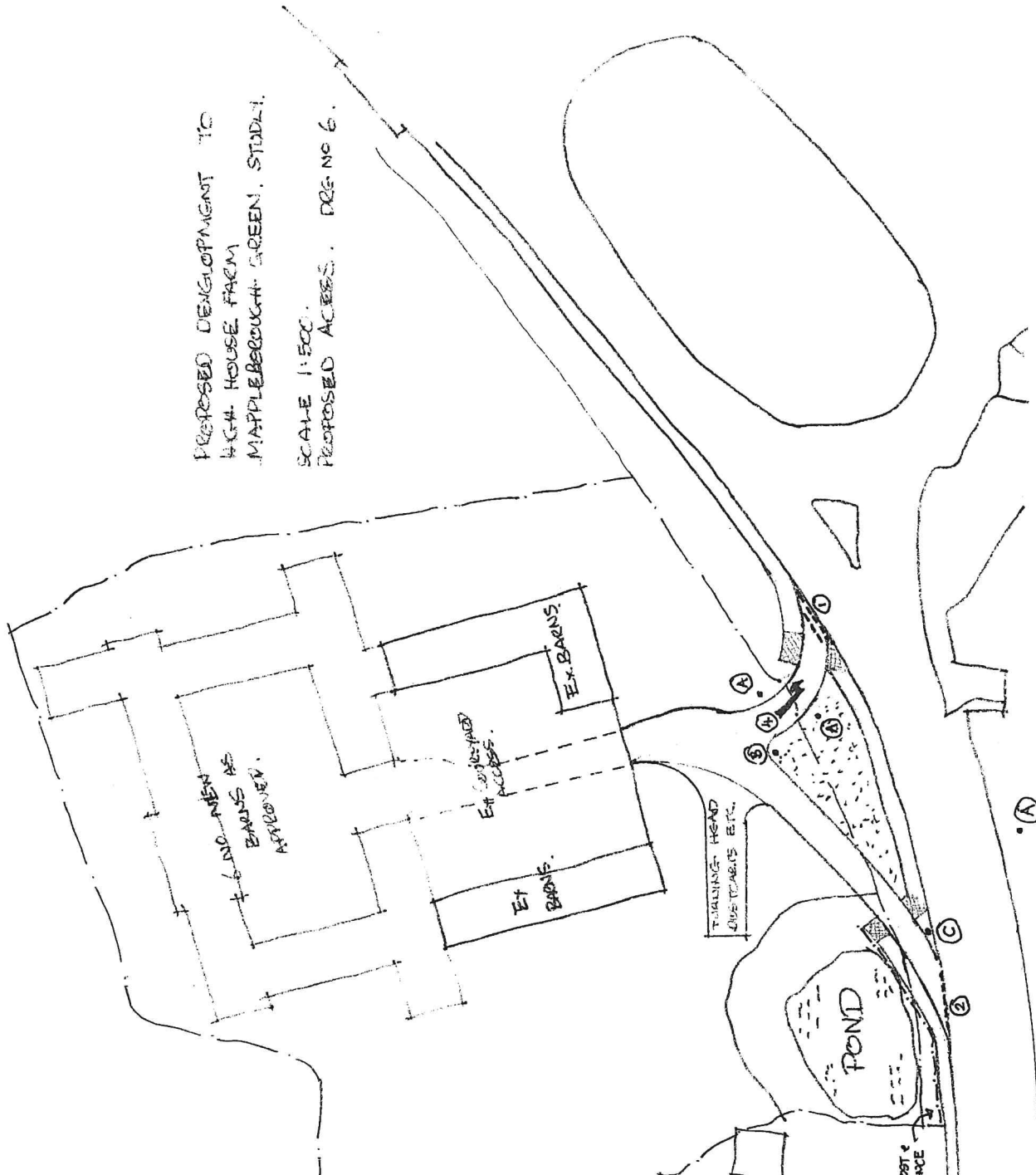
- Do not scale this drawing. If in doubt, ask.
- This drawing is to be read in conjunction with all relevant architect's, engineer's and specialist drawings and specifications.
- All white lining to be in accordance with the Traffic Signs and Regulations and General Directions 2002 and Traffic Signs Manual, Chapter 5.
- All highway works to be carried out in accordance with Warwickshire County Council's design guide and specifications.
- All works to be to BS 2 unless stated otherwise. Back of footway to be edge with EF.

KEY

- Full depth scrippsaw construction
- Full depth bituminous footway construction.
- Pedestrian dropped crossing comprising 2no. dropper and 2no. dropped kerbs type B8 (even upland)
- A minimum of 2 rows of buff coloured tactile paving with the modules laid in line with the crossing.



Phoenix 2=17N (with Elite 2 6x2 MS chassis) 1.20m
 Overall Length 3.70m
 Overall Width 3.70m
 Max. Body Height 2.25m
 Max. Body Ground Clearance 2.25m
 Track Width 2.25m
 Lock to Lock Time 4.00s



Your ref: 16/00253/VARY
My ref: 160253
Your Letter Sent: 03/02/2016



Communities Group

PO Box 43
Shire Hall
Warwick
CV34 4SX

Tel: (01926) 412386
Fax: (01926) 412641
benmalin@warwickshire.gov.uk
www.warwickshire.gov.uk

Robert Weeks
Head of Environment and Planning
STRATFORD-ON-AVON DISTRICT COUNCIL
Elizabeth House, Church Street
Stratford-upon-Avon
CV37 6HX

FAO : Erin Weatherstone

15 March 2016

Dear Mr Weeks

PROPOSAL: Variation of condition 4 (approved access) of 12/02830/OUT for the 'Demolition of former farmhouse and erection of second courtyard range of barns to provide new housing (6 residential units) and associated works including revised access arrangements' to make amendments to the proposed site access.

LOCATION: High House Farm, Birmingham Road, Mappleborough Green, Studley, B80 7DF.

APPLICANT: Mr G Gilbert

Prior to submitting the above application, the applicant sought pre-application advice from the Highway Authority, to discuss the development proposals.

The proposed alterations to the access arrangements will retain the approved in-out arrangement however, the central island shall be extended. By extending the central island, the existing oak tree shall remain however, if the Highway Authority are satisfied that the required visibility splays of 59 metres can be achieved if the tree remains. The Highway Authority are also satisfied that the design of the ingress and egress access arms will prevent vehicles turning right into/out of the site. Should the access works require the relocation of traffic signs, the new position shall be agreed with Warwickshire County Councils Traffic and Road Safety Team.

Therefore, the response of Warwickshire County Council as the Local Highway Authority to the above application is one of **NO OBJECTION**, subject to the following condition:

1. The proposed access arrangements shall be constructed in general accordance with drawing no. 6.

*Working for
Warwickshire*

From: [REDACTED]
To: [REDACTED]@valtd.co.uk
Date: Thu, 3 Mar 2022, 11:25
doc11500120220303123255.pdf 909 KB

From: [REDACTED]
To: chisround@warwickshire.gov.uk , Mappleborough Green Parish Council
clerk@mg-pc.uk
Date: Thu, 3 Mar 2022, 11:45
doc11500120220303123255.pdf 909 KB

Hi Chris

Thank you once again for coming out to see the problem. I have attached documents that were submitted with the planning application and as the planning was granted highways were obviously satisfied with access. This access was previously in place or the previous planning for the 10 houses which was also granted.

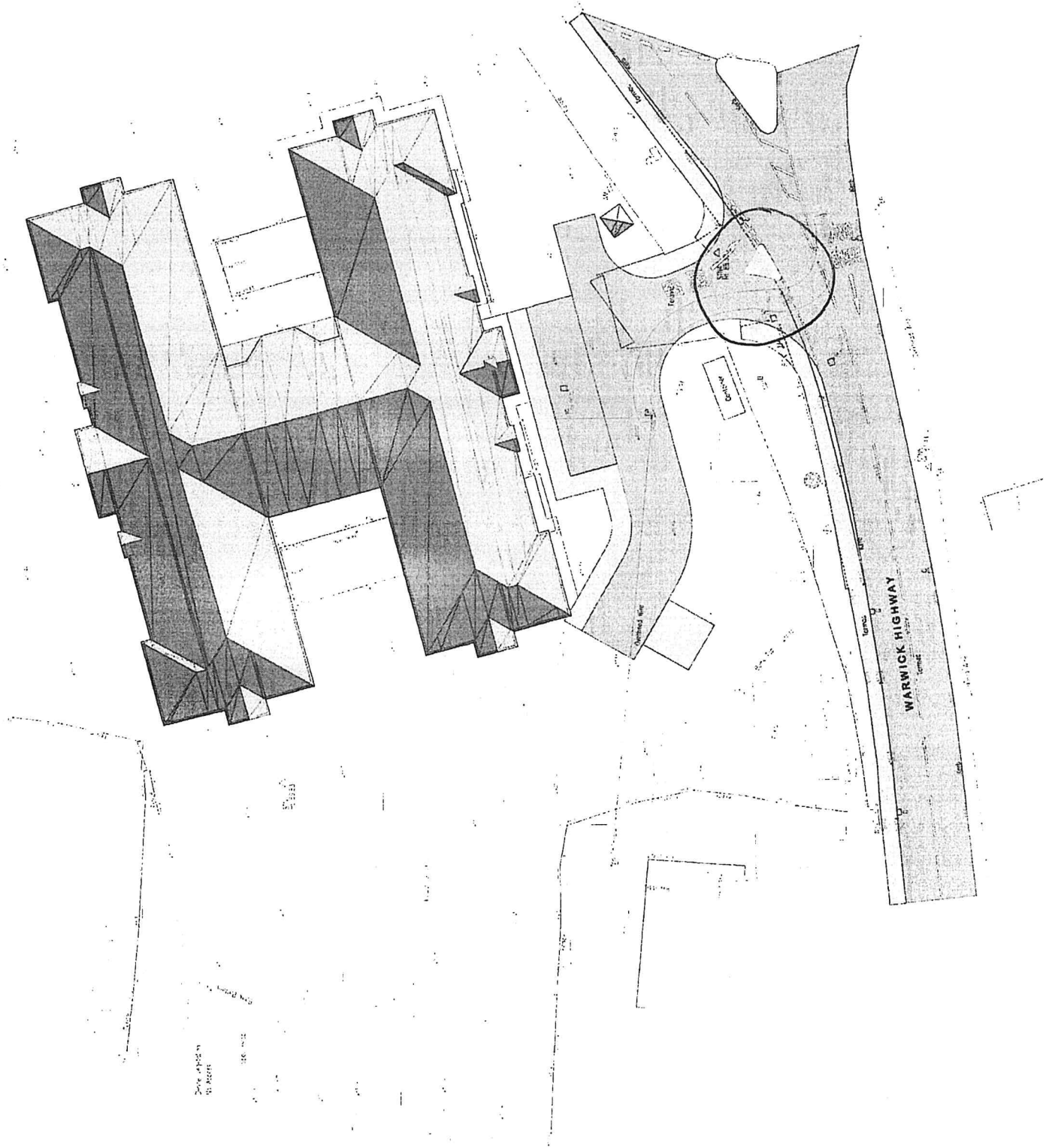
I hope that the attachments clarify the situation and surely from a costing standpoint the developers would be liable to foot the bill rather than using council taxpayers money.

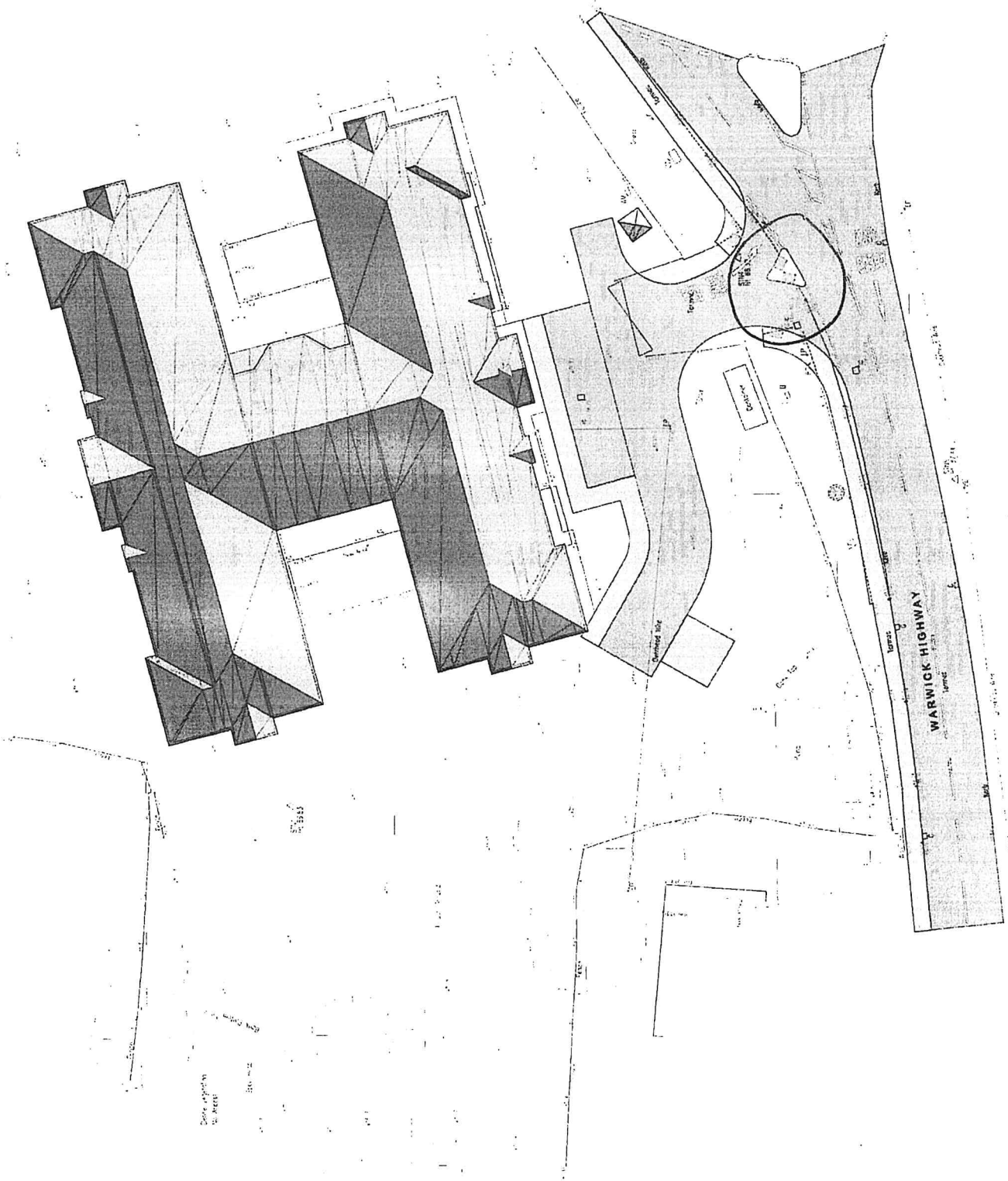
Please can you keep me and the parish council informed and if I can help please do not hesitate in contacting me.

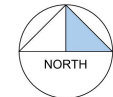
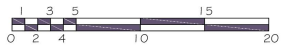
Kind regards [REDACTED] Laureen

Get [Outlook for iOS](#)

From: Clerk clerk@mg-pc.uk
To: [REDACTED]
Date: Thu, 3 Mar 2022, 16:17







2STOREY 66 BED CARE HOME
 SITE AREA - 7406sqm (1.82 Acres)
 24No CAR PARKING SPACES
 BUILDING FOOTPRINT - 1685sqm
 TOTAL FLOOR AREA - 3370sqm

KEY	
ROOT PROTECTION ZONE	



REV	DATE	DETAILS OF AMENDMENTS	DRAWN
REVISIONS			
C	19-07-20	EP POINT RELOCATED	GB
B	01-05-20	ROOT PROTECTION ZONE INCLUDED	GB
A	08-03-20	VISIBILITY TRIANGLE ADDED TO APPLICATION SITE	GB



LNT CONSTRUCTION LTD
 UNIT 2, HELIOS 47
 ISABELLA ROAD
 GARFORTH
 LS25 2DY
 Tel: 0113 3853858
 Fax: 0113 3853859

CLIENT	
SITE	WARWICK HIGHWAY MAPPLEBOROUGH GREEN, REDDITCH B80 7DG
TITLE	PROPOSED 66 BED CARE HOME SITE PLAN

SCALE	1:200@A1	DATE	01-11-19
DRAWN	GB	DWG NO.	B80 7DG-A-03C
DRAWING STATUS			
FEASIBILITY	PLANNING SUBMISSION		
PLANNING APPROVAL	REGULATION SUBMISSION		
REGULATION APPROVAL	CONSTRUCTION ISSUE		
CHECKED BY		DATE	
APPROVED BY		DATE	

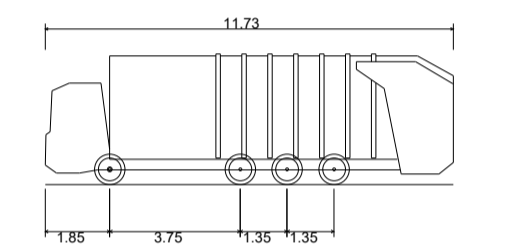
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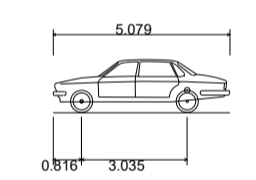
KEY

--- HIGHWAY BOUNDARY



SDC Merc Eonic

- Overall Length 11.730m
- Overall Width 3.750m
- Overall Body Height 3.749m
- Min Body Ground Clearance 0.310m
- Track Width 2.490m
- Lock to lock time 4.00s
- Max Steering Angle (Virtual) 33.00°



Large Car (2006)

- Overall Length 5.079m
- Overall Width 1.872m
- Overall Body Height 1.525m
- Min Body Ground Clearance 0.310m
- Max Track Width 1.831m
- Lock to lock time 4.00s
- Kerb to Kerb Turning Radius 5.900m

D5	Amendments in accordance with WCC comments	BO	SL	JD	13.01.22
D4	Layout Update following WCC review	SL	BO	JD	05.01.22
D3	Amendments in Alignment With WCC Comments	BO	SL	JD	03.08.21
D2	Amendments in accordance with WCC comments	JS	SL	JD	06.04.21
D1	First Issue	SL	JD	JD	06.10.20
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann
 SUITE 109, PLAZA 668, HITCHIN ROAD, BEDFORDSHIRE LU2 7XH
 Telephone +44 (0)158 232 1222
 Email: pfluton@pellfrischmann.com
 www.pellfrischmann.com



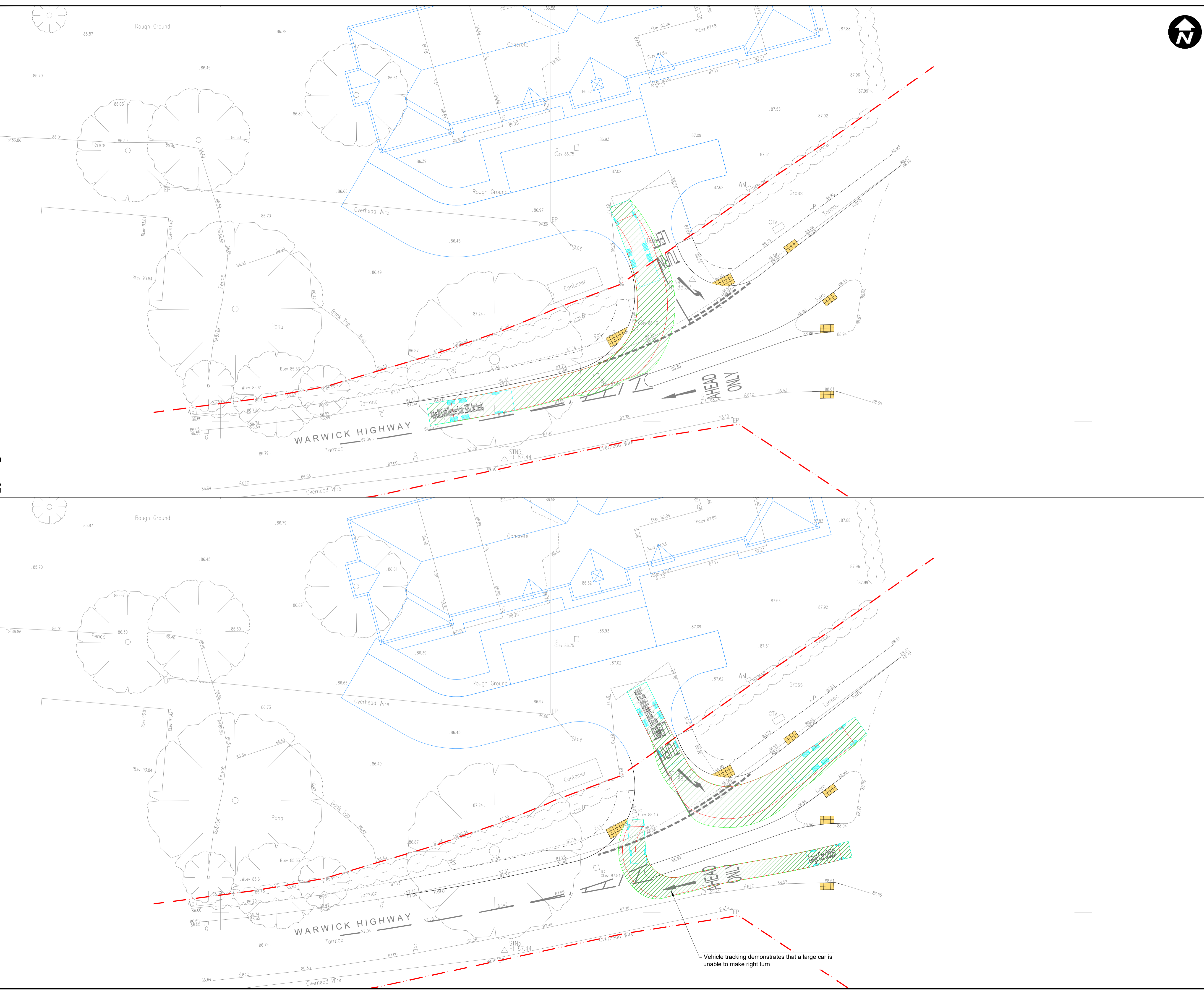
**PROPOSED CARE HOME
 WARWICK HIGHWAY
 MAPPLEBOROUGH GREEN**

**SWEPT PATH ANALYSIS
 OF A LARGE REFUSE VEHICLE**

FOR APPROVAL

Drawn	SL	06.10.20	Status Code	S3
Designed	SL	06.10.20	Scale	1:200
Eng Chk	JD	06.10.20	Revision	D5
Approved	JD	06.10.20		

103510 - PEL - SP - ZZ - DR - HW - SP01



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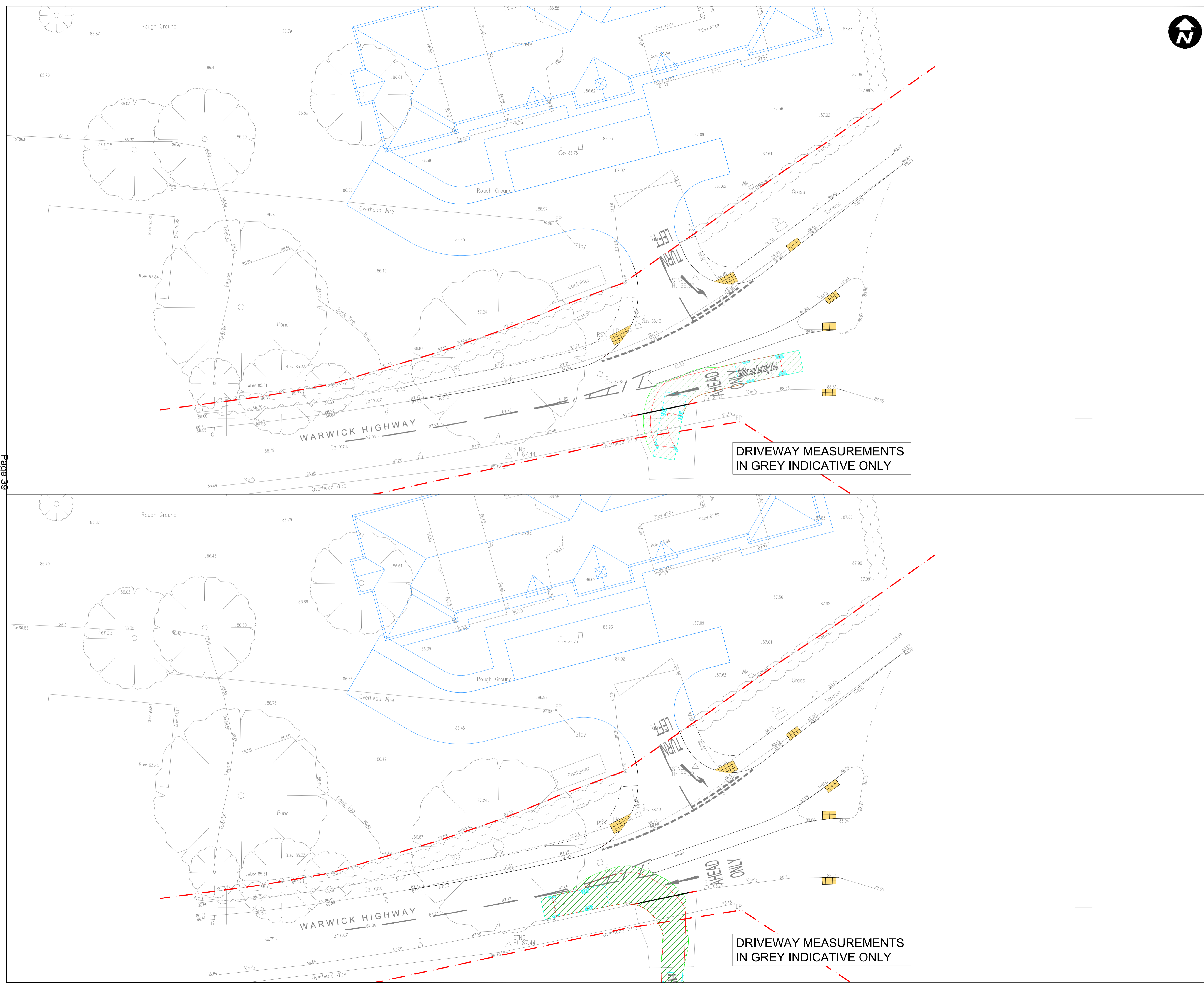


- GENERAL NOTES
- G1. DO NOT SCALE THIS DRAWING.
 - G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.
 - G3. ALL DIMENSIONS ARE IN MILLIMETRES - (mm)
ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.
 - G4. NORTH SHOWN INDICATIVE ONLY
 - G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT; SPECIFICATIONS; DRAWINGS; DETAILS AND OTHER DESIGN INFORMATION.
 - G6. ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED WITHIN, CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ENGINEER AND MAY NOT BE DUPLICATED, USED, REPRODUCED OR DISCLOSED WITHOUT WRITTEN CONSENT OR EXPRESS PERMISSION FROM THE ENGINEER.
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 - G8. WHERE THE CONTRACTOR UNDERTAKES OR ENGAGES A THIRD PARTY TO UNDERTAKE TEMPORARY WORKS DESIGN, OR VARIES THE PELL FRISCHMANN DESIGN IN ANY WAY, THEN THE CONTRACTOR WILL TAKE FULL RESPONSIBILITY AND LIABILITY FOR ALL DESIGN ASPECTS, INCLUDING A DESIGN RISK ASSESSMENT. THE CONTRACTOR SHALL INFORM PELL FRISCHMANN OF ANY PROPOSED VARIANCES TO THE DESIGN.

- KEY
- DRIVEWAY TRANSITIONS AND DROPPED KERB (TAKEN FROM ONSITE MEASUREMENTS PROVIDED BY LNT)
 - HIGHWAY BOUNDARY

Example Recreational Vehicle

- Overall Length 7.640m
- Overall Width 2.500m
- Overall Body Height 3.205m
- Min Body Ground Clearance 0.410m
- Track Width 2.500m
- Lock to lock time 4.00s
- Wall to Wall Turning Radius 7.800m



REV	DESCRIPTION	SL	JD	JD	13.04.22
D1	First Issue	SL	JD	JD	13.04.22
		DRN	CHK	APP	DATE

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Project
**PROPOSED CARE HOME
 WARWICK HIGHWAY
 MAPPLEBOROUGH GREEN**

Drawing Title
**SWEPT PATH ANALYSIS
 OF A MOTORHOME VEHICLE**

Drawing Status **FOR INFORMATION**

Drawn	Name	Date	Status Code
SL	SL	13.04.22	S3
Designed	SL	13.04.22	Scale
Eng Chk	JD	13.04.22	Revision
Approved	JD	13.04.22	D1

Drawing No.
103510 - PEL - SP - ZZ - DR - HW - SP02

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