

Your ref: 19073  
My ref: S478



**Communities**

PO Box 43  
Shire Hall  
Warwick  
CV34 4SX

**Tel: (01926) 476974**

Fax: (01926) 412641

[johnglendingning@warwickshire.gov.uk](mailto:johnglendingning@warwickshire.gov.uk)

[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)

Mr Dave Neale  
David Tucker Associates  
Forester House  
Doctors Lane  
Henley-in-Arden  
Warwickshire  
B95 5AW

**(By Email)**

21<sup>st</sup> March 2017

Dear Mr Neale,

**PROPOSAL: Residential Development of up to 70 dwellings.**

**LOCATION: Land north of Railway Crescent, Shipston-on-Stour.**

Warwickshire County Council, hereby known as the 'Highway Authority', has undertaken assessment of the above proposal, including a site visit on 27<sup>th</sup> February 2017. Our comments are as follows.

Access and Movement

1. Para. 4.2.1 discusses an extension to the existing footway on Tilemans Lane. For clarity the Highway Authority advises that consideration should be given to completing the northern footway along Tilemans Lane, including the provision of dropped kerbs with tactile paving where this is absent.
2. With regard to bus accessibility it is advised that the Highway Authority would be likely to seek a developer contribution towards the cost of enhancing the existing bus stop on Tilemans Lane opposite Beecham Road, which is served by Stagecoach bus service 50.

Development Proposals

3. It is noted that the vision masterplan drawing indicates accesses from the existing residential roads Beecham Road, Railway Crescent and Signal Road in addition to the main access from Tilemans Lane. Your scoping document suggests that the access from Signal Road would be a secondary pedestrian / cycle access and possible emergency link. The Highway Authority considers that accesses from the existing residential roads discussed above should not be for general vehicle use given the 'shared surface' nature of these roads, but that

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pedestrian, cycle and emergency access would be of benefit from a highways perspective subject to appropriate controls to prevent general vehicular access in perpetuity.

4. The Highway Authority requires further details to be provided with regard to the existing junction forming the primary vehicle access towards the application site, given that the proposed development would intensify the use of this junction. Specifically, whilst observations on site suggest that adequate visibility can be achieved as existing at this junction, it appears that the forward visibility for vehicles right-turning from the main carriageway of Tilemans Lane into the access road to be able to observe oncoming vehicles may require the use of third-party land. At present the land in question is generally open and enclosed with a low boundary wall, however it is likely to be outside of the control of the Highway Authority and the applicants.
5. For the reasons above a drawing showing the achievable visibility splays within highway land, and a Stage 1 Road Safety Audit (RSA) for the vehicular and pedestrian access arrangements for the site, are requested.

### Traffic Generation and Distribution

6. The trip rates derived from TRICS provided in para. 6.1.2 of your scoping note appear relatively low in comparison with those used in assessments of other developments in Shipston. Locally-derived trip rates were used in support of applications 13/02360/OUT and 15/01478/FUL; it is considered that the rates used in these applications should be used unless it is proposed to provide alternative locally-derived trip rates developed through robust survey data.
7. The notes on traffic distribution within para. 6.2.3 indicate that, for vehicles associated with destinations to the north, the assumed routing at peak times would be 100% east via Watery Land and the A3400 rather than west via Darlingscote Road and the A429 Fosse Way. Whilst it is understood that giving way at the Fosse Way may result in some delay that may influence driver routing, the Highway Authority considers that the routing assumption indicated is via roads which are generally more urban in nature and have generally lower speed limits than the route discounted, aspects which may also lead to delay at peak times. It is also noted for comparison that the default routing between the site access and Stratford on 'Google Maps' appears to be via Darlingscote Road and the Fosse Way. The Highway Authority considers that, unless empirical evidence can be provided to substantiate the assumption set out in your scoping note, a more realistic assumption routing of at least 50% should be applied.
8. With regard to traffic impact, the Highway Authority disagrees with the finding of the scoping note that the access road junction onto the main carriageway of Tilemans Lane does not require assessment. The access junction should be assessed.
9. In addition to the junction indicated for assessment in your scoping note (Darlingscote Road / Tilemans Lane), the Highway Authority considers that the crossroads junction of Darlingscote Road and Fosse Way should be assessed, given that the development may result in a number of right-turning movements at this junction during peak times. It should also be noted that it is likely that the

Highway Authority will request a contribution via planning obligation towards a potential safety scheme at this junction, most likely to take the form of signing and lining improvements.

10. The Highway Authority considers that committed developments should be considered as part of the junction impact assessments. The employment development accessed via the existing access road proposed for use by the development, approved under outline application 07/01914/OUT has not been fully completed, and a current application 16/03990/FUL may increase the amount of development served by this road further, and is likely to be determined prior to any application for the proposed development you have outlined.

Summary:

11. Subject to the satisfactory resolution of the issues outlined above, the Highway Authority does not foresee a highway objection to the proposed development of 70 dwellings at the above site. If you require any further clarification please feel free to contact me.

Yours sincerely,

*John Glendinning*

John Glendinning  
Development Group