

Our ref:
Your ref: Consultation - Land East of Kenilworth
Development Brief

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Via Email: planningpolicy@warwickdc.gov.uk

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Dear Andrew

CONSULTATION - DRAFT LAND EAST OF KENILWORTH DEVELOPMENT BRIEF

Thank you for forwarding me details of the above referenced consultation. Highways England is responsible for the operation and maintenance of the Strategic Road Network (SRN) in England. The network includes all major motorways and trunk roads and in the vicinity of the application site comprises the A46 trunk road, which forms the western boundary for a number of the allocation sites.

Given the close proximity of the A46 to the proposed sites it is considered there is likely to be both traffic and boundary issues which will need to be addressed at the appropriate times.

We note that the Kenilworth Transport Study has been used to inform the 'On and Off Site Highway Infrastructure' section of the Development Brief. Highways England would like the opportunity to review this study and provide comment, specifically, in relation to any possible impacts on the SRN.

The production of Transport Assessments and Travel Plans for large-scale developments, as cited in Policy TR2 of the WDC Local Plan, is welcomed. However, for the avoidance of doubt it is recommended that the Development Brief should explicitly state that the impact on Highways England's network needs to be fully determined given the proximity to the A46 trunk road and Highways England should be consulted with regards to the scope of the required assessment in each case.

Figure 24 of the Development Brief indicates a desire to upgrade the Glasshouse Wood Path A46 footbridge to accommodate cyclists. It is noted that the bridge is not considered suitable for cyclists for safety reasons due to the parapet height. Connectivity from the development to the existing footbridge will need to be carefully considered so not to encourage cyclists to utilise the existing Glasshouse Wood Path A46 Footbridge for safety reasons. If an upgrade of the footpath is proposed, mitigation to the A46 Footbridge would be required to meet Design Manual for Roads and Bridges (DMRB) standards.

We would recommend that the wording of Development Principle 3A Cycling and Walking (Page 69) should also consider provision of cycling and walking improvements impacting on the SRN. Any improvements will need to be designed in accordance with DMRB standards and other relevant guidance notes applicable to the trunk road network.

Proposals put forward as part of the Development Brief include two proposed southern accesses to the Land East of Kenilworth sites comprising a new direct access from Thickthorn Roundabout for employment uses and a separate access from the A452 to the west of Thickthorn Roundabout, which is proposed to support residential development and a new spine road.

The principal of a fifth arm at the roundabout (as shown in Figure 2.5 of the Development Brief) will affect its operation and consequently may have wider disbenefits to traffic flow at the junction. This needs to be considered in terms of the already identified need to improve the junction as identified within the Warwick District Infrastructure Development Plan.

Furthermore, proposals to include new pedestrian and cycle links (in the form of Toucan crossings at the junction as outlined in the Development Brief) may also have implications on users of Thickthorn Roundabout due to intensification of use of the existing pedestrian and cycle facilities which may not be of acceptable standard. Detail of a new access to the proposed spine road off the A452 may have further (linked) implications for the operation of Thickthorn Roundabout which need to be agreed jointly. The proposals for the introduction of a spine road through the site may have further traffic implications for the distribution of traffic in the areas including affecting the A46 at Thickthorn and Stoneleigh junctions. However, the principal of a spine road appears sensible and is not a primary matter of concern for Highways England.

It is our view that the specific form of the access proposals should be matters for the planning application stage; rather than being detailed as preferred schemes within the Development Brief. This is the stage where the environmental, traffic and other planning implications should be appropriately considered. It has not yet been demonstrated to Highways England that the access proposals are appropriate and alternative proposals may still need to be considered for the access schemes. The final form of these proposals should therefore not be prejudiced by the inclusion of unnecessary detail regarding the highways layout within the Development Brief.

However, it is acknowledged that it is caveated that the developers of the employment site are strongly recommended to liaise with Warwickshire County Council and Highways England in any case. This is outlined in Access and Development Principle 3D (B) which states that 'direct access/egress off the A46/A452 circulatory should be provided unless it is demonstrated that this is not feasible, unviable or undesirable in terms of safety.' This is welcomed by Highways England should fundamental safety-related concerns become apparent during the preliminary design stage/s.

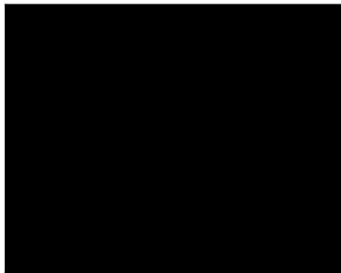
The Development Brief states that a Lighting Assessment would be required to be undertaken to support any planning application submission (page 160). We recommend that the Development Brief is amended to ensure that, as well as taking account of heritage and ecology concerns, external lighting should also be considered in accordance with Guidance Notes for the Reduction of Obtrusive Light GN01:2011 to demonstrate compliance with DfT 02/2013 para 49 to identify if any proposed external artificial lighting may poses as a visual distraction to motorists on the SRN.

With regards drainage, there are two existing ordinary watercourses running through the site towards two different culverts underneath the A46 trunk road. Both culverts are Highways England Assets and are connected to the A46 Highway drainage system. It is likely that the majority of surface water run-off from the natural catchment of the existing Kenilworth allocation sites E1, H06, ED2 and H40, would outfall to the ordinary watercourse running through the site. As a result of this, any land drainage solution as a result of the development proposal will need to be carefully considered in accordance with DfT Circular 02/2013 para 50. This point should also be reiterated on page 115 under 'Flood Risk', as well as on page 136 for 'Surface Water' and page 147 'Sustainable Drainage' which details SUDS features within close proximity to the SRN boundary and highway drainage system.

We consider that need for both Noise Impact and Air Quality impacts to be undertaken have been clearly outlined within the Development Brief, taking into consideration the A46 trunk road and the interests of Highways England in terms of compliance with DfT 02/2013 para 45.

Please do not hesitate to contact me if you require any more information or clarification.

Yours sincerely



Richard Timothy
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