Rural Services
Warwickshire County Council

Sustrans – Connect2Kenilworth
A429 Bridge Crossing to University Campus

Design & Access Statement

May 2011

Introduction

This Design and Access Statement (DAS) accompanies the planning application for a shared footpath and cycleway route from the bridge crossing on the A429 Coventry Road to the University of Warwick campus.

The DAS explains and justifies the proposed development in the context of the application site.

The guidance set out in Planning Policy Statement No.1 – Delivering Sustainable Development advises that the DAS should cover both issues of design and access in one statement.

This DAS should be read in conjunction with the Planning Application and Planning Statement that identifies the aspects of the proposal considered to be in general conformity with current guidance and the relevant planning policies.

Design Content

Location
This section of the shared footpath/cycleway will link the A429 Coventry Road bridge crossing, (application number WDC/10CC041) and short stretch of the Kenilworth Greenway in Crackley with the University of Warwick campus.

The route proceeds from the bridge crossing onto the existing Kenilworth Greenway and after approximately 150ms turns northwards onto farmland via a DDA compliant ramp. It then passes through three arable fields with a constant hedgerow boundary along the eastern edge. The route will be set slightly out from the hedgerow to allow for regrowth and periodic hedgerow maintenance. The width will be the standard 2.5m as approved by Sustrans. When the route meets up with farm tracks or farm vehicle access points the surface material will be of a more heavy duty construction, i.e. concrete to minimise the risk of sections becoming impassable through inclement weather or extensive damage by farm vehicles.

The section from the Greenway to Cryfield Grange Road follows the line of public footpath W164 that is subject to a creation order under Section 25 of
Highways Ways Act 1980 to legally upgrade it to a bridleway to enable use by pedestrians, equestrians and cyclists. From Cryfield Grange Road to the University of Warwick the route generally follows W164, but will enable cycling via a Licence Agreement between Sustrans and the University of Warwick.

The route then runs north easterly following an existing farm track for approximately 750ms and then turns northwards with the hedgerow boundary now on the western side with middle distance views of the University’s guest accommodation, Cryfield Grange, to the east. Again the route will be set a constant 2m away from the hedgerow to allow for hedgerow maintenance. The route continues to the University of Warwick, crossing Cryfield Grange Road. This point is marked by an existing galvanised kissing gate and general public footpath signage. Across the road there is an existing field gate with an adjacent pedestrian access.

From this point the route continues to run adjacent to the field boundary with a wooded area and pond immediately to the east. The route curves in a north westerly direction over a new cycle and footbridge over the stream and joins an existing internal University access track adjacent to the sports field. The route continues along the existing track and ends at the junction with a metallled road within the campus off Gibbet Hill Road.

Proximity to residential development
The nearest properties are on the new development no.1 Reine Mews and odd numbers 1-21 Laneham Place, Coventry Road which are situated adjacent to the Greenway and possibly no.59 Coventry Road, on the far side of the Greenway. Although the proposed planting around the new bridge is likely to filter views of the proposed footpath/cycleway. Further along the proposed route there is a small number of properties, namely Oak Tree Cottage, a private residence and Cryfield Grange Farm, Cryfield House Farm and Cryfield Grange which form part of the University accommodation ancillary to the main campus.

Scale and Appearance
The new shared footpath/cycleway will have a finished width of 2.5m. It will be metallled and have a stone chipped surface that is in keeping with the local environment and be similar in appearance to the existing stone surface on earlier constructed sections. The edging will be defined by excavated and surplus soil to provide a more informal finish. No additional lighting is proposed along the length of this route.

Visual Impact and Surrounding Land Uses
The proposed route follows public right of way W164 through Grade 3 farmland up to the university campus. The proposed route will be obscured from the nearby residential properties by the existing vegetation and changes in level. The landform, established hedgerows and significant number of trees will limit viewpoints to the areas immediately adjacent to the proposed route.
The neighbouring residential properties are a significant distance away from the proposed route. Given the route follows the existing public right of way there will only be a slight increase in the degree of visual intrusion currently experienced by residents.

Mitigation
The proposed route follows public right of way W164 and therefore the main changes will be to the width and the surfacing.

The County’s Design Services team recommend the hedgerow on the north side of Cryfield Grange Road should be removed over a distance of approximately 30m, in a westerly direction from the farmer’s gate to increase the visibility sight lines. The hedgerow along the east of Cryfield Grange road, from the south crossing point, should also be removed over a distance of approximately 30m along with the short section of post and 4 rail fence.

The removed hedgerow will be replaced by a 1m high post and 2 rail fence. The new fence will ensure any boundary lines are maintained.

Public Consultation
There has been extensive public consultation regarding the development. A Connect2 Kenilworth Steering Group has been set up to ensure local stakeholder and community involvement for the cycleway footpath routes from inception to completion on site. This Steering Group is Chaired by Councillor Whitehouse and comprises County, District and Town Councillors, representatives from the University of Warwick, Friends of Kenilworth Greenway, Crackley Residents Association, Warwickshire Wildlife Trust, Kenilworth Footpath Preservation Group, Cyclist Touring Club, Coventry Cycling Campaign, Sustrans and others. There is a wider group of interested people and organisations who receive progress updates, Steering Group papers and national and local Connect2 newsletters. Bi-monthly articles also appear in the Kenilworth Weekly News and the scheme has a dedicated website. The scheme was widely consulted upon during the initial campaign phase to secure the ‘People’s Millions’ Lottery funding as part of the national Connect2 initiative that comprises 79 schemes throughout the UK. The design proposals for the A429 bridge were widely publicized and a consultation made direct with residents, on the web and at public exhibitions.

Access Content

The approved contractor will be guided by the recommendations set out in the ecological appraisals produced by the County Ecologists and Ecoline. A working area of 4m width in total, 0.75m either side of the proposed route will be required.
The approved contractor will also need to store materials on site during the works. These locations will be subject to agreement by the tenant farmers and the University.

All relevant legislation will be adhered to and the landowners will be kept informed.

Rights of Way

There are Rights of Way within the immediate area. The proposed route will follow public footpath W164, part of which will become a public bridleway (by legal agreement with the landowner) and partly allow cycling through a licence between agreement with the University of Warwick and Sustrans. However, this new route is expected to be very popular with local residents as well as many students and staff travelling to and from the University campus.

HS2

The applicant is aware of a proposed route for HS2 through Crackley, Kenilworth. At the present time the HS2 proposal is at consultation and the detailed treatment of rights of way and other accommodations is not yet shown. WCC and the Connect 2 Kenilworth Steering Group are making representations to HS2 in respect of this.