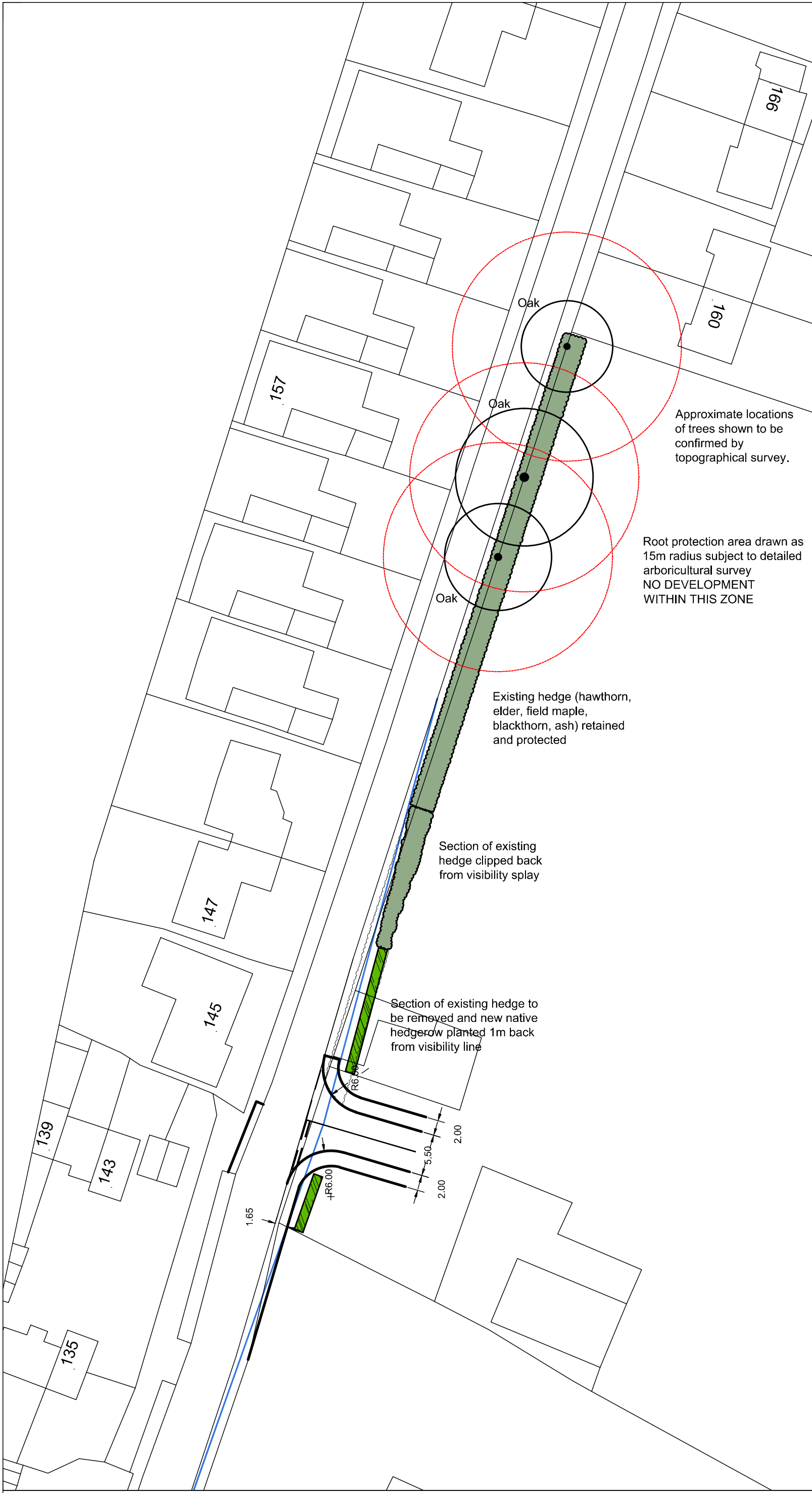


NOTES



Approximate locations of trees shown to be confirmed by topographical survey.

Root protection area drawn as 15m radius subject to detailed arboricultural survey
NO DEVELOPMENT WITHIN THIS ZONE

Existing hedge (hawthorn, elder, field maple, blackthorn, ash) retained and protected

Section of existing hedge clipped back from visibility splay

Section of existing hedge to be removed and new native hedgerow planted 1m back from visibility line

REV NOTE DATE AUTH



CLIENT
TYLER PARKES

PROJECT
STATION LANE, KINGSWOOD


DRAWING
HEDGE AND TREE RETENTION REMOVAL

CONTRACT	1413/13	DRG NO.	SK01	
DATE	15/01/14	DRAWN		dr
ISSUE	COMMENT	CHECKED		DR
SCALE	1:500	ORIG SHEET		A3
CAD FILE	PLAN.dwg	REV	-	



General Notes

Rev	Issue Comment	Date
-	-	-


SAVOY CONSULTING
Specialist Solutions in Transport Planning

Client

Architect

Project
**Station Lane
Lapworth**

Drawing Title
**PROPOSED SITE ACCESS
& VISIBILITY SPLAY**

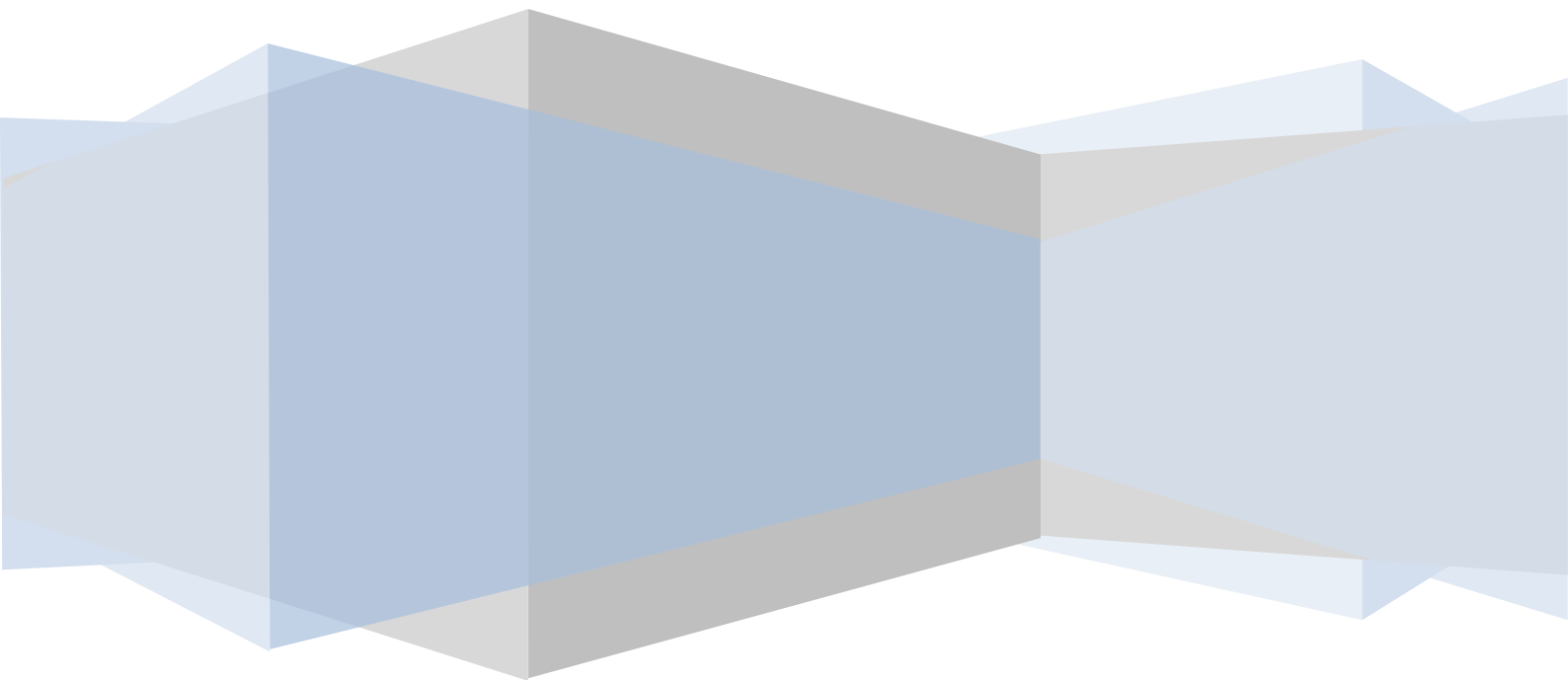
Drawing Number
DWG-01

Scale & Sheet Size
1:200 @ A1

Trustees of FS Johnson 78 Nel Settlement

Land at Station Lane, Kingswood
Warwick Village Housing Options-Kingswood

Highway Statement
January 2014



1 Introduction

Savoy Consulting, a specialist transport planning consultancy, has been instructed by their Client, Trustees FS Johnson 78 Nel Settlement, to undertake an access appraisal to support the allocation of a site in Kingswood for a residential development on the eastern side of Station Lane and also examine access to the seven allocated sites.

The Options Consultation identified the site in question as being site no. 9 in the Kingswood settlement but was not originally selected as one of the preferred sites in the Warwick Village Housing Options Consultation published on 25 November 2013. This was due, in part, to concerns as to whether a suitable means of access could be provided and the impact such an access could have on existing hedgerows and trees.

As part of the consultation process, the County Council claimed that there was no existing access to the site and the local highway authority had decided that if an access were to be provided then, in their opinion, the access could be opposite No. 155 Station Lane. No. 155 is opposite the northern part of the site.

The highway authority noted that the carriageway was 5.6 metres wide, there was no footway present fronting the site but there was a 1.5 metres wide verge available. The speed limit in force on this section of road was recorded as being 30 mph.

Warwickshire County Council also noted that in their opinion visibility splays at their chosen point of access would be restricted to both the left and the right. They said that to the left it would only be possible to achieve a visibility splay of 11.5 metres and to the right a visibility splay of 27.5 metres.

They went on to say that if the frontage hedgerow was to be removed or replanted, visibility could possibly be achieved but this would also involve the possible removal of three mature trees.

As a final observation it was noted that access to bus routes is within the recommended walking distance, although no reference was made to the railway station which is closer.

Nevertheless, due to the lack of a viable access into the site, the County Council recommended site no. 9 should be discounted.

Savoy Consulting's brief was therefore to design an access solution to appropriate highway design standards that could serve a residential development, but would have the minimum impact on the existing hedgerow and should avoid the existing mature trees on Station Lane.

2 Existing Conditions

The District Council has identified Kingswood as being a Green Belt village located approximately 8 km from Knowle. It was noted that the village has a good range of services and facilities, including a primary school, village hall, shops, post office, doctor's surgery and place of worship.

The village has developed incrementally over the years but is constrained physically by the railway and canal corridors.

3 Access Design

Bearing in mind the comments of the highway authority Savoy Consulting decided to design a suitable means of access from first principles. The first step was therefore to undertake a series of speed measurements on Station Lane, Lapworth, in the vicinity of the proposed site access to establish the appropriate design standards for the visibility splays.

The results of the speed surveys showed that the 85th percentile speeds were 38 mph in both directions. This meant that visibility splays of 2.4m x 63m need to be provided in each direction at the new access.

Contrary to the comments made by the County Council there is an existing access into the site near its southern boundary, currently used by agricultural vehicles. On-site observations showed that in principle this existing access is located in the optimum position for providing a new junction with the appropriate visibility splays and having least impact on existing trees and hedges.

Savoy Consulting has now produced a plan, attached at **Appendix A**, which shows a new junction at the southern end of the site. The plan also shows a footway on Station Lane in a southerly direction.

It can be seen that whilst a short length of hedge would have to be lost in order to achieve the necessary visibility splays, visibility to the north and south can be achieved over public highway. The visibility splay to the north does not affect any mature trees north of the new access. A plan produced by BCA demonstrating this point is attached at **Appendix B**.

It should be noted that the section of hedge that would have to be removed does not appear to be of high quality, is not dense, nor is it well maintained. To ensure a secure enclosure the current tenant has installed metal panelling against the hedge on the field side.

The overall conclusion of the technical work carried out demonstrates that a satisfactory junction can be achieved for site no. 9 that meets with all the design standards set out in Manual for Streets and would only require a short length of hedge to be removed to achieve the necessary visibility splays. This hedgerow could be replanted to the rear of the proposed visibility splays in accordance with a specification agreed with the local planning authority.

4 Other Preferred Option Sites, Kingswood

The District Council noted that there has been significant development interest in Kingswood but following discussions with the two Parish Councils which cover the Kingswood district, this led to the development of a portfolio of smaller development sites on which research was carried out on matters such as site access, landscape impact and habitat sensitivity. These selection criteria restricted the development options in Kingswood.

The site access appraisals were carried out by the County Council which helped inform the District Council as to which sites should be selected as the Preferred Options.

This process originally identified 18 potential development sites but of these sites, five were discounted at a fairly early stage in the process due to the distance from settlement, loss of facilities and, in one case, lack of land owner interest.

Of the remaining sites, six were discounted for various reasons and seven remain as Preferred Options. Site no. 9 was discounted as it has a specific impact on tree frontage and landscape impact.

Despite Warwickshire County Council carrying out the access appraisals Savoy Consulting has conducted an independent audit of the County Council's findings.

4.1 Site no. 1 Meadow House - Capacity for 20 dwellings and Site no. 2 Kingswood Farm - capacity for 10 dwellings

Access to these two sites would be from the same point on the south side of Old Warwick Road.

The existing access to serve these two sites is a private drive leading to a nursery. This drive would need a major up-grade to provide an access road to adoptable standards to serve 30 dwellings. This would take the form of a 4.8m wide carriageway, a 2m footway and a service strip to meet highway design standards.

The new access road would be very close to the recently constructed Nursery Cottages. Access would have to be over third party land to ensure a satisfactory means of access could be secured. There is no certainty that the various land owners interests could be secured and some doubt must exist over deliverability.

The County Council also needs to be certain that the necessary visibility splays to the west can be secured over public highway as part of the visibility splays may be controlled by the Environment Agency.

4.2 Site no. 3 Land south of The Staples - Capacity 6 dwellings

The District Council has reduced the capacity of this site to six dwellings due to insufficient highway access.

Savoy Consulting is of the opinion that a safe and satisfactory means of access cannot be secured to this site, even if the County Council were to accept the principle of a private drive to serve six dwellings. For any size of residential development adequate visibility splays need to be provided and Savoy Consulting is of the opinion that the requisite visibility splays would clearly be over third party land.

To achieve the required visibility splays would also require the removal of several trees and long lengths of hedgerow. A footway along the eastern side of Station Lane would also be required but this provision would require further removal of existing trees and hedgerows.

It is the opinion of Savoy Consulting that this site should not be allocated on road safety grounds.

4.3 Site no. 4 Brome Hall Lane - Capacity 11 dwellings

A development of 11 dwellings would require the provision of a road to adoptable standards. This would require a carriageway 4.8m wide, a 2m footway and a service strip.

On-site observations indicate that the existing access is not wide enough to provide a road to these standards and doubts must remain over the deliverability of this site as the existing access is clearly private and several third party land interests are likely to exist.

4.4 Site no. 5 East of Lensana - Capacity 5 dwellings

Savoy Consulting is of the opinion that a safe and satisfactory means of access cannot be secured to this site, even if the County Council were to accept the principle of a private drive to serve five dwellings.

As with site no. 3 for any size of residential development adequate visibility splays need to be provided and Savoy Consulting is of the opinion that the requisite visibility splays cannot be achieved to the east because of the railway bridge abutment and to the west it would require the removal of a mature, well maintained hedge.

It is the opinion of Savoy Consulting that this site should not be allocated on road safety grounds.

4.4 Site no. 6 Land to the rear of Kingswood Cottages - Capacity 5 dwellings

No comment.

4.5 Site no. 7 Land to the west of Mill Lane - Approximate capacity 5 dwellings

Although a private drive could be provided to serve a maximum of five dwellings, it has to be noted that visibility from such an access would be very restricted; to the north because of the railway bridge and to the south because of existing buildings being very close to the back of the highway boundary.

It is the opinion of Savoy Consulting that this site should not be allocated on road safety grounds.

5 Conclusions

The District Council claim that as part of their site appraisals the County Council, as local highway authority, considered that a satisfactory means of access could be provided to the Preferred Option sites.

Savoy Consulting has carried out an independent detailed site appraisal of these seven sites and has come to the conclusion that a safe and satisfactory means of access to appropriate highway design standards can only be achieved for potentially one site, namely site no. 6, land to the rear of Kingswood Cottages, with a capacity for five dwellings. Sites 3, 5 and 7 should also be rejected on road safety grounds.

Doubts must exist over the deliverability of sites 1, 2 and 4 because third party land will be required to either secure a road to adoptable standards or provide the necessary visibility splays.

Perversely, the one site where a satisfactory means of access could be provided to a reasonably sized development site, namely site no. 9, was wrongly appraised by the local highway authority who claimed there was not an existing access serving the site. A site visit will establish there is and it is currently in use.

If more care had been taken by Warwickshire County Council in deciding where access to the site could be achieved, it could have been established that an appropriate and safe means of access to appropriate highway design standards can be provided, as has been demonstrated in this report.

In the opinion of Savoy Consulting therefore there is no material or overriding highway reason why site no. 9 should not be allocated for a residential development.