

**WDC Matter 7B Submission – Clarification Regarding Thickthorn Spine Road and Impact of HS2 Construction Traffic on Delivery of Thickthorn Housing Site**

Dave

In response to your queries:

1) *First of all we referred to the Thickthorn Spine Road as providing an alternative route from the east side of Kenilworth to the A46, which is what we have discussed in the past. However, please could you clarify that assumptions around this route are part of the STA assessment and are needed as part of the overall mitigation package for Kenilworth. Assuming that is correct, then presumably the standard of road specification will need to reflect that wider role?*

Yes the link through the the site was explicitly modelled within all modelling assessments undertaken to inform the STA. As the link would be delivered entirely within the development site it is not listed in the infrastructure requirements and would be required for the developer to provide access to the development site. The standard road specification will need to reflect this more strategic role rather than being a site access link.

Jo Archer and I have recently been discussing this issue with our Design Services team, we are going to have a further meeting to discuss road specification. Based on the outcome of this discussion, we may have to update the details on road width for spine road through this strategic allocation which were previously provided to Dan Robinson.

2) *Second, objectors to Thickthorn suggested that HS2 construction traffic will use Thickthorn roundabout – particularly up until the Stoneleigh/A46 junction is complete – and that this will limit the extent to which development can progress at Thickthorn. We are suggesting that that first house completions would take place at Thickthorn during 2019/20 with some site preparation taking place during 2018/19. Is there any reason why HS2 construction traffic would be a constraint on this timescale?*

To answer this I posed the following questions to Adrian Hart, Adrian has been working closely with HS2 with the development of the A46 link road:

- will less HS2 traffic use Thickthorn when Stoneleigh is constructed? **Yes, as the greater flexibility which the junction will provide will mean that they no longer need to access their compound via the one way arrangement incorporating Thickthorn, A452 Kenilworth Road and B4115 Ashow Road. This would be further mitigated if HS2 Ltd and Stoneleigh Park can come to an agreement to access the HS2 compound via Stoneleigh Road rather than Ashow Road (this is still in the process of being discussed).**

- has Kings Hill been mentioned to HS2 when you have had meetings, have they shared any views on construction phases clashing? Yes, when we met with them recently we talked about all of the key developments and land interests in the area. We also discussed this issue with Arup (on behalf of Lioncourt Strategic Land). Given that the initial focus for the residential element of King's Hill is likely to be towards the north of the site, then hopefully the interactions with HS2 should be minimal. If however they want to bring forward some employment/mixed use in the vicinity of the junction, then the timing of this will need to be carefully thought through.

- we did not submit a Growth Deal FBC because of this issue, but actually Thickthorn roundabout and the dualling do not have to be delivered as one package. It could be possible to construct Thickthorn island prior to HS2 construction, however I'm not sure how this might clash with Stoneleigh and funding would still remain an issue unless the Thickthorn site could forward fund the improvement? HS2 construction is going to begin in the Kenilworth and Stoneleigh area later next year. The anticipated peak of construction is due to occur around 2019/20, so you would need to be on site around the first or second quarter of 2018 at the latest. That will be exactly the same time as we will be building Phase 1 at Stoneleigh. HS2 Ltd are unlikely to entertain this. Forward funding from the Thickthorn site looks unlikely within these timescales.

Based on the information provided by Adrian, its unlikely that HS2 would prevent the buildout on the the actual Thickthorn site. However HS2 may prevent the Thickthorn highway scheme coming forward until after the Stoneleigh junction is complete and possibly post peak HS2 construction in the area. It is unlikely that the Thickthorn signalisation scheme will be required prior to the construction of the first few hundred houses (although I can not substantiate this with modelling evidence at this stage). This is perhaps something which should be considered at planning application stage, the developer may want to undertake the assessment to inform appropriate S106 trigger points taking account of this potential issue.

Kind Regards

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