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Communities

PO Box 43
Shire Hall
Warwick
CV34 4SX

DX 723360 WARWICK 5

Tel: (01926) 41

Fax: (01926) 412641

@warwickshire.gov.uk

www.warwickshire.gov.uk

Mr P J Morris
Lane End
Manor Lane
Loxley
Warwickshire
CV35 9JX

FAO : Mr Morris

07th November 2017

Dear Mr Morris

Loxley Neighbourhood Development Plan

With reference to our previous telephone conversation, a site inspection of the additional sites in respect of your Neighbourhood Development Plan (NDP) was undertaken on the 18th October. The observations of the Highway Authority in respect of each site are as follows;

Site B – Site off the Stratford Road (south-west of village centre)

The site is situated on the south-western outskirts of the village, to the south of the Stratford Road. The site frontage straddles the change in speed limit from 30mph to 50mph. As with site A, previous speed survey data (albeit this was taken 2009 and 2012) indicated approach speeds in the region of 40mph. However, the Highway Authority would probably recommend in view of the date of the data new surveys are undertaken to verify the approach speed of vehicles and establish the level of visibility splay required. If these indicate approach speeds are still in the region of 40mph or below, then the required visibility could potentially be attained. However, given the topography of the site, it is unlikely a suitable access could be formed without significant cut into the site. As previously with Site A, there is also the concern with respect to the location of the site and the lack of safe pedestrian access (footway). Whilst it is acknowledged that there are existing properties fronting/accessed from the Stratford Road, the lack of a footway will potentially socially exclude some residents from the main village services.

Site C – Site off the Stratford Road (south-west of village centre)

The site is situated on the south-western outskirts of the village, to the north of the Stratford Road. The frontage is within the 30mph speed limit although from observations, speeds may be higher. As previously stated, this would need to be verified through a speed survey. The extent of the site frontage with the public highway is limited which has an impact on visibility. Visibility is restricted by the adjacent

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boundary hedges with a very narrow verge margin. The alignment of the carriageway also reduces the available visibility of approaching vehicles from the frontage in an easterly direction. These issues together with the proximity of the adjacent properties to the site makes it is extremely unlikely a suitable access could be provided at this location.

Site D – Site off the Stratford Road (north of the village centre)

The site is situated to the north of the village centre and Stratford Road, extending across and opposite to the junction of the Goldicote Road with the Stratford Road. It is within the 30mph limit although from observations on site, speeds were considered to be higher and would therefore need to be verified through a speed survey. The site is bounded by a frontage hedge with an existing fieldgate access and adjacent Public Right of Way (PRoW) towards the western boundary. The horizontal alignment of the highway in a westerly direction and alignment in both planes (horizontal and vertical) in an easterly direction reduce the available visibility. This would impact significantly on the existing boundary hedge. The levels on site could dictate the location of any access to the site as, from the site inspection, these appear to steepen significantly across the site frontage in an easterly direction. The optimum position in terms of levels would appear to be the western boundary however there would generally be concerns with any proposed access due to the alignment of the highway and impact on the boundary hedge.

Site F – Site off the Stratford Road (north-east of the village)

This site is accessed via an existing access junction with the Stratford Road. The existing access junction is at an angle to the public highway requiring drivers to look over their shoulders in order to access the highway in a south-westerly direction before re-entering the carriageway. The intersection of the access to the public highway is also steep with visibility further restricted by adjacent vegetation/embankment. As with the previous sites, a speed survey would be necessary to establish approach speeds in terms of visibility splays. However the Highway Authority would have concerns with respect to any intensification in the use of this access due to difficult with visibility and alignment, and consider adequate improvement would be difficult to attain.

Site G - Site off the Stratford Road (north-east of the village)

This site is accessed with the Stratford Road via an existing fieldgate access which has a slight set back to enable vehicles to partially pull off the highway. The site is situated to the south of the Stratford Road on the outside of a bend within the 30mph limit. Visibility was not overly restricted although a speed survey would be necessary to establish the approach speed of vehicles. There is an existing footway, albeit 1.0 metre (approx.) in width which currently terminates before the site. The Highway Authority would seek the extension and improvement of the footway to provide pedestrian access towards the village centre.

Site H1 and H2 (off the Goldicote Road)

From the site inspection, these sites appeared to have no frontage access with the Goldicote Road other than via an existing private access(Home Farm). The geometry of the existing access could be improved to provide a suitable access. However, due to the proximity of an adjacent building to the south of the access and boundary hedge together with the vertical alignment of the carriageway to the north, this could impact on the ability to attain suitable visibility splays (43.0 metre 'y' distance from a 2.4 metre 'x' distance set back).

Site I (off Manor Lane)

The site is situated off the end of the turning head of Manor Lane. Manor Lane is a small cul-de-sac with a carriageway of approximately 5.4 metres and a narrow footway to the northern side of approximately 1.1 metres. At the time of the site inspection there was an element of on street parking although most of the properties accessed off

Manor Lane appeared to have some element of off-street parking provision. The site has an existing fieldgate access immediately adjacent to a PROW with two private drives either side. In assessing access from this location, potential conflict with the adjacent drives and PROW would need to be given careful consideration to ensure there is adequate inter-visibility. Additionally, although not necessarily a highway matter, the impact of a potential access upon two existing mature trees would need to be examined.

Site J (off Goldicote Road, south-west of the village centre)

Situated to the north of the Goldicote Road, although the frontage of the site is within the 30mph, there are some concerns that the approach speed of vehicles in a westerly direction is higher than the posted speed limit. Previous speed survey data indicated that approach speeds were in the region of 40mph which would require visibility splays with a 'y' distance of 90.0 metres to be provided from a 2.4 metre 'x' distance. However, as with the speed data for the Stratford Road, the current data was undertaken in 2009. The Highway Authority would therefore recommend the undertaking of a new survey. With the slight bend in the alignment of the road it may not be possible to secure the necessary visibility splay in a south-westerly direction.

If visibility could be attained, the Goldicote Road could benefit from further speed reducing features to address the issue of speed into the village. There would also be the issue of providing pedestrian access into the village of Loxley. There is an existing footway to the north of the Goldicote Road which extends up to the access to the recreation area. This would require to be extended towards the site to provide a continuous pedestrian link into the village and local services.

Site K (off the Goldicote Road)

The frontage of the site is located between properties Springfield House and Glebe. The site is bounded by a dense frontage hedge with a narrow footway extending across the frontage of the site. The proximity of the adjacent properties could make it difficult to attain the necessary visibility difficult as these cannot extend over third party land. Visibility splays with a 43.0 metre 'y' distances from a 2.4 metre 'x' distance would be required. It was further noted from the plan of the sites received and the site inspection that there could potentially be difficulties securing the standard of access internally (dependant on the number of units under consideration) due to a pinch point.

Site M (off Goldicote Road)

There appears to be no direct frontage access to this site, other than via the private drive, Loxley Fields. This is a small private cul-de-sac serving 3 units with an access into the rear field (Site M). A concern with access to further development from this point would firstly be the limited width of the existing access between the adjacent properties. Secondly, as a private drive, the maximum houses that could be served is generally in the region of 6, which would include the existing units. This site does adjoin Site N which was previously considered and which, subject to an appropriate access being possible, could offer an internal point of access into site M.

I trust this information is of assistance in the first instance. Should you wish to discuss any points further, please contact me.

Yours sincerely

Karen Watkins
Development Group

