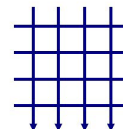


Potential residential development on land north of Leicester Road, Wolvey Heath, Works

on behalf of Godfrey Payton

Access Appraisal

Dated: 30 January 2024



BANNERS GATE
HIGHWAYS AND TRANSPORTATION

Land off Leicester Road, Wolvey Heath

The Local Planning Authority are considering the long-term demand for additional housing. An area available for development can depend on a number of factors such as access, drainage and environmental considerations. BannersGate Transportation Limited has been instructed to prepare an *Access Appraisal* in support of potential residential development on land on the north side of Leicester Road within the suburban area of Wolvey Heath some 16km to the northwest of Rugby. The site has potential to serve the long-term demand for residential land in the jurisdiction of Rugby Borough Council. The site being considered is small and has an estimated capacity of 10 dwellings.

Planning constraints, such as the green belt, are important considerations in promoting new housing. In this case, the potential residential land is located obliquely opposite a development of 90 dwellings on a site known as Wolvey Campus. This project, by Countryside Properties, is substantially complete. The site as pictured would 'round-off' the existing residential development on Leicester Road. Additionally, the land is located within walking distance of local services in Wolvey. This *Access Appraisal* has been prepared to support a residential allocation and demonstrates that the land is a good example of sustainable development and vehicular access is readily achieved.



A development of up to 10 dwellings is being considered. Key points of interest include:

- Safe and suitable vehicular access from the route of Leicester Road
- Design parameters for a small development
- Sustainable development with pedestrian and cycling connectivity to services in Wolvey
- Consideration of road safety

Location The potential residential land is located on the western edge of the suburban area of Wolvey Heath. The site is located in the northeast quadrant of the junction of Leicester Road and Temple Hill. A private drive to a parking area for neighbouring property forms the eastern boundary of the site. Access to the site by means of an agricultural gate is provided from this driveway. The local area has changed in recent years following a development of 90 new homes on the site known as Wolvey Campus. This site was used as a business premises by Galliford Try. The project was promoted as planning application R22/0113.



Leicester Road can be described as a rural inter-urban single carriageway. The route is lightly trafficked with footways in selected areas and some street lighting. The route next to the site has a speed limit of 40mph. Leicester Road connects with the classified route of B4109 Church Hill which thereafter provides a route of Coventry.

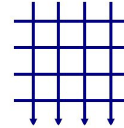
Transport planning considerations are described below.

**Potential residential development on
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BANNERS GATE
HIGHWAYS AND TRANSPORTATION

Access by means of a new junction onto Leicester Road

Access to the development site should be considered in the light of local constraints and design standards such as the Warwickshire Guide and Manual for Streets2. For example, Manual for Streets 2 (para 9.2.2) states that *“the need for and provision of junctions on new highways and additional junctions on existing routes should be assessed in the round considering a wide range of factors . . .”* In this example, there is the need to provide a new junction with adequate visibility whilst avoiding a conflict with road users and limit the interaction with nearby junctions on Leicester Road. The proposed access and visibility are illustrated on **drawing P1724/01A** attached to this statement. The access would be located close to an existing (disused) gate on Leicester Road.

In accordance with the Warwickshire Guide, the new road is designed as a ‘Local Access Road’. The road should be 5 metres wide with footways of 2m to each side of the carriageway and can serve up to 50 dwellings. If the development is limited to 6 dwellings then it is possible that the highway design can be downgraded to a private drive. For example, a footway is not necessary for a private driveway. There is a level difference between the site and Leicester Road and this will affect the net developable area. A junction spacing of 20 metres is achieved to the nearby driveway and a staggered spacing of 40 metres is provided to the new Countryside residential project. These spacings are considered safe for access to a small residential project.



The frontage of the site onto Leicester Road is pictured. A wide highway verge is provided which means that there are no concerns in providing visibility from the conventional setback of 2.4 metres.



The view opposite shows the northbound approach on Church Hill to the development site. A wide highway verge provides generous visibility.

Visibility at the proposed junction should be commensurate with expected or measured speeds on the major road. In this case, the route has a speed limit of 40mph but speeds are constrained by the bend in the road alignment as pictured. The visibility criteria are based on a combination of the ‘x’ distance and ‘y’ distance. The ‘x’ distance is defined as the setback from the edge of carriageway whilst the ‘y’ distance is visibility measured towards approaching traffic. The commonly accepted setback (x distance) is 2.4 metres. The topic of visibility was studied carefully by the Highway Authority in the consideration of application R22/0113. Hydrock, highway

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consultant for the applicant, submitted a drawing entitled ‘Maximum Achievable Visibility’ (drawing number 15474-HYD-XX-XX-DR-TP-002 rev P1). This drawing illustrated visibility of 88.7 metres to the centre of the road from a setback of 2.4 metres when looking left from the access. This parameter views traffic approaching from the same bend in the alignment of Leicester Road when viewed from the potential residential land.

The Highway Authority, in their consideration of application R22/0113 stated “on balance, particularly given the absence of accidents where visibility would appear to be a factor at the existing access, my experience tells me that the splays as presented would not be unacceptably detrimental to highway safety to an extent that would warrant refusal at planning stage.”

Therefore, it seems reasonable that if this same visibility parameter is achieved from the access to the potential residential site then there can be no safety concerns at this location.

As a guide, visibility parameters, as published in the Warwickshire Guide are repeated below. A visibility distance of 59 metres is generally acceptable for speeds of up to 37mph within a residential zone.

Table 3.1 - Required visibility splays for ‘Streets’

Design Speed (mph) (New Development Only)	Measured 85%ile vehicle speed (mph) (Existing Development)	‘Y’ Distance & Forward Visibility (m)
20mph Tertiary Roads	16-20	25
25-30mph Secondary Roads	21-25	33
	26-30	43
	31-37	59

Drawing P1724/01A clearly demonstrates that visibility and stopping distance in excess of 90 metres is achieved when looking right from the proposed site access. The visibility splay includes the area where speeds would be reduced around the bend in Leicester Road. Additionally, visibility in excess of 120 metres (commensurate with speeds within a 40mph speed limit) is achieved when looking left from the proposed access. The proposed access is considered safe and fit for purpose.

Sustainability

The site is a short distance from local services and public transport in Wolvey.



Arriva bus 74, 74A and 74S connect Coventry and Nuneaton and pass through Wolvey.



The centre of the site is 500 metres from the local convenience store and health centre in the centre of Wolvey.

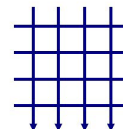


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BANNERS GATE
HIGHWAYS AND TRANSPORTATION



The site is located 500 metres from Wolvey stores or a walking time of around 7 minutes. The area of Wolvey also includes a village hall, NHS medical practice, two public houses and Arriva bus services. A total of 7 buses, in each direction, are provided on weekdays linking Wolvey with Nuneaton and Coventry.

A direct and convivial pedestrian route is provided between the site and the village centre. A continuous footway is provided, as pictured, which is suitable for all users. A dropped pedestrian crossing from the highway next to the site would be provided as part of the development improve connectivity to the village centre.

Traffic generation A development of 10 dwellings would generate up to 50 trips per day. This quantity of traffic would have a negligible impact on the operation of the local road network.

Safety The introduction of a new junction on the route of Leicester Road prompts consideration of highway safety. A preliminary guide to road safety can be obtained by reference to www.crashmap.co.uk. This web site uses data published by the Department for Transport which is based on records submitted to them by police forces. Records show that there has been only one incident, involving a slight injury only, in the vicinity of the site in the last five years. This incident involved a single vehicle only where a car collided with a tree. The route of Leicester Road does not cause safety concerns. Considering the Highway Authority response on application R22/0113 it is concluded that the creation of a small cul-de-sac with generous visibility does not create highway safety concerns on Leicester Road.

Conclusion

An assessment of guidance on highway design and sustainable land-use planning demonstrates that residential development of land on the north side of Leicester Road is highly plausible. Access is readily achieved from Leicester Road. Local shops, health care and Arriva bus services are located within a reasonable walking distance. The land is an excellent example of a sustainable location for residential development.

Nigel Vening BSc (Hons) CEng MICE

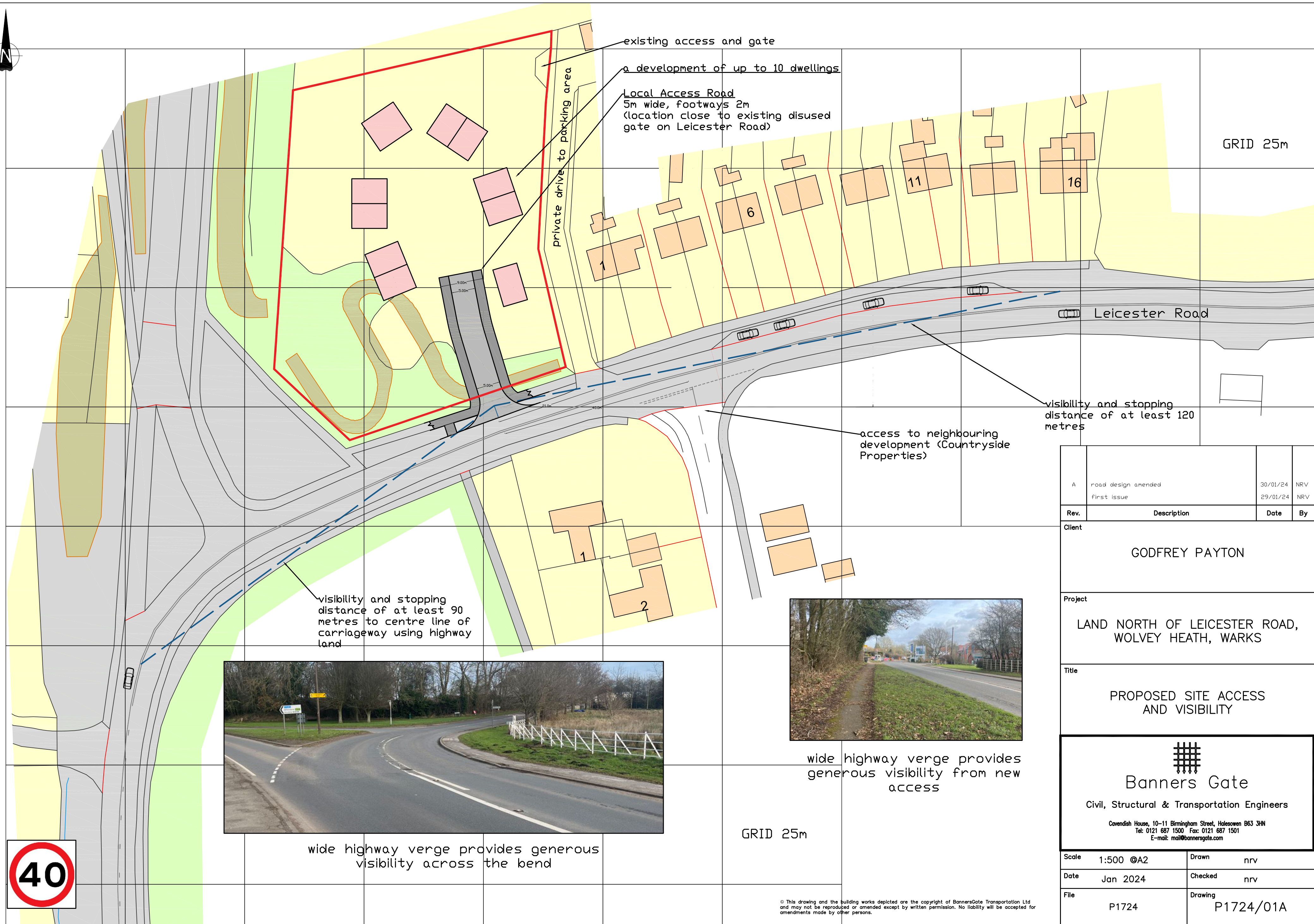
BannersGate Transportation Ltd / 30 January 2024



wide highway verge provides generous visibility across the bend



wide highway verge provides generous visibility from new access



A	road design amended first issue	30/01/24 29/01/24	NRV NRV
Rev.	Description	Date	By

Client

GODFREY PAYTON

Project

LAND NORTH OF LEICESTER ROAD,
WOLVEY HEATH, WARCS

Title

PROPOSED SITE ACCESS
AND VISIBILITY



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Scale	1:500 @A2	Drawn	nrv
Date	Jan 2024	Checked	nrv
File	P1724	Drawing	P1724/01A