

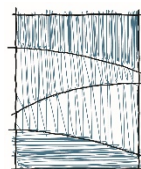
Green Lane, Clapham, Bedfordshire

Landscape Sensitivity and Opportunities Report - Codicil

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on behalf of

De Merke Estates



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- 1.1. Since completion of the Landscape Sensitivity and Opportunities Report information pertaining to the east-west rail proposals, and potential roundabouts/road junctions to access a strategic land option. The contents of this short report do not alter the conclusions reached in April 2021 in terms of the current landscape and visual sensitivities and opportunities of the land in question.
- 1.2. As the land promotion/possible planning application progresses the capacity and design approach should be reviewed and amended as more information becomes available.

East-West Rail

- 1.3. The level of information available at this stage, in respect of the rail alignment, is insufficient to enable the assessment to consider the consequences this will have on the project.
- 1.4. Whilst there is currently an indication that the vertical alignment will require the railway to be set in cutting as it crosses the site, at some points approximately 9m below existing ground level, there is no information as to the angle of repose of the embankments, therefore the 'width' of the track and its embankments is not known.
- 1.5. Furthermore, the horizontal alignment of the railway line is imprecise, there is a broad route area shown on the Consultation Lane Plan in relation to the De Merke Estates. There is no information regarding how the landscape will be treated beyond the railway line (tracks) and the mitigation measures that would be required (open grassland, wooded, fencing etc).
- 1.6. There is no information regarding the timeframe within which the railway line will be consented, implemented, and completed. This affects the timing and phasing of any development of housing within the site of interest.
- 1.7. Finally, there is information regarding access arrangements for the maintenance of the tracks and the landscaped embankments.
- 1.8. Critically, the current information indicates two broad implications on the housing project:
 - 1...8.1. A greater quantum of housing development, subject to noise contours, safety requirements, access etc, might be possible, contained to the west of the railway line.
 - 1...8.2. Until such time there is certainty on the east-west rail provision, progressing housing within the site of interest may meet with resistance if it is seen as creating new constraints to the rail infrastructure project.

Roundabout and highways infrastructure

- 1.9. The information relating to the highways strategy is high-level and insufficient to inform the development of a masterplan response.

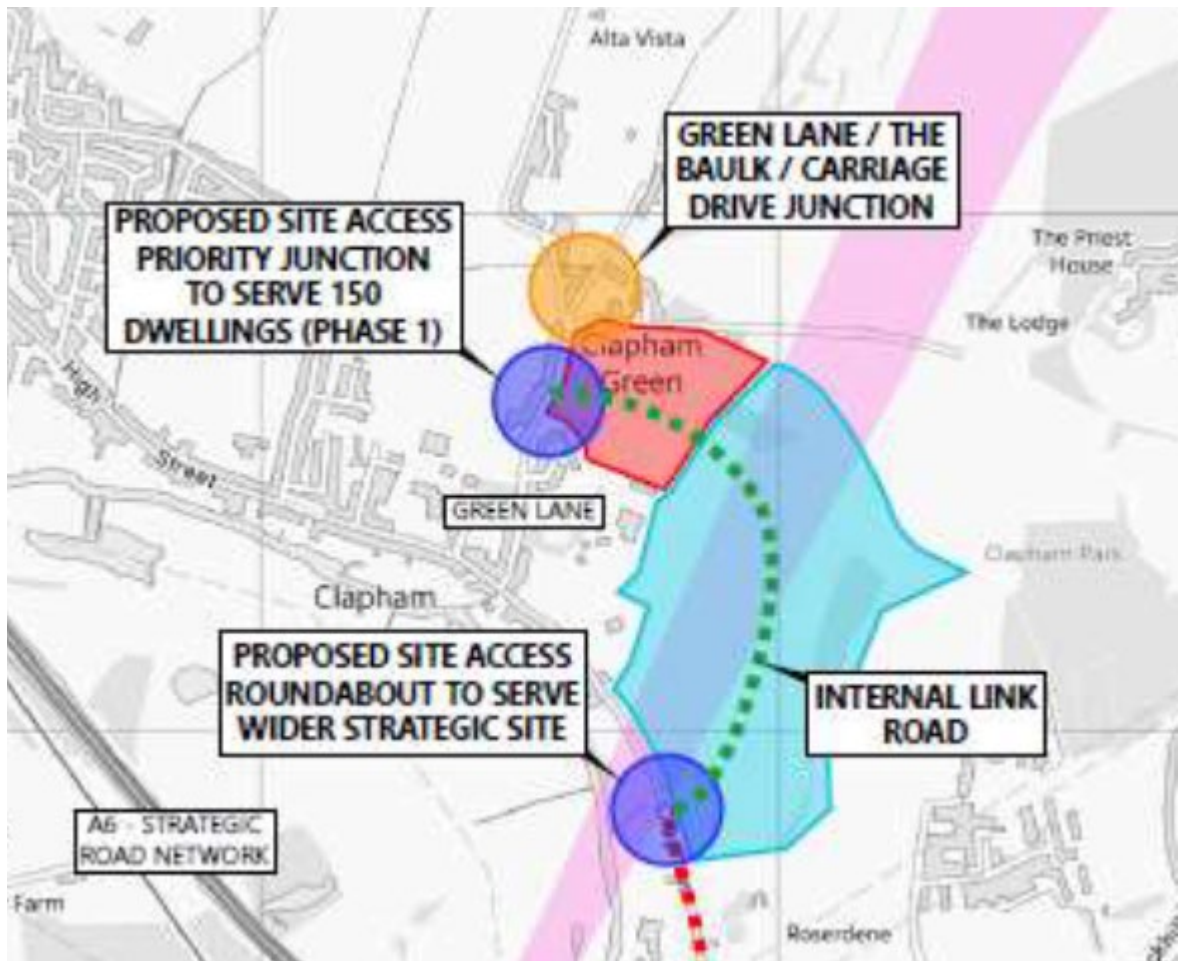


Figure 1: Extract from Transport Strategy

1.10. As with the rail link there are several unknown elements relating to:

- Vertical alignment
- Horizontal alignment
- Crossing point and nature relating to east west rail
- Linkages/road widening between the priority junction and the Carriage Drive junction
- Road width
- Timing of implementation and construction phases

1.11. Based on the high-level information available the indication is that the quantum of housing may be significantly reduced by the combination of the railway and the road infrastructure. Promotion of the land before the detail is known may be unsuccessful as the development would constraint the implementation of the strategic transport strategy.

1.12. Alternatively, once the road network proposals are established then the capacity in terms of quantum of the total landholding may be increased.

1.13. The progress of the highways proposals should be monitored, and the landscape and visual analysis updated as more detail emerges.



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