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Mr P J Morris  
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CV35 9JX

**FAO : Mr Morris**

10<sup>th</sup> October 2016

Dear Mr Morris

**Loxley Neighbourhood Development Plan**

With reference to your letter dated 14<sup>th</sup> September and our site meeting the 26<sup>th</sup> September, the observations of the Highway Authority in respect of please find the. I will comment on each site in turn.

**1. Site off the Stratford Road (north-west of village centre)**

The site is situated on the north-eastern outskirts of the village, to the north of the Stratford Road. Although within the 30mph speed limit the existing field-gate access is only 43.0 metres or thereabouts from the change in the speed limit from 50mph to 30mph. There is a sharp bend approximately 160.0 metres from the site which does reduce the approach speed considerably however, from the site meeting there were some concerns that drivers are not necessarily complying with the posted 30mph limit. Speed data that the County have records of undertaken 2009 and 2012 indicate that the approach speeds are just below 40mph. Visibility commensurate with the approach speeds (in terms of the Manual for Streets guidance) can still be attained although in an easterly direction this would be to the centre of the nearside lane of the carriageway as opposed to the near edge of the carriageway. Further speed reducing features could be implemented to assist in better compliance with the posted speed limit.

In respect of access, the view at the time of the site meeting was that there was the potential to provide a suitable vehicular access to serve a small development although in order to attain the required level of visibility, this would require the removal/cutting back and future maintenance of some of the boundary hedge. For a development of up to 6 units, a 5.0 metre wide access with 6.0 metre radius turnouts would generally be recommended. In order to accommodate the refuse vehicle used by the waste operator in the Stratford-on-Avon District area (Mercedes Econic at 11.73 metres), this may require the radii or the access or both to be increased in order for it to access the site for collection purposes. Alternatively, if it were to collect from the kerbside then a

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refuse collection point would require to be within 25.0 metres of the edge of carriageway. There is an existing Public Right of Way (PROW SD78) which runs along the eastern side of the field boundary. It is recommended that you check the current status of this route with the Countys Rights of Way team prior to proceeding any further with the consideration of a site layout for development.

One concern with the location of the site was the lack of footway provision for residents. There are existing properties fronting/accessed from the Stratford Road however the lack of a footway will potentially socially exclude some residents from the main village services.

## **2. Site off Goldicote Road (south-west of village centre)**

The site is located on the south-western outskirts of the village, to the south of the Goldicote Road. Although the frontage is within the 30mph speed limit the existing field-gate access is some 55.0 metres or thereabouts from the change in the speed limit from 50mph to 30mph. Again there is a slight bend approximately 85.0 metres from the site which will have some impact on the approach speeds however, again from the site meeting there were some concerns that drivers are not necessarily complying with the posted 30mph limit. Speed data that the County have records of undertaken 2009 indicates the approach speeds as being 40mph. Again visibility commensurate with this (in terms of the Manual for Streets guidance) can still be attained however this is a similar point to that on the Stratford Road which could benefit from further speed reducing features to address the issue of speed.

In respect of access, the view on site was that again there was the potential to provide a suitable access to serve a small development. The verge margin is relatively wide therefore the impact on the adjacent hedgerow and vegetation would be less than the site on the Stratford Road in order to attain the required level of visibility. An access in general accordance with the geometry indicated previously would be suitable, taking account of the requirements of the refuse vehicle. There is an existing Public Right of Way (PROW SD75d) which runs diagonally across the site. Again, it is recommended that you check the current status of this route with the Countys Rights of Way team prior to proceeding any further with the consideration of a site layout for development.

Whilst there is no existing footway on the southern side of the Goldicote Road, there is an existing footway to the north which extends up to the access to the recreation area. The Highway Authority would recommend that if this site were to be developed that the existing northern footway is extended towards the site with dropped crossings provided to enable access to the potential development site. The associated vehicular access would need to make provision for a section of footway connecting the site to the extended footway on the northern side of the carriageway, providing a continuous pedestrian link into the village and its services.

## **3. Sites from the Redhill Road**

Redhill Road is an unclassified road with a bifurcated junction with the C72 Wellesbourne Road. Redhill Road is for the most part only single width with a passing bay within the first 40.0 metres and some further opportunity for passing within existing access points/field-gates. Two sites have been identified for comment, the potential development of these sites being limited to one or two units.

a) The first site was assessed during the site meeting and lies to the west of the Redhill Road. There was a noticeable level distance between the carriageway and internal ground levels. This would potentially impact on the access gradient which in turn may impact on the require visibility unless the adjacent banks were graded back. However the visibility available from this access appeared to be reduced by the vertical alignment of the carriageway in a southerly direction. Additionally to attain this would

require the significant removal of the existing hedgerow and trees due to their proximity to the edge of carriageway.

b)The second site was to the east of Redhill Road and assessed during a subsequent site inspection. Again, there appeared to be level differences between the site and carriageway which will impact on the gradient of the access (no greater than 1:12) and potentially on visibility. With respect to visibility the adjacent hedgerow would need to be cut back/removed in order to attain the necessary visibility splays (2.4 metre 'x' distance with 43.0 metre 'y' distances). Again, the site is remote from the village centre with no safe provision for pedestrians.

#### **4. Additional site off the Goldicote Road (opposite Home Farm)**

An additional site was assessed during the subsequent site inspection opposite Home Farm. Again, there were significant level differences between the site and carriageway which would require to be regarded to attain a suitable gradient into the site and ensure that the adjacent banks did not impact on visibility. Visibility was good in a southerly direction along the Goldicote Road however the vertical alignment of the carriageway drops away in a northerly direction although potentially the required level of visibility could be attained (43.0 metre 'y' distance from a 2.4 metre 'x' distance set back).

#### **5. Site off Barracks Green (affordable housing)**

The potential for an extension to the existing Barracks Green was assessed during the site meeting. The difficulty with this is that no clear provision has been made to extend from the existing access road which ends in a rear parking court. The width between the properties would potentially provide a two way route however would not make provision for pedestrian and would impact on the current parking provision.

Therefore, whilst it would be possible to provide vehicular access from sites 1, 2, 3b and 4, the concern with sites 1 and 3b is that there is no footway provision for the safe movement of pedestrians, particularly with the recorded speeds along these roads being higher than the posted speed limit and no street lighting. This will socially exclude those residents who either do not drive or do not have access to a car and make the development less sustainable than sites 2 and 4. Although again there was no footway provision immediately adjacent to these sites, access provision could be made from site 4 with site 2 requiring a small extension of the existing footway.

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

Yours sincerely

*KLWatkins*

Karen Watkins

Development Group