

Paul Thornton [REDACTED]

From: Paul Thornton [REDACTED]
Sent: 11 April 2014 11:55
To: Stephen Hay
Cc: 'Deirdre Vernon'; 'Mike Vernon' Ann.Blacklock@warwickdc.gov.uk;
george.illingworth@warwickdc.gov.uk; michael.coker@warwickdc.gov.uk
Subject: Re: Local plan. Burton Green

Stephen Hay,
Planning Officer
Warwick District Council

Dear Stephen,

I am pleased to confirm that contracts have now been exchanged in respect of our acquisition of 378 Cromwell Lane, Burton Green. This means that the access route, that has been approved by the Highways department, to Area

7 in Burton Green is now wholly secure to the project.

This secures the access and deliverability of the site in a manner at sufficient distance from the HS2 tunnel that the HS2 construction is not relevant to the development of the site.

You undertook to send us a copy of the environmental assessment you commissioned for our site. This was apparently undertaken with access to the site but of none of the landholders were aware of this. Have you now received that report?

You were also going to let us know your availability in respect of undertaking a site visit yourself as well.

Can I also take this opportunity to invite the ward councillors, copied in, to view the site area should they so wish, along with any colleagues you or they think appropriate?

Kind regards,

Yours sincerely,

Paul

Dr Paul Thornton

Paul Thornton

From: Karen Watkins <karenwatkins@warwickshire.gov.uk>
Sent: 24 February 2014 14:17
To: Paul Thornton
Subject: Re: Hodgetts lane/Cromwell Lane Burton Green

Dear Paul,

Whilst I managed to visit the site on the Friday (20/02), I was unable to write up a response before going on leave. I apologise for this delay in responding.

Assessing the proposals following the site visit, the Highway Authority would have no objections to the principle of the development. Drawing no. 0004 - Indicative Junction onto Cromwell Lane Rev (1) shows a 7.3 metre wide footway with 1.8 metre wide footways and 10.0 metre radius turnouts. The visibility splays indicated are 70.0 metre 'y' distances from a 9.0 metre 'x' distance set back. Visibility onto Cromwell Lane is good and can attain the required standard visibility splays for the 40mph speed limit (120.0 metre 'y' distance in either direction from a 2.4 metre 'x' distance set back into the access). If the speed limit were to be reduced to 30mph as you have referred to, then the 'y' distances would reduce so as to be commensurate with the posted speed limit. With respect to access geometry, for 50 units a 5.5 metre wide carriageway with two 2.0 metre footways/service strips would be required. With respect to the radius turnouts, these should not be so large as to over-widen the approach of the junction with Cromwell Lane. It is recommended that the radii should be no greater than 10.0 metres and no less than 8.0 metres. The only slight issue noticed was the telegraph pole to the southern boundary of the site. This would obstruct visibility for vehicles approaching in a northerly direction and would require to be relocated outside of the vision splay area.

With respect to the layout, it is understood that this is purely illustrative at this stage. However, as indicated on the layout plans 005 & 006, the initial section of the road into the site from its junction with Cromwell Lane is very straight and it would be necessary for some form feature to be introduced to address the issue of approach speeds. Alternatively as this is illustrative, the layout could be revised to potentially address this point. The layout should be such that vehicle speeds are controlled to 20mph or less.

There is an access indicated onto Hodgetts Lane which it is assumed would provide a pedestrian link through the site. From drawing no.0006 - Proposed Plan Option 2 this scales at 5.0 metres in width or thereabouts, possibly narrowing although it is appreciated that this is an illustrative layout at this point. With the level of development proposed (up to 50 units), this access could, provide a shared footway/cycleway facility which would also serve as an emergency access. A width of 3.7 metres is required for a fire engine although this can be reduced as this width is to enable operational access around the vehicle. In terms of protecting the route from misuse by vehicular traffic, the installation of agreed bollards, etc would address this. From the site inspection, the point of access would appear to be the existing vehicular access point to no.28, This would need further consideration as to how access to the property would be retained without creating an obstruction to the shared footway cycleway/emergency access provision.

I trust this is of assistance in the first instance. Please contact me should you wish to discuss further.

Regards

Karen Watkins
Highway Control
Planning & Development Group