

Warwick District Local Plan
Village Housing Options
And
Settlement Boundaries Consultation

Representations by
THE HATTON ESTATE
&
LINDEN HOMES

January 2014

1.0 INTRODUCTION

- 1.1 The comments set out below are made jointly by The Hatton Estate (“HE”) and Linden Homes (“LH”) in response to the Warwick Local Plan: Village Housing Options and Settlement Boundaries Consultation (“The VHOSB”) currently being undertaken by Warwick District Council.
- 1.2 This consultation response builds upon the response made previously in July 2013 and focuses primarily on the evidence base documents, which underpin the consultation documentation.

2.0 COMMENTS ON VILLAGE HOUSING OPTIONS AND SETTLEMENT BOUNDARIES CONSULTATION

General

- 2.1 HE and LH generally support the Council in its assessment that Hatton Station is a suitable settlement to receive an additional allocation of 25 units over the plan period. However, HE and LH would argue that due to the sustainability of Hatton Station with its very high accessibility credentials, due to the train station, the Settlement could accommodate a higher level of housing growth. 12,000 additional homes across the District will place additional pressure on existing highway infrastructure. In order to reduce this impact additional housing should be located at settlements which benefit from train stations to promote the train as a mode of transport. Hatton Station is such a settlement.
- 2.2 Notwithstanding the above, HE and LH understand that the Council has commissioned a number of studies in order to assess the suitability of alternative sites at Hatton Station for allocation. The conclusion of this exercise identifies that Site 1 and Site 2 are the Council’s preferred options, with Site 3 being discarded.

Access

- 2.3 The commentary provided at page 48 of the VHOSB indicates that Site 3 has been discounted due to highways access concerns. Although, HE and LH accept that at the existing speed limit of 50 mph, suitable visibility cannot be achieved, at 40 mph or below a suitable access from either Station Road or Old Station Lane can be achieved, including full visibility. HE and LH therefore propose to extend the 30 mph speed limit along the Station Road. This approach would not only enable suitable visibility splays to be achieved but also increase highway safety in the locality..
- 2.4 In order to demonstrate HE and LH's strategy, a Highways Access Report has been commissioned (see Appendix A). The report clearly demonstrates suitable accesses can be achieved from either Station Road or Old Station Lane. The report also suggests additional improvements, which could be made to the highway to further increase safety. Site 3 cannot therefore be discounted on highway access grounds.
- 2.5 HE and LH would recommend utilisation of the access off Station Road, which would minimise impact on existing houses and residents at Hatton Station.
- 2.6 In terms of access constraints, the location of Site 1 to the rear of existing residential properties, with the access running directly through the existing estate, will have a greater impact on existing residents and also raise concerns regarding congestion with cars being parked on-street. Furthermore, Site 2 has similar issues in so far as the only available access option would have an impact on existing residents. Site 3 is the only site that can be accessed without direct impact on existing residential properties.
- 2.7 Taking the above into account, it is clear that a suitable access can be provided for Site 3, which is likely to have less impact in terms of highway safety/management than Site 1 or Site 2.

Constraints

- 2.8 Appendix 6 of the VHOSB provides individual site appraisal matrices, which have been used to make a comparative assessment of each site to inform the allocation process. In this context, it is informative to note that in connection with Site 1 it is recognised that there is potential for contamination due to proximity to the railway and it has also been identified that there is evidence of protected species on-site. Comparatively, Site 3 has not been assessed as having these additional constraints. The sites are relatively similar on other considerations, including landscape and loss of Green Belt.
- 2.9 With the access constraint (the only constraint which favoured Site 1) removed, a review of the site appraisal matrix results in a very different outcome. Based on the above, any comparative environmental assessment between Site 1 and Site 3 would clearly indicate a preference for Site 3.

Community Benefits

- 2.10 Not only does Site 3 represent a logical extension of the village envelope and is self contained it can also offer additional community benefits. These could include new village green, allotments, Children's' play space and formalisation of the footpath to Hatton Country World.. These benefits could be provided centrally to the village for the benefit of the whole community. It is unclear if Site 1 has the capacity to offer such benefits, and given the scale of development proposed it unlikely to be viable in any event. Figure 1 below identifies the proposed new village envelope including Site 3 and indicative location of the village green. Figure 2 identifies a new village envelope including Site 1.

Figure 1

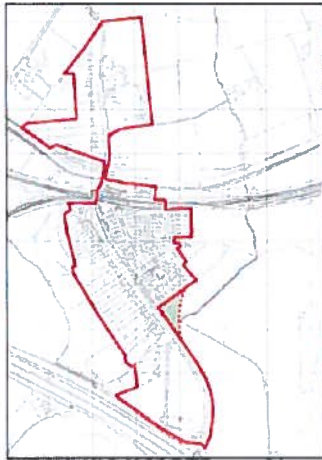
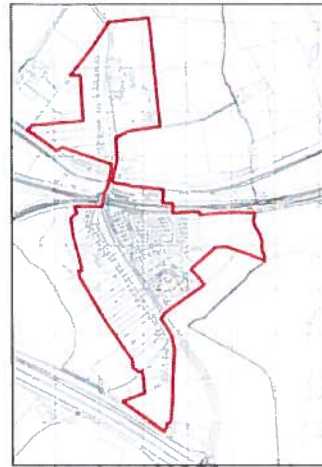


Figure 2



- 2.11 It is HE and LH's opinion that the inclusion of Site 3 within the village envelope (as shown in figure 2) is a more logical and organic extension of the settlement.

3.0 SUMMARY AND CONCLUSIONS

- 3.1 Hatton Station is a sustainable settlement, which is capable of accommodating additional housing growth.
- 3.2 A Highways Access Report has been undertaken, which demonstrates how a choice of suitable accesses can be achieved at Site 3 while improving highway safety in the locality.
- 3.3 Site 3 provides the most logical extension of the village envelope and when compared to Site 1 has less constraints. Furthermore, it is questionable whether due to the on-site ecological constraints and the need for a green buffer if Site 1 will be able to accommodate the 20 units proposed.
- 3.4 Site 3 is able to offer significant community benefits for use by the whole community, including formalisation of the footpath to Hatton Country World. Neither Site 1 nor Site 2 can offer this benefit.
- 3.5 It is clear that using the Council's assessment methodology, once the access issue is removed (as demonstrated by the Highways Access Report), Site 3

emerges as the best option for allocation at Hatton Station and is the only logical solution to accommodate the proposed 25 New houses at Hatton Station. As such, Site 3 should be identified as the Council's preferred option.

APPENDIX A



**STATION ROAD,
HATTON
ACCESS FEASIBILITY REPORT**

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December 2013



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1 Introduction

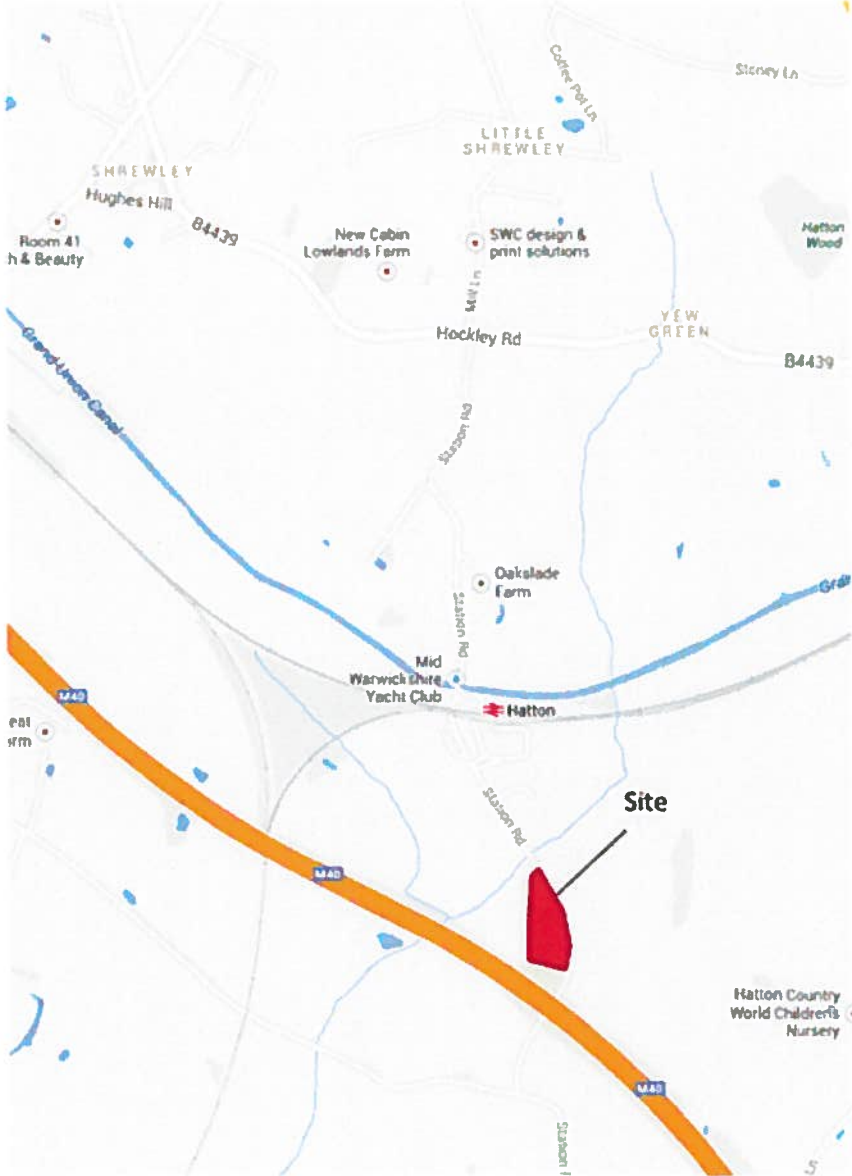
- 1.1 MJA Consulting has been commissioned to prepare an Access Feasibility Report in respect of a potential residential development off Station Road, Hatton, in Warwickshire.
- 1.2 This report considers access options as related to visibility requirements in light of comments provided by the highways authority. It seeks to demonstrate that access may be easily achieved on either the western or eastern boundaries of the site.

2 Description of local environment

- 2.1 Station Road is a rural road running southwards from Hatton Station. The proposed development under consideration is for up to 25 residential units situated on a triangular parcel of land between Station Road and an un-named lane just to the north of a bridge over the M40. The site location is shown on **Figure 01**.
- 2.2 In the vicinity of the site, Station Road is subject to a 50mph speed limit and is 5.7m in width. The speed limit lowers to 30mph as Station Road approaches the built-up area to the north of the site. An existing access to the site is situated approximately halfway along its eastern boundary.
- 2.3 The un-named lane, referred to here on in as 'The Lane', forms a 'T' priority junction with Station Road at its northern end. This part of the lane varies between 4.2m and 4.7m in width, but narrows about 80m south of the T junction to approximately 3.2m. The existing access on this road is located about 85m from the T junction.
- 2.4 There is a row of five dwellings at the northern end of The Lane on its western side, and a further dwelling abutting the southern boundary of the proposed development site.
- 2.5 Contextually, the site is situated just south of a swathe of residential development

located on either side of Station Road, all of which is subject to a 30mph speed limit.

Figure 01 – Site Location



3 Access Options

- 3.1 There are two potential access locations for this site. The first (Access 1) is off The Lane, whilst the second (Access 2) is off Station Road.
- 3.2 Comments from the highway authority suggested that an adequate access could not be achieved for this site at 40mph, although their conclusions would be correct at the current 50mph speed limit. However, by either extending the new 30mph speed limit in the village, or by reducing the existing 50mph limit to 40mph, the site becomes highly viable for residential development.
- 3.3 A potential constraint on Station Road is the bridge over the M40 to which levels rise on from around 97.9m at Access 2 to over 100m as the road rises to the bridge, whilst the constraint on The Lane is its limited width.
- 3.4 It is suggested that the existing 30mph speed limit through the built-up area be extended to incorporate the proposed site access regardless of where it is situated. This incorporates the existing buildings on The Lane within the village area, and provides improved safety for existing residents. Alternatively, the existing 50mph speed limit could be reduced to 40mph. A revised speed limit could potentially extend to the far side of the bridge over the M40.
- 3.5 Each proposed access has been considered in the context of both a 30mph and a 40mph speed limit to demonstrate that, whichever option is selected, suitable visibility can be achieved.
- 3.6 The local authority, in reference to a 40mph speed limit, has cited a visibility requirement of 120m y distance for the site at both accesses. However, this distance is associated with the parameters set out in the Design Manual for Roads and Bridges (DMRB) which is suitable for classified or open roads. It is not applied to built-up areas. The design guidance for use in this instance is Manual for Streets (MfS), produced for residential areas and otherwise built-up areas. If the proposed site is brought forward the character of this stretch of Station Road will take on that

of a residential area, especially since it will integrate with existing dwellings, such that the approach to the bridge will also fall under the guidance of MfS.

3.7 Access 1 – 40mph

The visibility required for this option is 2.4 x 70m in accordance with MfS. In order to achieve this visibility to the right it would be necessary to locate the site access some 80m south of the junction with Station Road. This can be achieved by widening The Lane to 4.8m by slightly shifting its alignment, allowing a sliver of land to be taken either from land under the ownership of the Highway Authority, or from the development site, to contribute to the width increase. This arrangement is shown on drawing 4959-91.

3.8 Access 2 – 40mph

The proposed access is situated in approximately the same location as the existing access. Again, a 2.4 x 70m visibility splay would be required, according to MfS. The apex of the bridge is situated well outside the 70m visibility x distance, thus the bridge would not impede sight lines from the site access. Utilising slivers of development land, the required visibility at this location can be easily achieved. This arrangement is shown on drawing 4959-91.

3.9 Access 1 – 30mph

Installing an access on The Lane within a 30mph speed limit would necessitate a visibility of 2.4 x 43m. Drawing 4959-90 shows that this can be achieved. Once again, The Lane will be widened to ensure it is at least 4.8m in width.

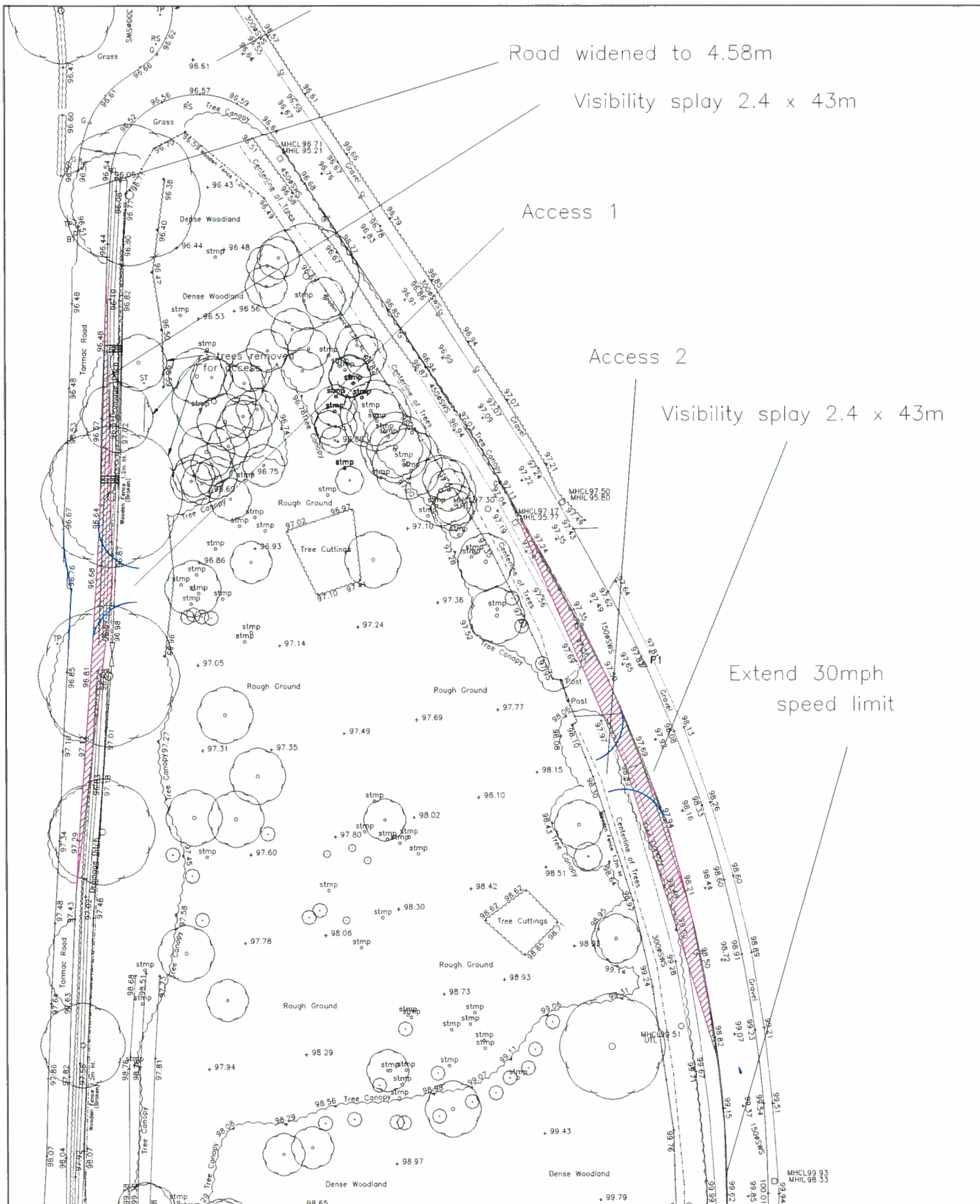
3.10 Access 2 – 30mph

Drawing 4959-90 shows that this arrangement is easily achieved.

3.11 In addition to the above, it is considered that it would be beneficial not only to residents of future development, but also to existing residents of Hatton, should traffic calming measures be introduced in order to assist in lowering speeds through

the village. The local parish should be consulted with regard to a preferred form of traffic calming.

- 3.12 It is concluded that there can be no objection to the Station Road, Hatton development on the basis of its suitability with regard to access visibility. Rather, that this site may bring significant benefit to those already living in the village.



REV. No.	DATE	DESCRIPTION	INITIALS

Client	Linden Homes
Project	Station Road Hatton
Title	Visibility at 30mph

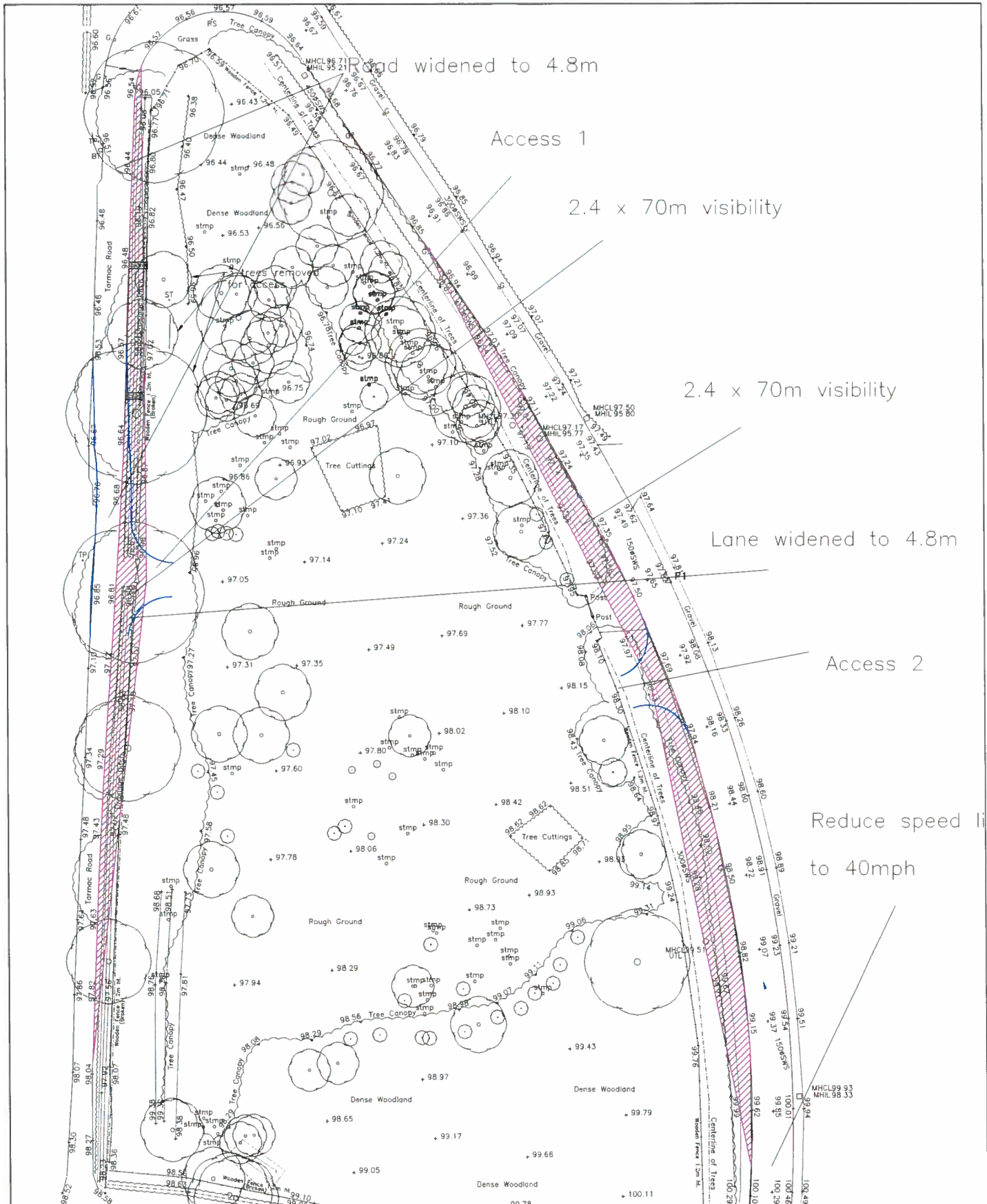
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Scale	1:500	Date	17/12/2013	Drawing No.	4959-90	Rev	
Checked		Drawn	C.J.G				

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REV. No.	DATE	DESCRIPTION	INITIALS		
Client Linden Homes			MJA CONSULTING CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 523226		
Project Station Road Hatton					
Title Visibility at 40mph			Scale 1:500	Date 17/12/2013	Drawing No. 4959-91
			Checked	Drawn C.JG	Rev

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