

Comments from County Highway Authority regarding highway access to sites

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
Alcester	ALC.12	South of Allimore Lane (west)	60	<p>The Highway Authority has concerns about this level of development being accessed off Allimore Lane, which at this location is a narrow country lane, with limited opportunity for on-coming vehicles to pass. In addition, based on the Reserved Matters layout there is no opportunity to provide a vehicular link to the northern site which puts greater pressure on Allimore Lane to accommodate all of the potential allocation. Allimore Lane would therefore require a significant upgrade to accommodate the total quantum of dwellings at this location. In addition, a dedicated footway and cycleway would also need to be provided. The Highway Authority also has concerns about the capacity of junctions which would provide the primary access to the development site. These are</p> <ul style="list-style-type: none"> – Cross Road / Seggs Lane / Roman Way / Allimore Lane Crossroads Junction; – Roman Way / Evesham Street Priority 'T' Junction; – Priory Road / Swan Street / Evesham Street / Seggs Lane Roundabout Junction; and, – A435 / Evesham Street / A422 Roundabout Junction. <p>These junctions would need to be fully modelled as part of any Transport Assessment to understand the operational capacity, queuing and delay which could be caused by the allocation of these sites, to the</p>
	ALC.13	South of Allimore Lane (east)	120	
	ALC.14	North of Allimore Lane	60	

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				detriment to the safe and efficient operation of the highway network.
Alderminster	ALD.05	East of Skylark Road Lawns	16	The proposal is to extend the recently developed site by taking access through that site. The access roads serving the development are considered adequate to cater for the level of development proposed and will not take the quantum of development over the threshold which would require an emergency access point. However, careful consideration should be given over the capacity of the junction with Shipston Road. It is therefore recommended that a junction analysis accompany any Planning Application to determine whether any improvements are necessary. Alderminster is a Category 4 Local Service Village, therefore has little in the way of facilities to attract pedestrian movements, the main journeys will be by car. There is however a public transport service that covers the village. The nearest bus stop to the development site being located on Shipston Road, some 400 metres from the site access which means that the majority of properties will fall outside of the recommended walking distance to access public transport. Therefore the provision of 2 new bus stops on Shipston Road will be a requirement of the Highway Authority by obligation under Section 106.
Bidford-on-Avon	BID.02	West of Grafton Lane	150	The scale of development would warrant the provision of a full vehicular access and an emergency access. The suitable location would be for these accesses to be taken from Grafton Lane. However, this would require Grafton Lane to be upgraded within the vicinity of the site to formalise the carriageway, and

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				<p>extend to the footway provision into the development site. Consideration may also be required for a review of the existing speed limit within the vicinity of the development.</p> <p>In terms of pedestrian, cycling and public transport access. Consideration needs to be given to provide an access by these modes to Waterloo Crescent, which would provide a direct link to bus stops on Waterloo Road.</p> <p>In terms of operational capacity, the highway network has seen an increase in traffic associated with committed developments, especially those on the B439 Salford Road, but also traffic heading towards and from Stratford-on-Avon avoiding congestion on the A46 Corridor. The Highway Authority does have concerns about the operation of the B439 Corridor through the village, notably the following junctions;</p> <ul style="list-style-type: none"> – B439 Salford Road / Victoria Road Priority 'T' Junction; – B439 / Wilkes Way / B4085 Roundabout Junction; – B439 Tower Hill / Waterloo Road Priority 'T' Junction; and, – B439 Tower Hill / Grafton Lane Priority 'T' Junction. <p>These junctions would need to be fully modelled as part of any Transport Assessment to understand the operational capacity, queuing and delay which could be caused by the allocation of this site.</p>
	<p>BID.08A</p>	<p>South of Salford Road (middle)</p>	<p>24</p>	<p>The site offers considerable site frontage onto Salford Road, with an existing access in the North Eastern corner serving land to the rear. For the level of development proposed, a new adoptable standard</p>

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				<p>access would need to be provided to accommodate the development.</p> <p>The site is located within the 30 Mph limit and it is considered that suitable visibility splays could be provided although this would need to be confirmed by a speed survey. Should the recorded speeds be compliant with the posted speed limit, splays of 2.4m x 47m in both directions would need to be provided. A Stage 1 Road Safety Audit of any access arrangements would also need to be submitted in support.</p> <p>The site benefits from footpath links to village amenities and appears to be within the maximum recommended walking distances. Although Bus Stops are located nearby, it is considered that these will need some improvement and the provision of Bus Shelters to increase the attractiveness of Public Transport, therefore contributions would be sought for this.</p>
	<p>BID.09</p>	<p>North of Salford Road</p>	<p>120</p>	<p>The Highway Authority initially stated that it would resist further development onto the B439 Salford Road at this location. However, it has considered a revised access proposal, which was accompanied by a Stage 1 Road Safety Audit, and advises that this arrangement is acceptable in principle.</p> <p>Further discussions will need to be undertaken to finalise Microsimulation modelling to identify any capacity issues on the local network.</p> <p>It is recognised that this part of Bidford-on-Avon does benefit from good pedestrian and cycle</p>

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	<p data-bbox="490 344 595 368">BID.11</p>	<p data-bbox="678 344 985 368">East of Victoria Road</p>	<p data-bbox="1084 344 1146 368">120</p>	<p data-bbox="1223 272 2007 336">connections, and is also located on a good frequency bus route operated by Johnsons Buses.</p> <p data-bbox="1223 344 2018 624">The Highway Authority considers that access from Jacksons Meadow would be inappropriate due to the narrow form the road would have to take adjacent to existing properties. In addition, based on the proposed allocation of 120 dwellings with the existing developments which form Jacksons Meadow the access arrangements would not be appropriate to accommodate the quantum of development.</p> <p data-bbox="1223 632 2018 1015">The Highway Authority would therefore consider that access needs to be obtained from the Miller Homes development onto Waterloo Road, as this would provide the most suitable and safe vehicular route. In terms of pedestrian and cycle connectivity, connections can be made with the adjacent Miller Homes development where possible, and contributions could be sort through a S.106 Agreements to improvements to walking and cycling routes. Connections can also be made to the Heart of England Way.</p> <p data-bbox="1223 1023 2018 1375">In terms of operational capacity, the highway network has seen an increase in traffic associated with committed developments, especially those on the B439 Salford Road, but also traffic heading towards and from Stratford-on-Avon avoiding congestion on the A46 Corridor. The Highway Authority does have concerns about the operation of the B439 Corridor through the village, notably the following junctions; – B439 Salford Road / Victoria Road Priority 'T' Junction;</p>

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				<p>– B439 / Wilkes Way / B4085 Roundabout Junction; and</p> <p>– B439 Tower Hill / Waterloo Road Priority 'T' Junction.</p> <p>These junctions would need to be fully modelled as part of any Transport Assessment to understand the operational capacity, queuing and delay which could be caused by the allocation of this site.</p>
	<p>BID.13</p>	<p>South of Salford Road (west)</p>	<p>60</p>	<p>The Highway Authority will resist a further access onto the B439 Salford Road at this location, due to concern of additional development will have upon the operation of the B439 corridor through Bidford-on-Avon.</p> <p>In addition, it should be noted that Persimmon Homes, who developed the land to the north of this site, have not offered the highway network for adoption at present and it therefore remains private. This raises concerns whether an access into the proposed allocation site can be achieved as it would be subject to a legal agreement to ensure a right of access can be maintained, should the site be allocated.</p> <p>Further to the above, the Highway Authority is concerned whether the access from the Persimmon development on the B439 would have sufficient capacity to accommodate an allocation and continue to function in a safe and efficient manner.</p> <p>Based on the above the Highway Authority would have reservations should the site be taken forward and accepted as an allocation, without further information and evidence being provided.</p>

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Bishop's Itchington	BISH.01	North of Ladbroke Road	18	<p>The development parcel has sufficient site frontage to enable a suitable access to be created.</p> <p>Bishops Itchington has a number of facilities near to the site that would attract pedestrian movements, although these are located some distance from the development site, footpath connectivity is good.</p> <p>Currently, the bus service does not enter into the village, therefore consideration to improved bus services should be given, although this may not prove cost effective for the low level of development proposed.</p> <p>In principle, the Highway Authority would have no objection to development.</p>
	BISH.02	North of Hambridge Road	18	<p>A new vehicular access into the development site off Hambridge Road would be required. The Highway Authority would require the vehicular access to be located at least 30m east of the vehicular access that serves nos. 16 and 20 Hambridge Road. Hambridge Road reduces in width along the frontage of the development site from 5m wide to 3m wide. The Highway Authority would require the carriageway to be widened so that it is at least 5m wide up to the proposed vehicular access. The Highway Authority would also require the existing footway along the northern side of Hambridge Road to be extended to and integrated within the development site.</p> <p>At the development site, Hambridge Road increases from a 30mph speed limit to the National Speed Limit (60mph). Visibility splays in excess of those required for a 30mph speed limit appear to be achievable to the right (west) however, this may require the</p>

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				<p>relocation of the existing traffic signs. Visibility splays of approximately 130m appear to be achieved to the left (east) of the development site, subject to the cutting back/removal of the existing boundary hedgerow. The level of visibility that could be achieved at the proposed vehicular access is considered to be acceptable.</p> <p>It is unlikely that all dwellings within the development site will be located within an acceptable walking distance of the nearest bus stop or other local facilities and amenities. Therefore, it could result in the development site being a more car dominant development.</p> <p>The Highway Authority is satisfied that a safe and suitable access into the development site can be achieved, however consideration should be given to the sustainability of the development site and measures that could be taken to encourage the use of more sustainable transport modes.</p>
	BISH.07	West of Gaydon Road	35	<p>The development parcel has sufficient site frontage to enable a suitable access for this level of development to be created.</p> <p>This site is located some distance from the village facilities, therefore consideration of improved pedestrian linkages should be explored. The site is located on a bus route, although the nearest bus stops are some distance away and outside of the maximum recommended walking distance. Additional bus stop provision would be expected from a development of this size.</p>

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				In principle, the Highway Authority would have no objection to development.
Brailes	BRA.15	South of Orchard Close	10	<p>A new vehicular access off Orchard Close into the development site would be required. Orchard Close is a cul-de-sac approximately 4.8m wide with footways approximately 2m wide. The Highway Authority would require the existing footway along Orchard Close to be extended to the development site.</p> <p>Orchard Close is subject to a 30mph speed limit, however the alignment of the road has been designed to encourage slower vehicle speeds. The Highway Authority would consider visibility splays of 33m provided in both directions of the new vehicular access to be acceptable, when measured 2.4m back from the edge of the carriageway.</p> <p>The Highway Authority is satisfied that a safe and suitable access into the development site can be achieved, subject to the above points being applied.</p>
Clifford Chambers	CLIF.01	East of Campden Road (north)	10	<p>Although the site offers considerable site frontage onto Campden Road, due to the speed limit on Campden Road and the resultant traffic speed, the provision of visibility splays from a new access would be difficult. The site could, however, be accessed through the recent access created at Stourfield Close, which would be capable of accommodating the traffic generated by the proposed development, although a Stage 1 Road Safety Audit would need to be submitted in support. Subject to a suitable access being provided, the Highway Authority has no objections in principle to the parcel being developed.</p>

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				<p>The site benefits from footpath links to village amenities and bus stops which are located nearby. The Highway Authority has concerns over the capacity of the Campden Road corridor and junctions within Stratford-upon-Avon given the level of development proposed to the South of Clifford Chambers. Therefore, despite the low level of development proposed, careful consideration of trip generation and the ability of vehicles to enter Campden Road from the development site will need to be undertaken in consultation with our Transport Planning team.</p>
	CLIF.02	East of The Nashes	20	<p>It is assumed that access would be taken through CLIF.04 below. The access requirements for CLIF.04 would be sufficient to serve both development parcels for the combined number of dwellings. An advantage to combining the sites would be to provide a safer pedestrian route by using The Nashes to provide a link to the village facilities. However, a Stage 1 Road Safety Audit of any access arrangements and pedestrian infrastructure would need to be submitted. The Highway Authority has concerns over the capacity of the Campden Road Corridor and junctions within Stratford-upon-Avon given the level of development proposed to the South of Clifford Chambers. Therefore, despite the low level of development proposed, careful consideration of trip generation and the ability of vehicles to enter Camden Road from the development site will need to be undertaken in consultation with our Transport Planning team.</p>

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				<p>Clifford Chambers is a Category 4 Local Service village, therefore has little in the way of facilities to attract pedestrian movements, the main journeys will be by car. There is, however a public transport service that covers the village. The nearest bus stop to the development site being located on Orchard Place, some 250 metres from the site access, which would give sufficient connectivity from the site to public transport.</p>
	CLIF.04	East of Campden Road (south)	8	<p>The site has frontage to the B4632 Campden Road, therefore it is assumed that access would be taken directly from the above.</p> <p>The location of the access is within the 50 Mph speed limit, therefore an access compliant with the Design Manual for Roads and Bridges would be required. This would entail the provision of visibility splays in the region of 120 metres in both direction (speed surveys would be required to determine the exact splay requirement), and a minimum road width of 5 metres will need to be provided along with a 2 metre footpath.</p> <p>As with site CLIF.02 above, the main journeys will be by car. The nearest bus stop to the development site being located on Orchard Place, some 250 metres from the site access, which would give sufficient connectivity from the site to public transport.</p> <p>However, currently there is no continuous footpath to the site access, this would need to be included in the development proposals.</p>

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	CLIF.05A	West of Campden Road (north)	4	<p>The site has a frontage to the B4632 Campden Road, therefore it is assumed that access would be taken directly from the above.</p> <p>The location of the access is within the 50 Mph speed limit, therefore an access compliant with the Design Manual for Roads and Bridges would be required. This would entail the provision of visibility splays in the region of 120 metres in both direction (speed surveys would be required to determine the exact splay requirement), and a minimum road width of 5 metres will need to be provided along with a 2 metre footpath. This however may be uneconomic due to the low level of development proposed. It is not clear whether development could be accessed through the development to the north.</p> <p>Clifford Chambers is a Category 4 Local Service village, therefore has little in the way of facilities to attract pedestrian movements, the main journeys will be by car. There is however a public transport service that covers the village. The nearest bus stop to the development site being located on Orchard Place, which, although near to the site, would require a crossing facility to be provided on the B4632 Campden Road.</p>
Ettington	ETT.02	West of Old Warwick Road	6	<p>The Highway Authority would have no objection to development of this site. It can be accessed directly from Old Warwick Road, which is sufficient in width to accommodate the proposed level of development. Adequate visibility splays are also available at the Banbury Road junction thus allowing a safe access.</p>

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				<p>The site also benefits from a continuous footpath link to Ettington Pre-School and Ettington Primary School, and the nearest Bus Stop is approximately 200 metres from the site therefore providing good connectivity.</p>
	ETT.09B	South of Banbury Road (rear)	20	<p>It is assumed that access will be through the land fronting Banbury Road. Adequate visibility splays can be achieved, thus allowing a safe access, therefore, in principle, the Highway Authority would have no objection, although due to the category of Banbury Road the access would need to be compliant with the Design Manual for Roads and Bridges.</p> <p>Ettington is a Category 3 Local Service Village, therefore has some facilities to attract pedestrian movements, although the main journeys are likely to be by car, the site benefits from a continuous footpath link to the nearest bus stop on Banbury Road. However, as this would require a crossing of Banbury Road and the bus stop is approximately 400 metres away from the site, some parts of the development will fall outside of the maximum recommended distance, therefore additional bus stop provision would be sought by obligation under Section 106.</p> <p>The Highway Authority has concerns over the capacity of junctions within Stratford-upon-Avon given the level of development proposed to the south of Stratford-upon-Avon. Therefore, careful consideration of trip generation and the ability of vehicles to travel to Stratford-upon-Avon from the development site will need to be undertaken in consultation with our Transport Planning team.</p>

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	ETT.11	South of Rogers Lane (middle)	30	<p>Direct access can be made from Rogers Lane and a suitable junction with sufficient visibility splays can be formed. There is no footpath provision on the site side of Rogers Lane, therefore this will need to be provided through a Section 278 Agreement in order to provide connectivity to the nearest Bus Stops which are on Banbury Road some 170 metres away. Due to the size of the development area, some parts of the site will fall outside of the maximum walking distances for public transport, however it is difficult to ascertain whether additional infrastructure or service provision is achievable to alleviate this.</p> <p>The junction of Rogers Lane and Banbury Road has visibility constraints and issues with parked vehicles, therefore a junction assessment and Stage 1 Road Safety Audit will be required before a full recommendation of the level of proposed development can be given by the Highway Authority.</p>
Fenny Compton	FEN.01	North of Northend Road (west)	10	<p>There is an existing vehicular access off Northend Road into the development site approximately 6.2m wide, which currently serves Manor Farm. At the vehicular access, Northend Road is subject to a 30mph speed limit which decreases to 20mph approximately 30m to the east of the vehicular access. The Highway Authority would require visibility splays of 43m to be provided in both directions of the vehicular access, when measured 2.4m back from the edge of the carriageway. The required level of visibility splays can be achieved in both directions at the existing vehicular access.</p>

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				<p>The Highway Authority would require a footway to be provided on at least one side of the vehicular access, whereby an uncontrolled pedestrian crossing can be provided to access the existing footway on the opposite side of the carriageway. Existing local facilities and amenities including bus stops, shops and pubs/ restaurants are available within an acceptable walking distance of the development site.</p> <p>The Highway Authority considers the existing vehicular access into the development site to be acceptable and should be used to serve the development site.</p>
	FEN.02	North of Northend Road (east)	8	<p>Access into the development site could be taken from the private access road off Manor Court that currently serves Manor Farm. The existing access road is also Public Footpath SM137 therefore, Warwickshire County Council's Rights of Way Team will need to be consulted to establish whether increased vehicle movements along the Public Footpath would be acceptable. The existing access road measures approximately 2.8m wide, which is only wide enough to accommodate one-way vehicle movements. The Highway Authority would require the access road to measure at least 5m in width up to the vehicular access into the development site.</p> <p>The western boundary of the development site adjoins the eastern boundary of Site 1 FEN.01. The Highway Authority considers it likely that a safe and suitable access into that site can be achieved. Therefore, the Highway Authority recommends that the vehicular access serving FEN.01 also serves FEN.02. Should</p>

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				<p>FEN.02 be served via the access into FEN.01, an assessment of the junction onto Northend Road may be required, depending on whether Manor Farm will continue to be operational and the number of vehicular trips the site generates.</p> <p>The Highway Authority would support development at the site, subject to the development being served from the access that will serve Site FEN.01.</p>
	FEN.04	West of High Street (front)	4	<p>The development parcel has sufficient site frontage to enable a suitable access to be created.</p> <p>Fenny Compton has a number of facilities near to the site that would attract pedestrian movements, both north and south of the site. Footpath connectivity in the village is generally good, however no footway is currently present at the site frontage. Any proposal at the site should incorporate footway access at the site frontage, connecting to the existing footway north of the site and allowing pedestrians to safely cross to the existing footway east of the carriageway in order to access destinations south and west of the site.</p> <p>Currently bus services through Fenny Compton are relatively infrequent, therefore consideration to improved bus services should be given, although this is unlikely to prove cost effective for the low level of development proposed.</p> <p>In principle, the Highway Authority would have no objection to development.</p>
	FEN.06	North of High Street	14	<p>There is an existing dropped kerb vehicular access into the development site off Station Road, approximately 15m east of the access into the Doctor's Surgery. Public Footpath SM138 runs</p>

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				<p>alongside the existing vehicular access and eastern boundary of the development site. The Highway Authority would require the existing dropped kerb vehicular access to be upgraded and a bellmouth access provided. The gradient of the vehicular access should not be steeper than 1 in 50.</p> <p>Visibility splays and forward visibility splays at the existing vehicular access are considered to be acceptable. The Highway Authority is therefore satisfied that a safe and suitable access into the development site can be achieved.</p>
	FEN.07	North of Station Road (west)	10	<p>The development site could be accessed off the turning head on Thompsons Field or off Station Road. The Highway Authority have previously provided a consultation response to planning application 16/00990/OUT at the development site, for the construction of up to 25 dwellings. The planning application included the extension of the existing turning head on Thompsons Field into the development site. The Highway Authority raised no objections to the development proposals, although the application was refused by Stratford-on-Avon District Council and subsequently dismissed at appeal.</p> <p>There is also an existing dropped kerb vehicular access into the development site off Station Road, near to the existing Sports Field vehicular access. At the existing access, Station Road is subject to a 50mph speed limit requiring visibility splays of 160m to be provided in both directions, when measured 2.4m back from the edge of the carriageway. The Highway Authority is satisfied that the required level</p>

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				<p>of visibility splays can be achieved at the vehicular access, subject to the cutting back/removal of the existing boundary hedgerow. The Highway Authority would also require an uncontrolled pedestrian crossing to be provided from the vehicular access to the existing footway on the opposite side of the carriageway.</p> <p>The Highway Authority would support an access into the development site off Thompsons Field subject to visibility splays at the junction onto Station Road being improved by cutting back/removing the existing hedgerow currently obstructing visibility. The Highway Authority is also satisfied that a safe and suitable vehicular access into the development site can be achieved from Station Road.</p>
	FEN.09	South of Station Road (east)	50	<p>The development parcel has sufficient site frontage to enable a suitable access for this level of development to be created.</p> <p>This site is located some distance from the village facilities, therefore consideration of improved pedestrian linkages should be explored. The site is located on a bus route, although the nearest marked bus stops are some distance away and outside of the maximum recommended walking distance. Additional/improved bus stop provision would be expected from a development of this size. In principle, the Highway Authority would have no objection to development.</p>
	FEN.12	East of Ridge Way	4	<p>The development site could be accessed off The Lankett, which would be extended into the development site. Planning application 17/02362/FUL</p>

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				<p>was approved by Stratford-on-Avon District Council on 31st January 2018 for the erection of four dwellings off The Lankett; the development site would be an extension of the recently approved planning application. For planning application 17/02362/FUL the Highway Authority raised concerns with the width of The Lankett and Mill Lane, and the increase in vehicle trips the application would generate. Following receipt of additional information, the Highway Authority raised no objections to the development proposals.</p> <p>The Highway Authority would have concerns with further dwellings being served off The Lankett, in line with the concerns raised in the consultation responses to planning application 17/02362/FUL and planning application 14/00124/OUT.</p> <p>The Highway Authority would recommend that access into the site is taken off Ridge Way which serves a new development that was approved on 07th July 2014 as part of planning application 13/01346/OUT. The turning head could be extended into the development site however, this would require the boundary of the development site being extended slightly to incorporate the turning head off Ridge Way. The Highway Authority would not support the development site to be accessed off The Lankett due to its narrow width. The Highway Authority would however, support access into the development site off Ridge Way.</p>
Gaydon	GAY.03	East of Banbury Road (south)	16	A new vehicular access off Banbury Road (B4100) into the development site would be required. To the

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				<p>frontage of the development site, Banbury Road is subject to a 50mph speed limit which decreases to 30mph immediately to the right (north-west) of the development site. The Highway Authority would therefore require visibility splays of 160m to the left (south-east) of the vehicular access and visibility splays of 90m to the right (north-west) when measured 2.4m back from the edge of the carriageway.</p> <p>The required level of visibility to the right (north-west) of the vehicular access appears to be achievable however, it appears that a maximum of only 135m-140m can be achieved to the left (south-east) due to the vertical alignment of the carriageway. It is also likely that a substantial amount of the existing boundary hedgerow will have to be removed in order to achieve the required level of visibility splays.</p> <p>It may be necessary to extend the existing 30mph speed limit along Banbury Road to include the new vehicular access for the development site. This could require additional traffic calming features to be installed to ensure that the 30mph speed limit is complied with. The Highway Authority would require the existing footway along the eastern side of Banbury Road to be extended to and included within the development site.</p> <p>The Highway Authority would not currently support the construction of a new vehicular access into the development site off Banbury Road (B4100) as it does not appear that the required level of visibility splays can be achieved in both directions.</p>

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	GAY.06	South of Church Lane (west)	10	<p>The development site is located off a private road, accessed off Kineton Road. At the Private Road / Kineton Road priority T-junction, the private road measures approximately 4.5m wide, when measured 7.5m back from the edge of the junction. The Highway Authority requires accesses serving multiple dwellings to measure 5m wide for a minimum distance of 7.5m, as measured from the near edge of the carriageway, to enable two vehicles to pass each other within the access. The private road reduces in width further and is only wide enough for one-way vehicle movements at several points along the private access road. There are also no pedestrian facilities provided along the private road. The development site would increase the number of dwellings served off the private road, which could increase the potential for conflict between pedestrians and vehicles.</p> <p>At the private access, Kineton Road is subject to a 30mph speed limit requiring visibility splays of 43m to be provided in both directions when measured 2.4m back from the edge of the carriageway. Full visibility can be achieved to the right (south-west) of the access however, only approximately 30m can be achieved to the left (north-east) due to the adjacent hedgerow obstructing visibility splays.</p> <p>The Highway Authority would not currently support further development off the existing private road as visibility splays at the junction onto Kineton Road are below standard, and pedestrian facilities are not provided along the private access road which could result in conflict between pedestrians and vehicles.</p>

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	GAY.07	South of Kineton Road	20	<p>A new vehicular access off Kineton Road into the development site would be required. The vehicular access into the development site is required to be positioned at least 30m south-west of the centre of the existing vehicular access that serves Gaydon Farm. The Highway Authority would also require the existing footway along the south-eastern side of Kineton Road to be extended to and included within the development site. The footway currently ceases at the Edgehill View / Kineton Road priority T-junction. To the frontage of the development site, Kineton Road is subject to a 50mph speed limit which decreases to 30mph immediately to the right (north-east) of the development site. The Highway Authority would therefore require visibility splays of 160m to the left (south-west) of the vehicular access and visibility splays of 120m to the right (north-east) when measured 2.4m back from the edge of the carriageway. The required level of visibility appears to be achievable and it also appears that the required forward visibility splay of 160m can also just be achieved. The Highway Authority would recommend that the existing 30mph speed limit along Kineton Road is extended to incorporate the new vehicular access.</p> <p>The Highway Authority is satisfied that a safe and suitable access into the development site can be achieved, subject to the above points being applied.</p>
Halford	HALF.01	East of Fosse Way (north)	10	The site has frontage to the A429 Fosse Way, therefore it is assumed that access would be taken directly from the above.

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				<p>The location of the access is within the 30 Mph speed limit, but due to the category of Fosse Way an access compliant with the Design Manual for Roads and Bridges would be required. This would entail the provision of visibility splays in the region of 90 metres in both directions (speed surveys would be required to determine the exact splay requirement), and a minimum road width of 5 metres will need to be provided along with a 2 metre footpath.</p> <p>Halford is a Category 4 Local Service village, therefore has little in the way of facilities to attract pedestrian movements, the main journeys will be by car. There is however a public transport service that covers the village. The nearest bus stop to the development site being located on Fosse Way, some 250 metres from the site access. However, currently there is no continuous footpath to the site access, this would need to be included in the development proposals in order to provide sufficient connectivity.</p>
	HALF.03	North of Idlicote Road	12	<p>This site was subject to a previous Planning Application for 28 Units (15/02108/FUL) which although refused, had no objection from the Highway Authority. The Highway Authority has no objection to this proposal. The site can be accessed directly from Idlicote Road and adequate visibility splays can be achieved, thus allowing a safe access. The site benefits from a continuous footpath link to the nearest bus stops approximately 200 metres away from the site access.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
	HALF.08	East of Fosse Way (middle)	4	<p>The site has frontage to the A429 Fosse Way, therefore it is assumed that access would be taken directly from the above.</p> <p>Although the proposal is for only 4 units, the category of Fosse Way would require an access compliant with the Design Manual for Roads and Bridges, therefore a private drive may not be allowable. This would also require the provision of visibility splays in the region of 90 metres in both directions (speed surveys would be required to determine the exact splay requirement), and a minimum road width of 5 metres will need to be provided along with a 2 metre footpath connecting the site to nearby paths and to the Bus Stops nearby.</p> <p>Halford is a Category 4 Local Service village, therefore has little in the way of facilities to attract pedestrian movements, the main journeys will be by car. There is however a public transport service that covers the village. The nearest bus stop to the development site being located on Fosse Way, near to the site access. As noted above, connections from the site will be required.</p> <p>The Highway Authority has concerns over the capacity of junctions within Stratford-upon-Avon given the level of development proposed to the South of Stratford-upon-Avon. Therefore, careful consideration of trip generation and the ability of vehicles to travel to Stratford-upon-Avon from the development site will need to be undertaken in consultation with our Transport Planning team.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
Hampton Lucy	HAMP.03	East of Snitterfield Road	10	<p>The intention is to take an access at the northern end of the site from Snitterfield Street. The proposed access location is situated outside of the 30 Mph speed limit, therefore a speed survey should be undertaken to establish whether sufficient visibility can be achieved and if a review of the location of the extent of the speed limit should be undertaken. It was also noted that there was a significant gradient difference between the existing carriageway and the site, which would need careful consideration to ensure compliance with the design standards. Furthermore, the location of the proposed access prevents safe pedestrian connections, therefore alternative routes from the site for pedestrian connections would need to be explored.</p> <p>Hampton Lucy is a Category 3 Local Service Village and therefore has little in the way of facilities to attract pedestrian movements, the main journeys will be by car. There is however a public transport service that covers the village. The nearest bus stop to the development site being located on Church Street, some 600 metres from the proposed access, although a shorter route through the site could be provided which would enable adequate connectivity from the development. The site also benefits from National Cycle Network Route 41, which runs along Bridge Street and Snitterfield Street.</p>
	HAMP.04	South of Church Street	8	<p>The site was subject to previous Planning Applications for 4 units (16/04015 & 13/01946) which attracted no objection subject to conditions from the Highway Authority.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				A safe access can be achieved into the site, however the greater level of development now proposed would lead to increased pedestrian activity from the site, therefore pedestrian facilities would need to be improved in order to link to the village centre and bus stops as noted above.
Harbury	HAR.04	North of Binswood End (east)	20	The development parcel has sufficient site frontage to enable a suitable access to be created. Harbury has a number of facilities near to the site that would attract pedestrian movements, and there is a public transport service that covers the village. The nearest bus stop to the development site being located on Mill Street, a short distance from the site access and within the maximum recommended walking distance. Good pedestrian links from the site currently exist. In principle, the Highway Authority would have no objection to development.
	HAR.05	North of Mill Street (west)	10	The development parcel has sufficient site frontage to enable a suitable access for this level of development to be created. Harbury has a number of facilities near to the site that would attract pedestrian movements, and there is a public transport service that covers the village. The nearest bus stop to the development site being located on Mill Street, a short distance from the site access and within the maximum recommended walking distance. Good pedestrian links from the site currently exist. In principle, the Highway Authority would have no objection to development.

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
	HAR.06	North of Mill Street (east)	15	<p>There is an existing vehicular access into the development site off Mill Street that currently serves Chesterton House Farm. The vehicular access is approximately 5m wide. The footway fronting the development site is approximately 1.8m wide. There appears to be a high demand for on-street parking within the vicinity of the development site. At the vehicular access, Mill Street is subject to a 30mph speed limit requiring visibility splays of 43m in both directions, when measured 2.4m back from the edge of the carriageway. Full visibility appears to be achievable to the right (west) of the existing vehicular access, however visibility splays of only approximately 12m can be achieved to the left (east) due to the existing building obstructing visibility splays. The Highway Authority considers the existing vehicular access to be below standard and would therefore not recommend development at the site. Should the existing building be demolished and it be demonstrated that the required level of visibility splays can be achieved in both directions of the vehicular access, it is likely that the Highway Authority would support development at the site. The Highway Authority would expect the existing footway on Mill Street to be extended into the development site.</p>
	HAR.13	West of Bush Heath Road	30	<p>A new vehicular access off Bush Heath Road into the development site would be required. The Highway Authority would require the vehicular access to be located at least 45m south of the existing Bush Heath Road / Percival Drive T-junction. The Highway</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>Authority would also require the existing footway along the western side of Bush Heath Road to be extended to and integrated within the development site.</p> <p>Along the frontage of the development site, Bush Heath Road increases from a 40mph speed limit to the National Speed Limit (60mph). The Highway Authority would require visibility splays of 120m to be provided to the left (north) of the vehicular access and visibility splays of 215m to be provided to the right (south), when measured 2.4m back from the edge of the carriageway. Full visibility can currently be achieved to the left (north) and it is likely that the required level of visibility to the right (south) of the vehicular access could be achieved however, it would require the removal of a large amount of the existing boundary hedgerow. A visibility splay drawing would be required to demonstrate that the required level of visibility splays can be achieved in both directions of the proposed vehicular access. The Highway Authority recommends that an ATC speed survey is carried out to establish whether reduced visibility splays could be applicable. The existing 40mph speed limit could also be extended.</p> <p>The Highway Authority is satisfied that a safe and suitable access into the development site can be achieved, subject to the above points being applied.</p>
	HAR.16	West of Bush Heath Lane (north)	10	There is an existing field gate access into the development site off Bush Heath Lane. The Highway Authority would require an uncontrolled pedestrian crossing to be provided from the vehicular access to

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>the existing footway on the opposite side of Bush Heath Lane.</p> <p>At the development site, Bush Heath Lane is subject to a 30mph speed limit, requiring visibility splays of 43m in both directions, when measured 2.4m back from the edge of the carriageway. The Highway Authority is satisfied that a safe and suitable access can be achieved into the development site whereby the required visibility splays can be achieved. Depending on the location of the proposed vehicular access, it may require the relocation of the existing telegraph pole.</p>
	HAR.20	South of Middle Road	13	<p>An access has been considered from a stub at the Western End of Sutcliffe Drive, presumably this is the end of the cul-de sac adjacent to numbers 4 and 6 Farley Avenue. Warwickshire County Council will only accept 100 dwellings from a single point of access, requiring an emergency access if a greater number of units is proposed. In considering the access suggested above, the quantum of development proposed would exceed this number from the single access point at the junction of Sutcliffe Avenue and Farm Street. The proposed site extends northwards to Middle Road and currently has the benefit of an agricultural access. This could provide the necessary emergency access and would also enable more direct access for pedestrians from the site to the nearest Bus Stops on Middle Road. A footpath connection to these stops would need to be provided as part of the development proposal.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				A Stage 1 Road Safety Audit of the pedestrian infrastructure would need to be submitted.
Henley-in-Arden	HEN.06	West of Stratford Road (north)	30	<p>The Highway Authority has concerns about the ability of a safe access to be achievable at this location. The main reason is that suitable visibility splays may be difficult to achieve due to the level of vegetation present at this location and a structure which forms the site boundary to the A3400. In addition, the Highway Authority is concerned about the proximity of an access to the A3400 / A4189 Signalised Cross Roads Junction.</p> <p>The Highway Authority also has concerns about the operation impact of the A3400 / A4189 Signalised Cross Roads Junction. At present this junction suffers from significant queuing and delays during the AM and PM Peak Periods. Therefore, a full assessment of the junction and its operational capacity should be undertaken.</p> <p>In terms of sustainable transport access, the site is within walking distance of the both local educational facilities and the village centre. It is also feasible to walk and cycle to Henley in Arden Railway Station for services to Birmingham and Stratford – upon – Avon. The A3400 also provides a high quality bus corridor with services between Birmingham and Stratford–upon–Avon.</p>
	HEN.08	West of Bear Lane	30	The Highway Authority has concerns regarding this site. Bear Lane is narrow country lane at present. In order to accommodate the development it would need to be widened to enable two way traffic and footway / cycleway provision. However, the biggest issue would

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>be the railway bridge which restricts the width of the carriageway creating a pinch point. This would also force pedestrians and cyclists into the carriageway, raising a significant highway safety concern.</p> <p>In terms of sustainable transport access, the site is within walking distance of the village centre. It is also feasible to walk and cycle to Henley in Arden Railway Station for services to Birmingham and Stratford-upon-Avon, if the issues mentioned above can be resolved.</p>
Ilmington	ILM.01	South of Armscote Road	10	<p>The development site abuts a parking area serving Keyte Road. Access could be taken through this area, but consideration should be given to replacement of any displaced parking facilities. Bennett Place, which serves Keyte Road is of sufficient width to accommodate development related traffic and benefits from a continuous footpath link to the nearest bus stop on Front Street approximately 350 metres away from the site.</p> <p>Ilmington is a Category 3 Local Service Village, therefore has some facilities to attract pedestrian movements, although the main journeys are likely to be by car. It may be necessary to consider improvement of the walking links to Ilmington Primary School by obligation under Section 106.</p>
	ILM.03	North of Ballards Lane	10	<p>The development site abuts a parking area serving Elm Close. Access could be taken through this area, but consideration should be given to replacement of any displaced parking facilities. Elm Close is generally of sufficient width to accommodate development</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>related traffic, however, the short length fronting numbers 9, 10 and 11 should be widened to provide a minimum carriageway width of 5 metres. Sufficient verge exists for this to be achieved. The forward visibility around the corner to the rear of 6 Front Street should also be improved. The site benefits from a continuous footpath link to the nearest bus stop on Front Street approximately 200 metres away from the site, which is within the maximum recommended walking distance.</p> <p>Ilmington is a Category 3 Local Service Village, therefore has some facilities to attract pedestrian movements, although the main journeys are likely to be by car. It may be necessary to consider improvement of the walking links to Ilmington Primary School by obligation under Section 106.</p>
	ILM.09	North of Back Street (west)	8	<p>The Highway Authority would have no objection to development of this site. The site can be accessed directly from Back Street and adequate visibility splays can be achieved, thus allowing a safe access. The site benefits from a continuous footpath link to Ilmington Primary School and the nearest Bus Stop is immediately adjacent to the site therefore providing good connectivity.</p> <p>It should be noted however that should sites ILM.10 and ILM.11 also be brought forward for development, then an assessment of the junctions of Back Street/ Mickleton Road and Back Street/Front Street/ Campden Hill will be required to assess the cumulative impact of the proposals.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
	ILM.10	North of Back Street (middle)	8	The Highway Authority would have no objection to development of this site. The site can be accessed directly from Back Street and adequate visibility splays can be achieved, thus allowing a safe access. The site benefits from a continuous footpath link to Ilmington Primary School and the nearest Bus Stop is approximately 100 metres from the site therefore providing good connectivity. It should be noted however that should sites ILM.09 and ILM.11 also be brought forward for development, then an assessment of the junctions of Back Street/ Mickleton Road and Back Street/Front Street/ Campden Hill will be required to assess the cumulative impact of the proposals.
	ILM.11	North of Back Street (east)	4	The Highway Authority would have no objection to development of this sites. The site can be accessed directly from Back Street and adequate visibility splays can be achieved, thus allowing a safe access. The site benefits from a continuous footpath link to Ilmington Primary School and the nearest Bus Stop is approximately 250 metres from the site therefore providing good connectivity. It should be noted however that should sites ILM.09 and ILM.10 also be brought forward for development, then an assessment of the junctions of Back Street/ Mickleton Road and Back Street/Front Street/ Campden Hill will be required to assess the cumulative impact of the proposals.
	ILM.16	North of Armscote Road (west)	4	The Highway Authority would have no objection to development of this site. The site can be accessed directly from Armscote and adequate visibility splays

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				can be achieved, thus allowing a safe access. The nearest Bus Stop is immediately opposite to the site therefore providing good connectivity.
Kineton	KIN.07	North of Banbury Road (west)	45	<p>The Highway Authority has previously considered a planning application for 90 dwellings at this location under the planning application reference 14/03602/OUT. The Highway Authority submitted a response of no objection to this application with requests for a S.106 Contribution of £6,000.00 to enable the implementation of a Traffic Regulation Order to prevent parking around the access junction, associated with Kineton High School. The applicants demonstrated that a safe and suitable access could be achieved for the scale of development in the form of a priority 'T' junction.</p> <p>The Highway Authority therefore concludes that an allocation for 45 dwellings at this location can be accommodated and a safe access arrangement be achieved.</p>
	KIN.08	North of Banbury Road (east)	30	<p>The Highway Authority has previously considered a planning application for 33 dwellings at this location under the planning application reference 14/02872/OUT. The Highway Authority submitted a response of no objection to this application. The applicants demonstrated that a safe and suitable access could be achieved for the scale of development in the form of a priority 'T' junction.</p> <p>The Highway Authority therefore concludes that an allocation for 30 dwellings at this location can be accommodated and a safe access arrangement be achieved.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
Lighthorne	LIG.06	North of Church Lane	4	The development site is located at the end of a poorly surfaced track in private ownership. It has not been confirmed whether access rights are available over the track, which will require improvement to access the proposed development. Church Lane is generally of sufficient width to accommodate development related traffic. The site benefits from a continuous footpath link to the village centre, where the nearest bus stops are located. However, these fall outside of the maximum recommended walking distance. For a limited number of dwellings, the Highway Authority would have no objection to development of this site.
Long Compton	LC.04	East of Back Lane	10	The site benefits from sufficient site frontage onto Back Lane to enable a suitable access to be created. However, Back Lane at this location is narrow and would require widening to enable sufficient access. The site would require additional footpath connections to link with the existing provision. Long Compton has little in the way of facilities to attract pedestrian movements, the village is however served by a bus service. The nearest bus stops are located on Back Lane a short distance from the site, however, these would benefit from improved facilities as they are currently informal stops.
	LC.11	West of Oxford Road (south)	8	There is an existing vehicular access off Shipston Road (A3400) that provides access to the rear of new dwellings that have recently been constructed as part of planning application 14/02789/FUL. The vehicular access measures 4.8m in width, when measured 7.5m back from the edge of the carriageway. A footway

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>approximately 2m wide is also provided along the access road. The existing access road is private and is not to an adoptable standard.</p> <p>At the vehicular access, Shipston Road is subject to a 30mph speed limit requiring visibility splays of 70m to be provided in both directions, when measured 2.4m back from the edge of the carriageway. Full visibility can be achieved in both directions at the existing vehicular access.</p> <p>The Highway Authority is satisfied that a safe and suitable access into the development site can be achieved, subject to the above points being applied.</p>
Long Itchington	LONG.01	East of Marton Road (north)	15	<p>The development site is located to the rear of a new development that is currently being constructed and was approved as part of planning application 14/03065/FUL for the erection of 58 dwellings. Upon reviewing the approved layout drawings and Section 38 drawings, it appears that access into the development site would be off private roads Cox Crescent or Bishops Drive. The Highway Authority would have concerns with the number of dwellings served off a private road. There could also be potential for ransom strips depending on the future developer.</p> <p>There are currently no footways provided along the private roads however, with the quantum of development proposed, the Highway Authority would require footways to be provided up to the development site.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				The Highway Authority is not satisfied that a safe and suitable vehicular access can be achieved into the development site.
	LONG.04	North of Collingham Lane (west)	18	<p>The development parcel has sufficient site frontage to enable a suitable access to be created.</p> <p>Long Itchington has a number of facilities near to the site that would attract pedestrian movements. Footpath connectivity in the village is generally good, however no footway is currently present at the site frontage. Any proposal at the site should incorporate footway access at the site frontage, connecting to the existing footway network at the junction of Collingham Lane and Stockton Road.</p> <p>Currently bus services through Long Itchington are relatively infrequent, therefore consideration to improved bus services should be given, although this is unlikely to prove cost effective for the low level of development proposed. Bus stops are present within a reasonable walking distance of the site, and improvements to these stops may be required from any development.</p> <p>In principle, the Highway Authority would have no objection to development.</p>
	LONG.07	South of Stockton Road	33	The development site is located to the south and east of new residential developments that are currently being constructed, following the approval of planning applications 13/03307/OUT and 14/00856/OUT. In total, approximately 230 new dwellings have been approved to be constructed within the immediate vicinity of the development site.

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>A new vehicular access off Stockton Road would be required to serve the development site. It is likely that a simple priority T-junction will be sufficient to serve the quantum of development proposed. The Highway Authority will require the vehicular access to be located at least 30m away from the Stockton Road / Water Furrows T-junction. The Highway Authority recommends that the vehicular access is located at least 30m to the west of the Stockton Road / Water Furrows T-junction. The Highway Authority would also require an uncontrolled pedestrian crossing to be provided to connect onto the existing footway on the northern side of Stockton Road.</p> <p>At the development site, Stockton Road is subject to a 40mph speed limit requiring visibility splays of 120m to be provided in both directions of the vehicular access, when measured 2.4m back from the near edge of the carriageway. The Highway Authority is satisfied that a vehicular access into the development site can be achieved whereby the required levels of visibility can be achieved.</p> <p>The development site is located on the edge of Long Itchington, and it appears that the existing local facilities and amenities are not located within an acceptable walking distance. This could result in the development being car dominant.</p> <p>It is likely that junction assessments would be required, particularly at the site access and at the Stockton Road / Southam Road T-junction.</p> <p>The Highway Authority is satisfied that a safe and suitable vehicular access into the development site</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				can be achieved however, consideration should be given to the sustainability of the development site due to its distance from local facilities and amenities.
	LONG.14B	North of Leamington Road (middle)	15	<p>There is sufficient site frontage to enable an access to be taken from Leamington Road. However, given the proximity of the site to the existing junction of Galanos, the access would need to be located off centre to achieve a suitable junction spacing. Visibility splays would need to be confirmed by a speed survey, but are likely to be 2.4m x 43m in both directions. There is no footpath on the north side of Leamington Road in this location, therefore as a minimum, a crossing point will need to be provided. A Stage 1 Road Safety Audit of any proposed access arrangements and pedestrian infrastructure will need to be submitted.</p> <p>Existing bus services pass through Long Itchington, however regular services do not pass the application site, The existing bus stops are in excess of 400 metres walking distance from the site. Consideration to improved bus services should be given.</p>
	LONG.15	North of Leamington Road (east)	38	<p>Given the proximity of the site to the existing junction of Leamington Road and Russell Close, the Highway Authority would have highway safety concerns if another junction off Leamington Road were to be proposed in this location. It is therefore advised that access should be taken from Russell Close; given the number of dwellings proposed this would require a reconfiguration of Russell Close.</p> <p>Existing bus services pass through Long Itchington do not pass the application site, and existing bus stops</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>are likely to be in excess of 400 metres walking distance from some units built on site. Consideration to improved bus services should therefore be given. In principle, the Highway Authority would have no objection to development.</p>
	LONG.20	West of Marton Road (rear)	25	<p>At the development site, planning application 15/02637/OUT was refused for the change of use of the existing depot site to 45 dwellings and 140sq.m of office use. The Highway Authority raised an objection to the planning application due to concerns with the proposed access arrangements, impact of the development on the local highway network, and the sustainability of the site.</p> <p>There is an existing vehicular access into the development site off Southam Road (A423) that currently serves the existing Allen Ford Depot Site. The existing vehicular access is approximately 8.5m wide. The Highway Authority would require the existing vehicular access to be reduced in width to approximately 5m-5.5m wide, to serve the proposed residential development. The Highway Authority would also require a pedestrian crossing to be provided to connect to the existing footway on the eastern side of the carriageway.</p> <p>At the existing vehicular access, Southam Road is subject to a 50mph speed limit which decreases to 30mph approximately 25m south of the existing vehicular access. Whilst visiting the development site, vehicle speeds appeared to be higher than the posted 30mph speed limit. The Highway Authority would therefore require an ATC speed survey to be carried</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>out to establish the 85%ile speed of vehicles travelling along Southam Road within the vicinity of the development site. This would enable the Highway Authority to determine whether the level of visibility splays that can currently be achieved are acceptable. Currently, visibility splays in excess of those require for a 50mph speed limit can be achieved to the left (north) of the vehicular access, and visibility splays of approximately 120m can currently be achieved to the right (south).</p> <p>It is likely that junction assessments would be required, particularly at the site access and at the Stockton Road / Southam Road T-junction.</p> <p>The development site is located on the edge of Long Itchington, and it appears that the existing local facilities and amenities are not located within an acceptable walking distance. This could result in the development being car dominant.</p> <p>The Highway Authority would not currently support development at the site as it is unclear whether the quantum of development proposed would have a detrimental impact on the operation or capacity of the local highway network. The existing vehicular access is also currently considered to be below standard and the development proposals could intensify the use of the below standard access.</p>
Long Marston	LMAR.02	East of Rumer Close	12	<p>The development parcel is served by 2 points of access. The northernmost also serving the properties fronting Welford Road. This access is not wide enough to enable 2 vehicles to pass, therefore additional vehicle movements here would be resisted. The</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>southern access is wide enough for 2-way traffic and allows good visibility onto Welford Road, although a speed survey would be required to establish whether improvements would be required. In principle, the Highway Authority would have no objection to development.</p> <p>Long Marston is a Category 4 Local Service village, therefore has little in the way of facilities to attract pedestrian movements, the main journeys will be by car. There is however a public transport service that covers the village. The nearest bus stop to the development site being located on Welford Road, a short distance from the site access. Pedestrian links to the bus stop would be required.</p>
	LMAR.08	East of Long Marston Road (north)	20	<p>Currently, the site benefits from a field access, the location of which gives sufficient visibility in both directions to enable the proposed level of development. The site also benefits from considerable road frontage, enabling other access points to be explored. In principle, the Highway Authority would have no objection to development.</p> <p>Long Marston is a Category 4 Local Service village, therefore has little in the way of facilities to attract pedestrian movements, the main journeys will be by car. There is, however a public transport service that covers the village. The nearest bus stop to the development site is located on Long Marston Road, some 250 metres from the site access, although the size of the site would lead to some dwellings being outside of the maximum recommended walking distance. This, coupled with the need for a crossing</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				point on Long Marston Road, would suggest that additional bus stop provision should be requested by obligation under Section 106, which would give improved connectivity from the site to public transport.
	LMAR.09	East of Long Marston Road (middle)	6	Currently, the site benefits from an access, the location of which gives sufficient visibility in both directions, although improvements will be required to cater for the proposed level of development. As above, the main journeys will be by car. The nearest bus stop to the development site being located on Long Marston Road, some 350 metres from the site access, although the size of the site would lead to some dwellings being outside of the maximum recommended walking distance. This, coupled with the need for a crossing point on Long Marston Road, would suggest that additional bus stop provision should be requested by obligation under Section 106, which would give improved connectivity from the site to public transport, although this may prove uneconomic for the small level of development proposed if considered in isolation.
	LMAR.17	North of Barley Fields	10	This site was subject to a previous Planning Application for 15 Units (16/02206/FUL) which although refused, had no objection from the Highway Authority. The Highway Authority has no objection to this proposal. The site can be accessed directly from Barley Fields and adequate visibility splays can be achieved, thus allowing a safe access. The site benefits from continuous footpath links to the nearest bus stops on Long Marston Road.

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
Loxley	LOX.05	North of Stratford Road (west)	4	<p>Currently, the site benefits from an access, the location of which gives sufficient visibility in both directions, although improvements will be required to cater for the proposed level of development.</p> <p>Loxley is a Category 4 Local Service village, therefore has little in the way of facilities to attract pedestrian movements, the main journeys will be by car. There is however a public transport service that covers the village. The nearest bus stop to the development site being located on Goldicote Road, over 400 metres from the site access, although the size of the site would lead to some dwellings being outside of the maximum recommended walking distance. It is difficult to ascertain whether additional infrastructure or service provision is achievable to alleviate this although in any event this may prove uneconomic for the small level of development proposed.</p> <p>The site is located on National Cycle Route 41 which provides an opportunity to promote cycling as an alternative means of transport.</p>
	LOX.09	North of Goldicote Road (south)	10	<p>A recent development opposite would restrict the potential for access to within a smaller part of the site frontage. The site is located within the national speed limit area, therefore speed surveys will be required to determine the required visibility splays although at present the mature hedgerow across the site frontage would make it difficult to achieve visibility improvements.</p> <p>The site is located approximately 350 metres from the nearest bus stops, therefore some parts of the site may fall outside of the maximum recommended</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				walking distance. The provision of additional facilities should be considered, along with an extension of the existing footpath on the west side of Goldicote Road to connect to the site and maximise the potential for public transport use.
Mappleborough Green	MAPP.01A	West of Birmingham Road (north)	20	The Highway Authority would object to additional access points directly from the A435 to serve these development sites. The sites abut potential development areas within Redditch, therefore they should be considered as part of a comprehensive scheme with access from Far Moor Lane in Redditch.
	MAPP.01B	West of Birmingham Road (middle)	20	
	MAPP.01C	West of Birmingham Road (south)	4	
Moreton Morrell	MM.03	North of Brook Lane	8	<p>There is an existing field gate access into the development site off Brook Lane. At the existing field gate access, Brook Lane is subject to a 30mph speed limit which increases to 50mph immediately to the left (east) of the access. The Highway Authority would therefore require visibility splays of 70m to the right (west) of the vehicular access, and visibility splays of 160m to the left (east) when measured 2.4m back from the edge of the carriageway. The required level of visibility splays appears to be achievable in both directions, subject to the removal/cutting back of the existing hedgerow. The Highway Authority would recommend that the existing 30mph speed limit is extended along Brook Lane as part of a future planning application.</p> <p>Brook Lane also reduces in width at the development site from approximately 6m wide to approximately 3.5m wide. The existing footway along the northern side of Brook Lane ceases at Fieldfare House. The Highway Authority would require the existing footway</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>along Brook Lane to be extended to and incorporated within the development site. The Highway Authority would also require the carriageway to be widened up to the vehicular access, to enable two-way vehicle movements along Brook Lane up to the site access. Subject to the widening of the carriageway up to the proposed vehicular access, extension of the existing footway into the development site, and provision of the required level of visibility splays, the Highway Authority is satisfied that a safe and suitable access into the development site can be achieved.</p> <p>Should Sites MM.03 and MM.04 be delivered, the Highway Authority would require a separation distance of at least 15m between vehicular accesses onto the public highway Brook Lane.</p>
	MM.04	South of Brook Lane (east)	10	<p>A new vehicular access off Brook Lane into the development will be required. At the existing field gate access, Brook Lane is subject to a 30mph speed limit which increases to 50mph immediately to the right (east) of the access. The Highway Authority would therefore require visibility splays of 70m to the left (west) of the vehicular access, and visibility splays of 160m to the right (east) when measured 2.4m back from the edge of the carriageway. The required level of visibility splays appears to be achievable in both directions, subject to the removal/cutting back of the existing hedgerow. The Highway Authority would recommend that the existing 30mph speed limit is extended along Brook Lane as part of a future planning application.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>Brook Lane also reduces in width at the development site from approximately 6m wide to approximately 3.5m wide. The existing footway along the northern side of Brook Lane ceases at Fieldfare House. The Highway Authority would require the existing footway along Brook Lane to be extended to the development site, with uncontrolled crossing facilities provided on to the footway from the vehicular access. The Highway Authority would also require the carriageway to be widened up to the vehicular access, to enable two-way vehicle movements along Brook Lane up to the site access.</p> <p>Subject to the widening of the carriageway up to the proposed vehicular access, extension of the existing footway on the northern side of Brook Lane to the development site, and provision of the required level of visibility splays, the Highway Authority is satisfied that a safe and suitable access into the development site can be achieved.</p> <p>Should Sites MM.03 and MM.04 be delivered, the Highway Authority would require a separation distance of at least 15m between vehicular accesses onto the public highway Brook Lane.</p>
	MM.10	South of John Davis Drive	16	<p>The Highway Authority have previously been consulted on planning applications 14/00946/FUL and 15/02095/FUL at the development site, for the construction of 35 dwellings. The Highway Authority raised no objections to both previous planning applications, subject to conditions and Section 106 Contributions.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>A new vehicular access off John Taylor Way would be required into the development site. John Taylor Way becomes a private road beyond no. 23 John Taylor Way, a similar position to where the existing footway ceases. The carriageway fronting the development site is approximately 5.5m wide with intermittent speed cushions provided.</p> <p>John Taylor Way is subject to a 30mph speed limit requiring visibility splays of 43m to be provided in both directions of the vehicular access, when measured 2.4m back from the edge of the carriageway. Full visibility appears to be achievable in both directions at multiple points along John Taylor Way into the development site.</p> <p>The Highway Authority is satisfied that a safe and suitable access into the development site can be achieved, subject to the provision of the required level of visibility splays and the extension of the existing footway along the northern side of John Taylor Way into the development site.</p>
Napton-on-the-Hill	NAP.03	East of Butt Hill (south)	4	<p>A new vehicular access into the development site off Butt Hill will be required. The Highway Authority will require the new vehicular access to be located at least 30m away from the Butt Hill / Hillside T-junction. Visibility splays of 43m will be required in both directions of the new vehicular access, when measured 2.4m back from the edge of the carriageway. The Highway Authority is satisfied that there are several locations whereby the required visibility splays can be achieved. The Highway Authority will also require an uncontrolled pedestrian</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>crossing to be provided from the vehicular access to the existing footway on the opposite side of the carriageway.</p> <p>The Highway Authority is satisfied that a safe and suitable vehicular access into the development site can be achieved.</p>
	NAP.07	North of Dog Lane (west)	8	<p>There is an existing vehicular access into the development site off Fells Lane, near to the junction onto Godsons Lane. The Highway Authority has concerns with development off Fells Lane due to its narrow width and steep gradient. The Highway Authority also has concerns with the level of visibility splays that can currently be achieved at the existing vehicular access. Only approximately 25m can be achieved to the right (north) of the existing vehicular access, and visibility splays of only approximately 18m can be achieved to the left (south) due to the proximity of the vehicular access to the junction onto Godsons Lane.</p> <p>The development site could also potentially be accessed from Dog Lane. The vehicular access would have to be located at least 45m north-east of the Dog Lane / Godsons Lane junction. Dog Lane is subject to a 40mph speed limit therefore, visibility splays of 120m would be required in both directions of the vehicular access, when measured 2.4m back from the edge of the carriageway. Due to the horizontal and vertical alignment of Dog Lane, it is unclear whether the required visibility splays can be achieved in both directions. Also, due to the levels difference between Dog Lane and the development site, there may be</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				issues in achieving the required 1 in 50 gradient at the vehicular access. The Highway Authority is currently unable to support development at the site, as it is unclear whether a safe and suitable access into the development site from Fells Lane or Dog Lane can be achieved.
	NAP.13	North of Folly Lane (middle)	4	A new vehicular access into the development site off Green Chapel Road will be required. The Highway Authority would require the vehicular access to be located at least 30m away from the Green Chapel Road / Folly Lane T-junction and at least 30m away from the existing vehicular access that serves The Weir. This would require the access to be located near to the centre of the southern boundary. The Highway Authority would require visibility splays of 43m to be provided in both directions of the vehicular access, when measured 2.4m back from the edge of the carriageway. Although the required level of visibility splays should be achievable in both directions of the vehicular access, the Highway Authority has concerns that the required level of forward visibility cannot be achieved. The Highway Authority is not satisfied that a safe and suitable access located a sufficient distance away from existing junctions or vehicular accesses can be achieved into the development site, whereby the required level of visibility splays and forward visibility splays can be achieved.
Newbold-on-Stour	NEWB.01	East of Stratford Road	6	The site has frontage to the A3400 Stratford Road, therefore it is assumed that access would be taken directly from the above. The location of the access is

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>within the 30 Mph speed limit, but due to the category of highway an access compliant with the Design Manual for Roads and Bridges would be required. This would entail the provision of visibility splays in the region of 90 metres in both directions (speed surveys would be required to determine the exact splay requirement), and a minimum road width of 5 metres will need to be provided along with a 2 metre footpath.</p> <p>Newbold-on-Stour is a Category 3 Local Service village, therefore has some facilities to attract pedestrian movements although the main journeys will be by car. A public transport service that covers the village. The nearest bus stop to the development site being located on Stratford Road, some 120 metres from the site access, with a continuous footpath link which provides sufficient connectivity.</p>
	NEWB.06	North of Moss Lane (east)	16	<p>The site has frontage to a small access road currently servicing community facilities. A carefully designed access from this could provide suitable access for the proposed number of units, however a Stage 1 Road Safety Audit would need to accompany any Planning Application. There are concerns over the restricted visibility from Moss Lane onto Stratford Road in the southern direction. Modification of this access may be required in order to achieve a safe connection onto the main road. Again, a Stage 1 Road Safety Audit will be required.</p> <p>The nearest bus stop to the development site is on Stratford Road, 200 metres from the site access, however, currently there is no continuous footpath to</p>

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				the site access, this would need to be included in the development proposals in order to provide sufficient connectivity.
Oxhill	OXH.06	North of Green Lane (west)	10	<p>A new vehicular access off Green Lane or Whatcote Road into the development site would be required. At the development site, Green Lane is subject to the National Speed Limit (60mph) which would require visibility splays of 215m to be provided in both directions, when measured 2.4m back from the edge of the carriageway. The Highway Authority acknowledges that vehicle speeds may be slower however, an ATC speed survey would be required to establish the 85%ile speed of vehicles, which could enable the Highway Authority to reduce the level of visibility required.</p> <p>There are no footways provided along Green Lane and there does not appear to be any local facilities or amenities located within an acceptable walking distance therefore, it is likely that the development would be car dominant.</p> <p>The development site could also be accessed off Whatcote Road, which is also subject to the National Speed Limit (60mph). Due to the alignment of the carriageway, it does not appear that visibility splays commensurate with the National Speed Limit can be achieved at any position. There are also no footways provided along Whatcote Road and there does not appear to be any local facilities or amenities located within an acceptable walking distance therefore, it is likely that the development would be car dominant.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>The required level of visibility splays for the posted speed limits cannot currently be achieved at any position into the development site and therefore, the Highway Authority are unable to currently support development at the site.</p>
	OXH.07	South of Whatcote Road	4	<p>A new vehicular access off Whatcote Road into the development site would be required. At the development site, Whatcote Road is subject to the National Speed Limit (60mph) which would require visibility splays of 215m to be provided in both directions, when measured 2.4m back from the edge of the carriageway. The Highway Authority acknowledges that vehicle speeds may be slower however, an ATC speed survey would be required to establish the 85%ile speed of vehicles, which could enable the Highway Authority to reduce the level of visibility required.</p> <p>There are no footways provided along Green Lane and there does not appear to be any local facilities or amenities located within an acceptable walking distance therefore, it is likely that the development would be car dominant.</p> <p>The required level of visibility splays for the posted speed limits cannot currently be achieved at any position into the development site and therefore, the Highway Authority are unable to currently support development at the site.</p>
Pillerton Priors	PILL.13	East of Kineton Road	10	<p>There is an existing field gate access into the development site off Kineton Road. At the existing access, Kineton Road is subject to a 30mph speed limit however, the speed limit increases to the</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>National Speed Limit (60mph) approximately 25m to the right (north-east) of the existing access. Visibility splays of approximately 95m could be achieved to the left (south-west) of the existing vehicular access, and approximately 135m could be achieved to the right (north-east). The level of visibility that can be achieved to the left of the vehicular access is considered to be acceptable however, an ATC speed survey would be required to establish whether the achievable visibility splays to the right are acceptable. It may be necessary to extend the existing 30mph speed limit.</p> <p>There are no footways provided along Kineton Road which could deter future occupants from walking to any nearby facilities and amenities. Despite this, it is unlikely that the number of dwellings proposed to be allocated at the development site will have a detrimental impact on the operation or capacity of the local highway network.</p> <p>The Highway Authority is currently unable to support development at the site until it has been demonstrated that the achievable visibility to the right (north-east) of the vehicular access is commensurate with actual vehicle speeds.</p>
Priors Marston	PM.01	East of Shuckburgh Road	16	<p>A new vehicular access into the development site off Shuckburgh Road would be required. At the development site, Shuckburgh Road is subject to a 30mph speed limit however, the speed of vehicles egressing from the village appeared to be higher than the posted speed limit. The Highway Authority would require an ATC speed survey to be carried out to</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>establish the 85%ile speed of vehicles travelling along Shuckburgh Road within the vicinity of the development site, and determine the appropriate levels of visibility splays that would be required in both directions of the vehicular access. The Highway Authority also has concerns that the horizontal alignment of the carriageway may restrict the required levels of visibility splays and forward visibility from being achieved.</p> <p>There are no footways provided along Shuckburgh Road within the vicinity of the development site.</p> <p>There are also only a very limited number of bus stops and local facilities or amenities located within an acceptable walking distance. It is therefore likely that the development would be car dominant.</p> <p>The Highway Authority is currently not satisfied that a safe and suitable vehicular access into the development site can be achieved. The Highway Authority also has concerns that the development site would be car dominant.</p>
	PM.07	South of Byfield Road	8	<p>There is an existing field gate vehicular access into the development site off Byfield Road. At the existing vehicular access, Byfield Road is subject to a 30mph speed limit requiring visibility splays of 43m in both directions, when measured 2.4m back from the edge of the carriageway. The required level of visibility splays and forward visibility cannot currently be achieved at the existing vehicular access. Despite this, the Highway Authority is satisfied that there are several positions along the boundary of the development site whereby the required level of</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>visibility splays and forward visibility can be achieved. It is likely that the vehicular access will have to be positioned near to the north-eastern corner of the development site.</p> <p>There are no footways provided along Byfield Road within the vicinity of the development site. There are also only a very limited number of bus stops and local facilities or amenities located within an acceptable walking distance. It is therefore likely that the development would be car dominant.</p> <p>The Highway Authority is satisfied that a safe and suitable vehicular access into the development can be achieved however, consideration should be given to the lack of local facilities and amenities available within an acceptable walking distance which could result in the development being car dominant.</p>
Quinton	QUIN.03	North of Main Road (east)	25	<p>The site benefits from direct frontage access, therefore a suitable access for the proposed level of development can be achieved.</p> <p>As Quinton is a Category 1 Local Service Village, it benefits from local facilities that will attract foot based trips, therefore consideration should be given to the improvement of footpath links serving this development site to connect to local facilities.</p> <p>A Bus Service covers the village, the nearest stop to the site being 85 metres on Main Road, although again, footpath links are not continuous from this site.</p>
	QUIN.04	East of Back Lane (north)	10	<p>The site benefits from direct frontage access, therefore a suitable access for the proposed level of development can be achieved.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				As Quinton is a Category 1 Local Service Village, it benefits from local facilities that will attract foot based trips, therefore consideration should be given to the improvement of footpath links serving this development site to connect to local facilities and to the nearest bus stop to the site which is 90 metres away on Main Road.
	QUIN.07	South of Main Road (middle)	30	The site benefits from direct frontage access, therefore a suitable access for the proposed level of development can be achieved. Consideration should be given to the improvement of footpath links serving this development site to connect to local facilities as well as the nearest stop to the site being within the site frontage on Main Road.
	QUIN.08	East of Goose Lane (north)	25	The Highway Authority has no concerns over development of this parcel of land. The site can be accessed directly from Goose Lane, although junction spacing with opposing junctions and the site currently being developed to the North should be considered. The level of development would likely increase the demand for access to the Meon Medical Centre, therefore a footpath link on the east side of Goose Lane would be requested, which would also link to the existing Bus Stops on Goose Lane adjacent to the Medical Centre.
	QUIN.18	West of Goose Lane	20	Although the site offers considerable site frontage onto Goose Lane, and, subject to confirmation of vehicle speeds, Visibility Splays of 2.4m x 43m in both directions will be required. These are considered achievable. A Stage 1 Road Safety Audit would need

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				to be submitted in support of any proposed access arrangements. A site access of 5m in width would provide suitable access for this development parcel and QUIN.19 below.
	QUIN.19	South of The Fordway	75	See comments on QUIN.18 above.
	QUIN.22	East of Back Lane (south)	13	The site benefits from direct frontage access, therefore a suitable access for the proposed level of development can be achieved. Consideration should be given to the improvement of footpath links serving this development site to connect to local facilities as well as the nearest stop to the site being 85 metres on Main Road.
Salford Priors	SALF.08	West of Evesham Road (north)	16	The Highway Authority requires, subject to the provision of a speed survey, visibility splays of 2.4m x 100m in both directions and a minimum carriageway width of 5 metres to allow vehicles to pass without obstructing the free flow of traffic on Evesham Road. Subject to a satisfactory access being achievable, the Highway Authority has no objection to the development of this site. Salford Priors is a category 2 Local Service Village and therefore has a number of facilities that would be accessible on foot by local residents, including a bus stop located on Evesham Road, some 250 metres away, which is within the maximum recommended walking distance, although for the proposed level of development, consideration should be given to the provision of a crossing point on Evesham Road at a suitable location.

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
	SALF.11	South of School Road (east)	40	This site does not appear to benefit from direct frontage access to the public highway. However, it could, subject to land ownership, be possible to access it through the existing access to Orchard Farm. The Highway Authority confirms that the adjacent development does not affect the suitability of this access for the level of development proposed. This would remove the reliance on access being provided through development to the and would reduce the walking distances to the school and bus stops on School Road considerably.
	SALF.17	North of Bomford Way	16	The development site has the potential to be accessed through the existing development served by Bromford Way and the culs-de-sac leading from it. The visibility splays at the junction of Bromford Way and Station Road are suitable for the increased level of vehicle movements and a continuous footpath can be provided to the nearest Bus Stops on Station Road. Although not falling within the maximum recommended walking distances for local facilities such as school and shop, these are served by a continuous footpath link from the site.
Shipston-on-Stour	SHIP.01	South of Darlingscote Road	60	There is considerable site frontage to Darlingscote Road, therefore the creation of an access is possible. However, the frontage lies within the National Speed Limit, therefore the visibility requirements may prove difficult, dependant on measured speeds. Consideration should be given to the relocation of the 30 Mph limit to an appropriate point to the North of any proposed access. This is particularly important as no footpath exists on the Western side of Darlingscote

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				Road, therefore a pedestrian crossing point will need to be provided, in order to provide a direct route to the nearest Bus Stops on Darlingscote Road. A Stage 1 Road Safety Audit of any access and pedestrian infrastructure proposals will need to be submitted.
	SHIP.07A	East of Stratford Road (south)	12	It is not clear where the site could be accessed from. The site benefits from limited site frontage onto the A3400 Stratford Road, although visibility is hindered by the road alignment, therefore access here would be resisted. Further options exist, subject to land ownership from Caudlewell Drive to the south or from a track leading from a recently constructed development between Caudlewell Drive and the proposed site. Subject to ownership, the Caudlewell Drive access would be the most suitable and preferable to the Highway Authority. This access benefits from footpath connections which link to the village, where a substantial number of facilities exist. The nearest bus stops to the site are on Stratford Road and are within the maximum recommended walking distance.
	SHIP.08B	South of Oldbutt Road (rear)	54	It is assumed that access would be from the adjacent development site. The Highway Authority has no concerns in respect of this subject to the maximum number of dwellings served from the cul-de-sac not exceeding 100. The Highway Authority has concerns over the capacity of junctions within Stratford-upon-Avon given the level of development proposed to the South of Stratford-upon-Avon. Therefore, careful consideration

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
	SHIP.11	West of Shoulderway Lane	90	<p>of trip generation and the ability of vehicles to travel to Stratford-upon-Avon from the development site will need to be undertaken in consultation with our Transport Planning team.</p> <p>The Highway Authority has previously considered this site through the planning application 15/01478/FUL, which was for a development of 106 dwellings. The Highway Authority required the upgrade and widening of Shoulderway Lane to accommodate two-way traffic. In addition to this a revision of the speed limit was required to reduce it from the National Speed Limit of 60mph to 40mph in accordance with the speed limit on the A3400. It is noted that the application was refused, however the Highway Authority had submitted a response of no objection subject to conditions and financial obligations. The Highway Authority would support the allocation of the site if the requirements could be achieved.</p>
Southam	SOU.2	East of Bypass	240	<p>The Highway Authority has previously considered a planning application for 240 dwellings at this location under the planning application reference 15/04305/OUT. The Highway Authority submitted a response of no objection to this application subject to conditions and financial obligations. However, the application was refused and taken to appeal (APP/J3720/W/17/3173452) which was subsequently dismissed on landscape grounds. However, it is noted in the Inspector's report that the Highway Authority had no objection, in contrast to the concerns raised by Southam Town Council. The Planning Inspector therefore concluded in Paragraph 44 of the appeal</p>

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				<p>decision in relation to highways that 'Having read and heard all of the evidence in combination with seeing the traffic and access for myself, I am satisfied that the proposal would be acceptable in relation to this matter.'</p> <p>The Highway Authority therefore concludes that an allocation for 240 dwellings at this location can be accommodated and a safe access arrangement, including the provision of a pedestrian/cycle crossing, can be achieved as demonstrated through the planning application and appeal process.</p>
	SOU.3	East of Galanos House	21	<p>A new junction would be required on the A423 for the development immediately north-east of the site. Given the proximity of the existing Galanos Way roundabout to the south and a potential access to the north, the Highway Authority would be unlikely to support an additional point of access off the A423 in this location. It is therefore considered that if this site is to be allocated, vehicular access should be taken via one of the adjacent sites to the north and south. Pedestrian and cycle access through both adjacent sites should be sought; given the relative size of this parcel it is not considered that any significant off-site works could be funded from its planning obligations, however it should be ensured that this site is not developed before appropriate pedestrian and cycle facilities required for either of the adjacent larger developments are implemented and accessible from the site.</p>
	SOU.4	East of Banbury Road	240	<p>The Highway Authority has previously considered a planning application for 210 dwellings at this location</p>

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				<p>under the planning application reference 16/01322/OUT. The Highway Authority submitted a response of no objection to this application subject to conditions and obligations. However, the application was subsequently withdrawn.</p> <p>The Highway Authority considers that the proposed allocation would require two points of access to support an allocation of this size. Access can be achieved from the Galanos House arm of the roundabout junction, and through careful masterplanning could support two access into the development site.</p> <p>The Highway Authority would not support a main access onto the A423 Banbury Road, due to the strategic nature of the road, and would lead to a proliferation of accesses along this route. The Highway Authority would consider the suitability of an emergency access onto the A423 Banbury Road, should one be required.</p>
	SOU.12A	West of Coventry Road	15	<p>Access to this small-scale development should be achievable by utilising the existing access off Coventry Road immediately to the south of the petrol filling station. A detailed design will need to be approved by the Highway Authority to avoid conflict with vehicles entering and leaving the filling station.</p>
	SOU.14	North of Daventry Road	210	<p>The Highway Authority considers that two points of vehicular access would be required for a development of the size indicated, one of which is likely to be a roundabout from the A423 bypass. Observations suggest that there may be potential to provide limited access from the A425 in the vicinity of the existing</p>

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				<p>farm access, although the proximity of the existing roundabout to the west and river to the east may lead to a degree of difficulty.</p> <p>Facilities for pedestrians and cyclists to safely access destinations in Southam west of the A423 and south of the A425 to Welsh Road East must be provided, including signalised (Toucan) crossing facilities across the 'A' roads. This should include facilities to cross the A423 both in the vicinity of the A423/A425 junction and further north adjacent to the site in connection with public right of way SM29 in order to conveniently access destinations in the north of Southam including schools. It is recognised that there may be potential for the former requirement to be partly fulfilled by the S106 cycle improvement scheme currently being developed in relation to the consented Flying Fields development.</p>
	SOU.15	West of Banbury Road	75	<p>It is considered technically feasible, subject to land ownership, to provide a 'ghost' right-turn junction into the site from the A423 Banbury Road. Provision of such a junction may have a significant effect on trees on or adjacent to the adopted highway. It is advised that further work should be undertaken to determine what the impact would be.</p> <p>Facilities for pedestrians and cyclists, segregated from general traffic, should be provided from the site to connect with the existing cycle and footpath link through the adjacent Southam Grange development (13/00809/FUL), and appropriate links provided for convenient access provided for pedestrians accessing</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				employment areas to the north-west and Southam town centre to the north.
Stratford-upon-Avon	STR.11	East of Banbury Road	240	<p>A development of this size would require multiple points of access to provide safe and efficient movement to and from the site for vehicular traffic. The accesses would be taken from the Banbury Road. Ideally these would be in the form of roundabout junctions due to the strategic nature of Banbury Road. In terms of the potential impact on the operation of the highway network there are concerns regarding the capacity of the highway network, most notably the following junctions;</p> <ul style="list-style-type: none"> - A3400 / Banbury Road Roundabout Junction; - Bridge Foot / Tiddington Road / Banbury Road 'Swans Nest' Junction; and, - Town Centre Gyratory. <p>The Highway Authority also notes concerns about potential implications onto the Birmingham Road and Warwick Road Corridors with traffic trying to access the Strategic Road Network in the form of the A46 and M40 Corridors. The Highway Authority therefore would require this site to be fully assessed in the Stratford-upon-Avon Wide Area Model.</p> <p>The Highway Authority also notes that development to the south east of the town centre, does raise the potential need for an additional river crossing to the east of Stratford-upon-Avon town centre. In the submission documents reference is made about additional capacity being provided through the delivery of the South Western Relief Road. Whilst some existing strategic traffic may be rerouted from</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>the town centre, it is clear that there may not be sufficient additional capacity to support a development of this scale.</p> <p>In terms of sustainable transport consideration needs to be given pedestrian and cycle routes and ensuring these are on desirable routes providing direct linkage and access to core services and facilities within the local area and Stratford-upon-Avon Town Centre. Consideration would also be required for public transport provision. As it is likely that a new bus service or extension of an existing service would be required, with a good frequency and service provision during the week, evenings and weekends to provide a viable alternative to the car.</p>
	STR.12	West of Banbury Road	330	<p>A development of this size would require multiple points of access to provide safe and efficient movement to and from the site for vehicular traffic. The Highway Authority considers that the main access could be taken from the existing three arm roundabout on the A4390, to create a four arm roundabout junction. Other access could also be taken from the Banbury Road. Ideally this would be in the form of a roundabout junction due to the strategic nature of the road.</p> <p>In terms of the potential impact on the operation of the highway network there are concerns regarding the capacity of the highway network, most notably the following junctions;</p> <ul style="list-style-type: none"> - A3400 / Banbury Road Roundabout Junction; - Bridge Foot / Tiddington Road / Banbury Road 'Swans Nest' Junction; and,

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>- Town Centre Gyratory.</p> <p>The Highway Authority also notes concerns about potential implications onto the Birmingham Road and Warwick Road Corridors with traffic trying to access the Strategic Road Network in the form of the A46 and M40 Corridors. The Highway Authority therefore would require this site to be fully assessed in the Stratford-upon-Avon Wide Area Model.</p> <p>The Highway Authority also notes that development to the south east of the town centre, does raise the potential need for an additional river crossing to the east of Stratford-upon-Avon Town Centre. In the submission documents reference is made about additional capacity being provided through the delivery of the South Western Relief Road. Whilst some existing strategic traffic may be rerouted from the town centre, it is clear that there may not be sufficient additional capacity to support a development of this scale.</p> <p>In terms of sustainable transport consideration needs to be given pedestrian and cycle routes and ensuring these are on desirable routes providing direct linkage and access to core services and facilities within the local area and Stratford-upon-Avon town centre. Consideration would also be required for public transport provision. As it is likely that a new bus service or extension of an existing service would be required, with a good frequency and service provision during the week, evenings and weekends to provide a viable alternative to the car.</p>

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	STR.14	East of Shipston Road	180	<p>A development of this size would require multiple points of access to provide safe and efficient movement to and from the site for vehicular traffic. The Highway Authority considers that the main access would have to be in the form of a roundabout junction. However, the ability to identify a suitable location for an access arrangement is significantly constrained due to the vertical alignment of the A3400 Shipston Road as well as the horizontal alignment. The Highway Authority is therefore concerned whether suitable levels of visibility and forward stopping sight distance can be achieved. These would be based on 85th percentile speeds in close proximity to the allocated site.</p> <p>In terms of the potential impact on the operation of the highway network there are concerns regarding the capacity of the highway network, most notably the following junctions;</p> <ul style="list-style-type: none"> - A3400 / Campden Road 'Waitrose' Roundabout Junction; - A3400 / Severn Meadows Road Roundabout Junction; - A3400 / Banbury Road Roundabout Junction; - Bridge Foot / Tiddington Road / Banbury Road 'Swans Nest' Junction; and, - Town Centre Gyratory. <p>The Highway Authority also notes concerns about potential implications onto the Birmingham Road and Warwick Road corridors with traffic trying to access the Strategic Road Network in the form of the A46 and M40 Corridors. In addition, the site would be in</p>

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				close proximity to the SWRR, and therefore the impact on this corridor with the Shottery Link Road to the A46 should be fully assessed. The Highway Authority therefore would require this site to be fully assessed in the Stratford-upon-Avon Wide Area Model.
	STR.16	North of Evesham Road	75	<p>The Highway Authority is aware of planning history for this development under the application number 14/01715/OUT and appeal APP/J3720/W/3130036. The Highway Authority accepted a proposed access arrangement comprising of a priority ghost right turn lane junction arrangement to serve 150 dwellings. Therefore, a proposed allocation of 75 dwellings would be acceptable for this access arrangement.</p> <p>There are existing footways provided, but connections should be made to the Shottery development where possible to provide more direct links to core facilities and services within the locality. Contributions would also be sort for improvements to bus services and infrastructure where applicable.</p> <p>The Highway Authority therefore would require this site to be fully assessed in the Stratford-upon-Avon Wide Area Model, with inclusion of the South Western Relief Road. The Highway Authority is also concerned about the potential impact of the development on Evesham Place, which already has operational capacity constraints during peak periods.</p>
Stockton	STOC.08	East of Jubilee Fields	16	The development site could be accessed by extending the existing turning head adjacent to no. 5 Jubilee Fields into the development site. The Highway Authority would also require the existing footways to

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				<p>be extended into the development site. Jubilee Fields is currently private although there is a Section 38 Agreement in place so it could be adopted by the County Council in the future.</p> <p>The Highway Authority is satisfied that a safe and suitable vehicular access into the development site can be achieved. Should Site STOC.08 and Site STOC.10 both be allocated and delivered, it is likely that the Highway Authority will require junction assessments to be undertaken, potentially at the Glebe Close / St Michaels Crescent T-junction. Contributions may also be sought to deliver new bus stops within an acceptable walking distance of the development sites.</p>
	STOC.10	West of Jubilee Fields	10	<p>There is an existing vehicular access into the development site off St Michaels Crescent, that provides access to the existing scout group hut. The existing vehicular access measures approximately 3m wide, which is only wide enough for one-way vehicle movements. Whilst there appears to be scope to widen the access road to enable two-way vehicle movements, there would not be sufficient space for a footway to be provided which would result in conflict between pedestrians and vehicles both using the access road. The Highway Authority considers the existing vehicular access to be below standard to serve multiple dwellings.</p> <p>Access into the development site could also potentially be achieved from the private road off Jubilee Fields. It appears that this was proposed as part of planning application 15/03449/OUT for the construction of 12</p>

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				<p>dwellings, which was refused by Stratford-on-Avon District Council on the 4th August 2016. The Highway Authority initially raised concerns with the development proposals, however the concerns were addressed which enabled the Highway Authority to raise no objections.</p> <p>The Highway Authority is satisfied that a safe and suitable access into the development site can be achieved from Jubilee Fields. Should Site STOC.8 and Site STOC.10 both be allocated and delivered, it is likely that the Highway Authority will require junction assessments to be undertaken, potentially at the Glebe Close / St Michaels Crescent T-junction. Contributions may also be sought to deliver new bus stops within an acceptable walking distance of the development sites.</p>
	STOC.12	North of Sycamore Close	40	<p>The development site could be accessed by extending the existing turning head adjacent to no. 4 Sycamore Close into the development site. The Highway Authority would require the existing footways to be extended into the development site.</p> <p>It is likely that the Highway Authority will require junction assessments to be undertaken, potentially at the Laurel Drive / Becks Lane T-junction and the Becks Lane / School Street T-junction. Contributions may also be sought to deliver new bus stops within an acceptable walking distance of the development site.</p> <p>The Highway Authority is satisfied that a safe and suitable vehicular access into the development site can be achieved.</p>

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	STOC.16	South of Napton Road (east)	12	<p>The proposal is to develop the site adjacent to the southern access for the development approved under application 14/03206/OUT, which forms a 'cross roads' junction with Station Road. It is unclear from the information provided whether this existing development access would form part of the land parcel. The Highway Authority would have highway safety concerns if the use of this existing junction in its current form is to be significantly intensified. Napton Road narrows south of its existing junction with Station Road, and the provision of any access junction beyond this point will therefore require widening of the existing carriageway. The creation of an additional access in close proximity to the existing development access is also likely to lead to issues of poor junction separation, and may lead to difficulties in providing appropriate visibility splays.</p> <p>Stockton has a number of facilities near to the site that would attract pedestrian movements. Footpath connectivity in the village is generally good, however no footway is currently present at the site frontage. Any proposal at the site should connect to the existing footway network at Napton Road.</p> <p>Bus services currently serve Stockton, however existing bus stops are likely to be more than 400 metres walking distance from some of the dwellings on the site.</p> <p>In principle, the Highway Authority would have no objection to development, however further work is likely to be required in terms of providing a safe access. It is advised that this is likely to require</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				realignment of the existing 'cross roads' junction of Napton Road and Station Road to provide a staggered junction arrangement.
Studley	STUD.22	East of Green Lane	30	<p>The Highway Authority has concerns about the operation impact of the A435 Alcester Road / A448 Bromsgrove Road Priority Junction. At present this junction suffers from significant queuing and delays during the AM and PM Peak Periods. In addition, these junctions may also require assessment.</p> <ul style="list-style-type: none"> - A448 The Slough / Station Road Junction; and, - A448 / A441 / B4081 Windmill Drive / Evesham Road Roundabout Junction, managed by Worcestershire County Council. <p>Therefore, a full assessment of the impact of this development on the operation of the network will be required through a Transport Assessment, when an application was to be submitted.</p> <p>In terms of access, the Highway Authority has concerns about the ability of a safe access to be achievable onto Brickyard Lane. The main reason is that suitable visibility splays may be difficult to achieve due to the level of vegetation present at this location. In addition, the width of Brickyard Lane is insufficient to accommodate a development of 30 dwellings and therefore would need to be widened to a suitable width in accordance with the standards required by the Highway Authority.</p> <p>Alternatively, a vehicular access could be achieved from Green Lane, which is a suitable width. However, the Highway Authority would want pedestrian and cycle links to be made to Brickyard Lane, with the</p>

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				<p>provision of a footway between the site and the existing footway at the junction of Brickyard Lane / St Johns Close.</p> <p>The Highway Authority would also support a pedestrian connection onto the footway provided along the A448 The Slough. This will enable the site to be within walking distance of the both local educational facilities and the village centre.</p>
Tiddington	TIDD.11	South of Sid Courtney Road	30	<p>Access to the site would be through the existing development off Main Road. An assessment would be required as to whether this would necessitate the provision of a right turn lane. Otherwise the site is acceptable to the County Highway Authority.</p>
Tredington	TRED.04	South of Blackwell Road	10	<p>The Highway Authority would have no objection to development at this location for the proposed number of units. Access can be achieved from Blackwell Road, although junction spacing with any new access and the existing junctions of Fosseway Crescent and Manor Farm Road should be carefully considered. A footpath connection will also be required to the bus stop on Blackwell Road and a crossing point will be necessary to allow connections into the village. Due to the limited visibility on the junction of the A3400 and Blackwell Road, a Stage 1 Road Safety Audit should be undertaken to establish if any improvements are required.</p>
Tysoe	TYS.12	South of Oxhill Road	20	<p>The site benefits from sufficient site frontage on Oxhill Road to enable a suitable access to be created, however, junction spacings with Windmill Way and Heritage Field would need to be considered. The site</p>

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				<p>would require additional footpath connections to link with the existing provision.</p> <p>The nearest bus stops are located on Main Street, although these are located outside of the maximum recommended walking distance, therefore additional bus stops would be requested for the level of development proposed.</p>
	TYS.14	West of Sandpits Lane	8	<p>The Highway Authority were previously consulted on planning application 14/00446/FUL at the site for the construction of two dwellings. The Highway Authority raised no objections to the development proposals. A new vehicular access off Sandpits Lane into the development site would be required. Sandpits Lane is subject to a 30mph speed limit, requiring visibility splays of 43m in both directions when measured 2.4m back from the edge of the carriageway. Full visibility appears to be achievable in both directions.</p> <p>There is an existing footway on the south-eastern side of Sandpits Lane. The Highway Authority will require an uncontrolled crossing between the vehicular access and footway to be provided.</p> <p>The Highway Authority is satisfied that a safe and suitable access</p>
	TYS.16	North of Saddledon Street	12	<p>There are two existing vehicular accesses into the development site; one off Saddledon Street and another off Back Lane. Saddledon Street is a 'no-through' road approximately 4.3m wide, and has a footway on the eastern side of the carriageway. The existing vehicular access off Saddledon Street is approximately 3m wide. Visibility splays at the</p>

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				<p>existing vehicular access are commensurate with the posted 30mph speed limit. Back Lane is also a 'no-through' road approximately 4m wide however, on-street parking reduces the width of the carriageway. The existing vehicular access measures approximately 4m wide. A footpath is located to the left (east) of the vehicular access which provides a link onto Saddledon Street. Based on the quantum of development proposed, the Highway Authority would only require a single vehicular access to serve the development. The Highway Authority recommends that the existing vehicular access off Saddledon Street is retained and improved to serve the development.</p>
	TYS.17	West of Church Farm Court	16	<p>There are two potential points of vehicular access to this site, an access along the existing road that serves the adjacent school, and an access through the development to the north of Church Farm Court permitted under planning permission 16/02684/FUL. The existing school access road is not understood to be existing adopted highway. Its use would therefore appear to require the use of third-party land, and additional land would be required to widen the access road carriageway and provide pedestrian access improvements including a footway north of the carriageway. Furthermore it is unclear whether sufficient clearance would be available between the school site and Church Farm Court to provide an adoptable highway layout with an acceptable alignment and visibility splays, as well as an appropriate junction with the access to the school.</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>The approved layout for planning permission 16/02684/FUL appears to have a limited carriageway width of 5.0 metres at its junction with the public highway C54 Lower Tysoe Road. It is considered that this aspect would be acceptable in principle for a development of the size indicated for the combined total of the 10 dwellings proposed under 16/02684/FUL and the 16 dwellings being considered in the above potential allocation, however may limit any future development served from the access junction.</p> <p>The above notwithstanding, it is unclear whether a suitable access can be provided through the application site for 16/02684/FUL to the potential allocation site without substantial changes to the already consented development. It is noted that a field access continues beyond the turning head as approved, however the width and alignment of this access, and potential for forward visibility without impacting on adjacent residential plots appears to be relatively constrained.</p> <p>It is advised that any residential access road serving the proposal should have an absolute minimum overall adoptable width, including carriageway, footways and service strips, of 8.5 metres. Forward visibility appropriate to the design speed of the road would have to be provided within the adoptable corridor, and the road must be designed to take account of the swept path of vehicles that would use the road on a regular basis, including refuse vehicles. As discussed above, it is not clear from the</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				information provided whether these aspects could be appropriately satisfied within the constraints of land available to any future applicant.
Welford-on-Avon	WELF.04	North of Millers Close (west)	8	<p>The site was previously the subject of a Planning Application for 30 units (14/02810/OUT) which was refused on several points, one being concerns over highway safety. As part of the application, the developer submitted plans showing improvements to the existing access arrangements which demonstrated that a 2.4m x 33m visibility splay was achievable which was supported by a speed survey to determine the required splay. It is considered that, should suitable modifications be made to the junction with Milers Close, the lower quantum of development could be satisfactorily accessed by car.</p> <p>Welford-on-Avon is a category 2 Local Service Village and therefore has a number of facilities that would be accessible on foot by local residents, including bus stops located on High Street, some 130 metres away, which are within the maximum recommended walking distance. However as noted by the inspector, footpath connections from this location are poor and consideration must be given to the improvement of these links. A crossing point on Millers Close would enable connection to the footpath link between 19 and 20 Fraser Way, which leads to the nearest stop. An improvement to this facility would also be required, together with a crossing point on High Street to the opposing stop.</p>
	WELF.10	East of Hunt Hall Lane (south)	24	The site is located on a private road and has been subject of a previous Planning Application to which the

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				Highway Authority had no objection subject to conditions. The Highway Authority has no objection to the development of this site.
	WELF.17	East of Hunt Hall Lane (north	10	The site is located on a private road and has been subject of a previous Planning Application to which the Highway Authority had no objection subject to conditions. The Highway Authority has no objection to the development of this site.
Wellesbourne	WELL.06	West of Kineton Road	60	The Highway Authority considers that an access can only be accommodated to the south of the site next to 42 Kineton Road. An access road would have to support a carriageway with a minimum width of 5.5m with 2m footways provided on both sides. Any access proposals would need to be supported by a speed survey to demonstrate the 85th Percentile Speeds so that the required visibility splays could be identified. The Highway Authority would also seek for a pedestrian and cycle connection point onto Brookside Avenue to provide a more convenient access to services, facilities and bus services in Wellesbourne.
	WELL.07A	North of Walton Road	15	The location and boundary of the site suggest that the only option for vehicular access without the use of other land would be from Walton Road, however that an adjacent public right of way (SD122) may allow pedestrian access via Lowes Lane. To accommodate the impacts of the development it is advised that improvement is considered to be required to Walton Road at the site access junction,

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				<p>and west of the junction as far as its junction with Lowes Lane. This should include provision of a footway to connect to the existing footway network at Lowes Lane and widening of the carriageway, with a target minimum carriageway width of 5.5 metres. It is however acknowledged that this width may not be achievable in places while accommodating other requirements such as footways and visibility splays, including visibility splays for other accesses and junctions on Walton Road.</p> <p>It is considered that visibility splays with an 'x' distance of 2.4 metres and 'y' distances of 120 metres are likely to be required, unless it can be demonstrated by speed survey data that shorter 'y' distances can be justified. Given the alignment of Walton Road adjacent to the site, it is unclear whether such splays could be accommodated, and it is advised that the splays are likely to have a significant effect on hedgerows fronting the site, which may affect other planning considerations.</p>
	WELL.10	South of Loxley Road	30	<p>The Highway Authority is concerned about the introduction of new accesses that this allocation would cause on Loxley Road, which would be within close proximity to the junction of Loxley Road and Horseshoe Crescent, which could result in a staggered crossroads arrangement.</p> <p>Therefore, a proposed access would be to the north part of the development site, an access road would have to support a carriageway with a minimum width of 5.5m with 2m footways provided on both sides.</p>

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				<p>In other aspects the Highway Authority is concerned about the sustainability of the potential allocation, as the nearest bus stops are located on Dovehouse Drive.</p> <p>The Highway Authority would require the provision of new bus stops within the vicinity of the development site, and an extension or creation of a new bus service to support the development site. However in terms of access to facilities and services, these are a considerable distance from the development site, and therefore there are concerns that these trips will be taken by car, leading to a car dominated development.</p>
Large Rural Site	LSL.04B	North of former Harbury Cement Works	210	<p>The development site would require a minimum of two points of access to enable it to come forward in a sustainable manner.</p> <p>The access would have to be located onto the B4451 corridor. In terms of the network it is very rural in nature and therefore needs to be fully assessed to ensure it can accommodate the allocation with existing committed developments in the area. In addition the Highway Authority would raise the following junctions which need consideration in this assessment.</p> <ul style="list-style-type: none"> – B4451 / B4452 Deppers Bridge Priority 'T' Junction; – B4452 / Butt Lane Priority 'T' Junction; – A425 Leamington Road / B4452 Priority 'T' Junction; – A425 Leamington Road / B4451 Roundabout Junction; – A425 / B4455 'Southam Road' Roundabout; and,

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				<p>– B4455 / Chesterton Road / Harbury Lane Crossroads Junction.</p> <p>In terms of accessibility by sustainable modes of transport, this is considered to be limited, but this position is changing with development around the former cement works. However, without upgrades in access by sustainable modes of transport then this site could lead to car dominated travel, contrary to National and Local Planning Policy and Guidance.</p>
Large Rural Site	LSL.06B	Adjacent former Long Marston Depot	90	<p>The site is currently accessed from Station Road, which links the village of Long Marston to the B4632 Campden Road corridor. The proposed development would require a minimum of one point of access to enable the safe and efficient operation of the highway network. However, the potential to provide this does appear limited, due to the site boundary being in very close proximity to the B4632 Campden Road / Station Road Priority 'Ghost' Right Turn Junction.</p> <p>Having considered Station Road, this at present is a narrow rural lane which does not have footway provision along its entire length. The Highway Authority is concerned that the junction with Campden Road would not be sufficient to accommodate the scale of the development proposed, and needs to be subsequently upgraded.</p> <p>The Highway Authority advises that a simple T junction access to the site should suffice and be achievable but this is subject to a detailed design and Stage 1 Road Safety Audit being submitted.</p> <p>The Highway Authority is also concerned about the suitability of the B4632 Campden Road / Station Road</p>

Settlement	SHLAA Ref	Site Location	No. of dwellings	Comments
				<p>Priority 'Ghost' Right Turn junction. There is concern locally about the width of the junction, notably the 'Ghost' Right Turn Lane which is narrow and noticeable with HGVs travelling past in both directions. The Highway Authority therefore requires this junction to be fully assessed to demonstrate the existing arrangement can continue to operate in a safe and efficient manner.</p> <p>The Highway Authority also has concerns whether there is sufficient capacity on the A46 Corridor, B4632 Campden Road Corridor, Shotton Link / SWRR Corridor and Stratford Town Centre Network to accommodate the proposed allocation on top of the delivery of the Garden Village at Long Marston Airfield.</p> <p>The Highway Authority is concerned that if these corridors did not have sufficient capacity this could lead to vehicular traffic using less suitable routes including accessing the B439 Corridor impacting on Bidford-on-Avon, as well as Long Marston and Welford-on-Avon villages. Assessments should also consider the impacts on the operation of the highway networks in Gloucestershire and Worcestershire to the south.</p> <p>In terms of access by sustainable transport, there is a good level of public transport provision on the B4632 Campden Road Corridor at present providing connections to Stratford-upon-Avon to the north, as well as Honeybourne Station to the south. However, this is expected to improve further with the delivery of the Garden Village at Long Marston Airfield.</p>

