

Planning Committee: 22 June 2005

Item Number: 06

Application No: W 04 / 2253

Registration Date: 22/12/2004

Town/Parish Council: Warwick

Expiry Date: 16/02/2005

Case Officer: Steven Wallsgrove

01926 456527 planning_west@warwickdc.gov.uk

Land adjacent, Stratford Road, Warwick, CV34 6RA

Construction of a single carriageway link road accessed from the A429 to the existing south west Warwick development spine road. FOR Taylor Woodrow Developments Limited

This application was deferred at the meeting on 25th May 2005 for a full response by the County Council/applicants to the comments of the Warwick Society. The following report has been revised to incorporate the amendments reported to your last meeting. The information requested has been included as an appendix, and should be read with the information in the original 'Key Issues' section.

SUMMARY OF REPRESENTATIONS

Warwick Town Council - No objection.

Warwick Society

"We are concerned that the road to serve Aylesford School and the northern part of the Southwest Warwick housing development is proposed as a piecemeal development without reference to the needs of the employment land to the south or the main housing area of the site. The function of the road would seem to be primarily as a link between the Stratford Road and the school car park.

Although we welcomed the concept of a permeable system of streets proposed in the planning brief for Southwest Warwick we would have expected to see a preferred route indicated from the Tournament Field commercial estate to the Hampton Road and a preferred northern spine road from the Stratford Road at the entrance to Aylesford School. It would seem to us that any of the roads serving the housing estates could become rat runs.

In our view the proposals are concerned mainly with the free flowing of vehicular traffic with little concern for pedestrians or cyclists. Consideration of these other road users indicates that the design of the junction with the Stratford Road is inadequate and for safety reasons should be made a traffic island. We consider that giving a right turn priority to the School car park as shown on sheet 2 of 3 drawing no. 1218/SK/502 does not give sufficient weight to the requirements of residents on the estate and that the design should be reconsidered. We are particularly concerned that the installation of roadside railings will give a false impression to vehicle drivers that they have a

special priority over other road users, this is contrary to current governmental thinking and emerging policies.

We would draw the Council's attention to the narrow road proposed for serving the Local Centre. We would expect to find that traffic movements and roadside parking associated with the Centre will lead to congestion and hazardous conditions for pedestrians, cyclists and other road users. We suggest that the design details of the Centre should be fully developed and agreed before the road is built.

There is a growing acceptance that traffic speeds by schools and in residential areas should be restricted to 20 mph and that heavy lorries over 7.5 tons should be excluded from them. It is also acknowledged that policing of these restrictions is difficult and that enforcement should be designed into the road. We would ask that the design of the roads be reviewed with this in mind.

We would ask the Warwick District Planning Committee to refuse this application in its present form."

W.C.C. (Highways) have no objection subject to conditions, including the provision of the right hand turning lanes, shown on the amended plan.

Neighbours

The company opposite the site, on the Stratford Road, originally expressed concern about accessibility and safety to their site for employees and commercial vehicles. They also expressed concern about the cycle crossing point. They have confirmed they have no objection to the amended plans.

Councillor Holland supports the road, subject to conditions on design for use by large numbers of pedestrians and cyclists, and speed limits.

RELEVANT POLICIES

(DW) ENV3 - Development Principles (Warwick District Local Plan 1995)

(DW) H4 - Preparation of Development Briefs (Warwick District Local Plan 1995)

(DW) IMP1 - Infrastructural and Community Requirements Associated with Major Development (Warwick District Local Plan 1995)

(DW) ENV3A - Sustainable Development and Energy Conservation (Warwick District Local Plan 1995)

PLANNING HISTORY

The Framework Brief for Southwest Warwick identified that two access points would be required from the Stratford Road (para 3.10), the northern one being to serve the residential land, the local centre, and part of the employment allocation. This was to be designed as a 30 mph road (para 6.5), with the neighbourhood roads at 20 mph (para 6.2).

The outline planning permission granted under W941410 included a condition which prevented more than 600 dwellings being built until the northern link road to the Stratford Road had been completed.

KEY ISSUES

The Site and its Location

The link road subject of this application will go from the south-east corner of the existing open space, across to the Stratford Road just to the north of "West Wind" and to the south of the repositioned school playing fields.

Details of the Development

The application consists of the detailed layout plan for the alignment and construction of the northern link road, as required by the Brief, with the access road and bus and car park 'drop off' facility for the school. The link road will have a 6.7 m carriageway with a 3 m footway on the north side and a 2 m footway on the south side. The road includes traffic calming and road crossing features, with a right hand turn lane on the Stratford Road. The plans have been amended slightly to satisfy the County Council.

Assessment

The link road is an essential element of the development of Southwest Warwick and its construction is a limitation on the development of the site covered by W941410. Those limitations are the subject of a separate, current, application (see report under application W20040505).

The road has been designed to enable a cycleway to be incorporated (the 3 m wide footway) and to be limited, by design, to be a 30 mph road, all as required or specified in the Framework Brief. The road to the school will also provide vehicle access to the residential site approved under W20010813.

The Stratford Road junction has been specifically designed to also incorporate a right hand turning lane to the Water Treatment site, with cycle crossing facilities at each end of the junction to link with the existing cycleway along this road. The access points to the Alan Campbell Group site to the east of Stratford Road are also shown on the drawings, but the location of the junction cannot be moved without creating other problems.

The developers have suggested that "Grampian" type conditions be imposed on the remaining outline applications (W20010813, W20000465 and W20020474) to limited the number of dwellings occupied to 750 on the allocation until the northern link road has been completed and is open to traffic. I consider that this is a practical way of achieving the provision of this link road at an appropriate time in the overall development of this site.

REASON FOR RECOMMENDATION

The proposal is considered to comply with the policies listed above.

RECOMMENDATION

GRANT subject to the following conditions :

- 1 The development hereby permitted must be begun not later than the expiration of five years from the date of this permission. **REASON** : To comply with Section 91 of the Town and Country Planning Act 1990.
 - 2 The development hereby permitted shall be carried out strictly in accordance with the details shown on the approved drawing numbers 1218/SK/501G, /502D and /503A, and specification contained therein, received on 21st January and 20th May 2005 unless first agreed otherwise in writing by the District Planning Authority. **REASON** : For the avoidance of doubt and to secure a satisfactory form of development in accordance with Local Plan Policy ENV3.
 - 3 The roads and footways hereby permitted shall not be designed or constructed other than in accordance with the requirements and standard specifications of the Highway Authority as set out in "Transport and Roads for Developments - The Warwickshire Guide 2001", together with any published amendments to it. **REASON** : To ensure compliance with the Council's standards.
 - 4 No development shall be carried out on the site which is the subject of this permission, until details of a mechanical wheel wash facility adjacent to the access have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** :To ensure that mud and debris are not deposited on the public highway.
 - 5 No more than 750 dwellings shall be occupied on the South West Warwick development until the northern link road is completed and available for use by public vehicles. **REASON** : To ensure the appropriate timing/delivery of the northern link road.
 - 6 Construction of the proposed access shall not be commenced until the two access points opposite have been closed and the kerb reinstated. **REASON** : In the interests of highway safety and in accordance with Policy (DW) ENV3 of the Warwick District Local Plan1995.
-

