Dear Mrs Rose

PROPOSAL: Land south of 250 dwellings with associated works: Approval of reserved matters in relation to outline planning application R11/1521 (development of up to 250 dwellings (Use Class C3), with the means of access from Coventry Road and an emergency access from Cawston Lane, together with drainage and flood attenuation measures, the creation of public open space and hard and soft landscaping and associated infrastructure.)

LOCATION: Land south of Coventry Road and northeast of Cawston Lane, Coventry Road, Cawston

APPLICANT: Bellway Homes East Midlands Ltd

Warwickshire County Council, hereby known as the ‘Highway Authority’, has undertaken a full assessment of the planning application. This is a reserved matters planning application which assesses the detailed site layout, further to the detailed assessment which was granted outline planning permission (R11/01521/OUT).

Based on the assessment and appraisal of the development proposals the Highway Authority objects to the planning application.

The justification of this decision is provided below.

Analysis:

This application submits the reserved matters for approval for the development of 250 dwellings, with means of access from Coventry Road and an emergency access from Cawston Lane together with drainage and flood attenuation measures, the creation of public open space and hard and soft landscaping and associated infrastructure.

The development proposals have been assessed in line with the following guidance and policy documents:
Further to assessment of the drawing nos. -

Drawing no. 15057 – 01 Rev CA  Proposed Site Plan – Sheet 1
Drawing no. 15057 – 02 Rev CA  Proposed Site Plan – Sheet 1
Drawing no. 15057 – 07 Rev CA  Composite Plan
Drawing no. PC/0316/SK006  Emergency Vehicular Access
Drawing no. GL0592 0115057  Landscape Masterplan

the following matters need to be resolved in order for the Highway Authority to remove its objection to the development proposals;

Design Layout:

Spine Road

1. As a spine road the Highway Authority have concerns with regard to the number of driveways and the proposed layout for parking as indicated on drawing nos. 15057 – 01 Rev CA and 02 Rev CA. The proposed layout for the spine road does not appear to reflect the proposals as set out in Section 3 of the Transport Assessment (TA) by Phil Jones Associates dated September 2013 (and to which the section 5.1 of the Compliance Statement by Armstrong Burton Group for the reserved matters application refers) which supported the outline planning application (R11/1521). Paragraph 3.5 of the TA indicated the use of a 6.7 metre wide carriageway which could be reduced to 6.1 metres width where it was considered that sufficient parking space was provided off the carriageway for visitors and incidental parking requirements. The layout will be required to enable a bus route along the spine road therefore if a 6.1 metre wide carriageway is to be proposed, this will only be considered where the Highway Authority are satisfied that there will be no residual on-street parking from the residential units, which is not the case with the layout as proposed.

2. Again the TA stated that whilst frontage access would be acceptable driveways should be enable cars to turn within the property (to enter/leave in a forward gear). The layout does not provide for any on site manoeuvring and as proposed will increase the potential for conflict between cyclists and drivers accessing/egressing from the residential units. Although the layout plan (12298 17 Rev F) submitted with the outline application was only illustrative, this indicated minimum direct access to individual units with some served from shared private driveways. Although the layout would have relied on rear court yard access which firstly is not popular with residents and secondly, unless overlooked can raise security/safety issues, it proposed a more acceptable layout in terms of access numbers from the spine road. The applicant is advised to re-assess the layout, keeping access to a minimum to address these concerns.

3. In respect of a bus route, Section 7 (paragraph 7.1.7) of the TA states, ‘It has been agreed with WCC that before any occupation of new houses to the south of the private footpath link to Lime Tree Avenue, funding will be provided to allow an additional bus which will route into the development to a new stop/turnaround facility within the development’. No such provision has been made within the proposed layout. The TA states within paragraph 2.4.1 that the
nearest bus stop us currently 450.0 metres to the north of the site from the centre of the development. With no provision within the site as previously proposed this will increase walking distance for residents and will not encourage use of public transport. Further consideration is to be given to the layout to make some provision within the site to address this issue.

4. The TA goes on to state that a 1.8 metre wide footway and 3.0 metre wide shared footway/cycleway is to be provided on opposite sides of the road. The compliance statement is only indicating a 2.0 metre shared facility. For a shared cycle/footway provision, ideally this should be 3.0 metre however 2.5 metres would be accepted as the absolute minimum. In respect of the footway, 2.0 metres is the minimum width on new estate roads as this width is required to accommodate the public utilities.

5. The proposed alignment for the footway/cycleway provision along the spine road does not appear to tie-in with that indicated for the access to be formed from the roundabout.

6. The position of plots 14, 82 and 109 is such that the driveways are located within the shared surface area of the spine road. This is likely to result in conflicting movements in close proximity to junctions to the detriment of highway safety. This requires further consideration.

7. The position of plot 79 with the parking to the rear of the site is likely to result in residents parking to the front of the property along the spine road. With this being at the start of the shared surface area and the spine

**Other streets**

8. Private shared driveways should be a minimum of 5.0 metres for 7.5 metres. These dimensions should be annotated on the detailed drawing(s). This appears to affect the driveways serving plots 6-11, 59-61, 80,85-87, 88-92, 112-115, 134-139 & 147-150.

9. There appears to be no access to the private drive serving plots 43-46. The crossover from the end of the turning head is indicated as verge.

10. The position of the driveways to plots 85, 93 and 166 require to be revised so that they intersect the highway at 90 degrees.

11. Where the proposed parking provision is unlikely to accommodate all associated parking, this will result in vehicles parking within the limits of the public highway. With verge margins immediately adjacent to the carriageway the consequence of this will be vehicles parking within this area creating damage. Measures to protect these areas from indiscriminate parking will be necessary and should be indicated.

12. The layout proposes a number of trees, an element of which are to be within what would appear to be the verge margin of those areas which would potentially be adopted. It is important that these will not conflict with the position of street lighting columns and will not create an obstruction to the visibility of drivers/pedestrians/cyclists travelling along the carriageway/footway/cycleway or as they access/egress junctions and private driveways. The Highway Authority have consulted our Arboriculture Officer and are awaiting a response to the layout as presented. However as with the general highway layout, it is likely that revisions will be required
Emergency Access

13. The outline approval indicated the provision of an emergency access onto Cawston Lane which is proposed to provide pedestrian/cycle access. A concern with this is that the access will connect directly onto the carriageway as there is no existing provision for pedestrians along Cawston Lane and this will be detrimental to highway safety.

14. The TA (paragraph 3.4.9) indicates that an emergency access of a minimum width of 3.7 metres will be designed however as indicated the access is only 3.5 minimum.

Tracking:

Waste Refuse Vehicle

15. The Highway Authority requires the submission of a waste refuse vehicle to be submitted to demonstrate that the Refuse Vehicle can be safely accommodated within the carriageway. In addition the applicants must demonstrate that such vehicles can safely manoeuvre within turning heads and enter and exit the site in a forward gear. These should be based on the Mercedes Econic Refuse Vehicle which is a mid-steer vehicle and has the following dimensions;

   Width – 2.49 metres
   Length – 11.73 metres

Fire Tender Access:

16. In relation to private drives the following standards need to be adhered to regarding fire tender access, as stated in Manual for Streets (Paragraph 6.7.2).

   - There should be a minimum carriageway width of 3.7m between kerbs;
   - There should be vehicle access for a pump applicants within 45m of single family houses;
   - There should be vehicle access for a pump appliance within 45m of every dwelling entrance for flats / maisonettes;
   - A vehicle access route may be a road or other route; and,
   - Fire service vehicles should not have to reverse more than 20m.

17. In cases where a private drive must be used to provide access for a pump appliance, the drive should be constructed to an adoptable standard to ensure the fire tenders wait can be accommodated, creating minimal damage to the private drive. The swept path analysis should be based on the CARP (Combined Aerial Rescue Pump) which has the following dimensions;

   Width – 2.9 metres
   Length – 9.9 metres

Visibility Splays:

18. The Highway Authority requests the submission of drawings which clearly demonstrates the visibility splays within the development site at proposed junctions and private accesses, including pedestrian visibility splays. Details should also include forward stopping sight distance around changes of the carriageway alignment. The design speed for the spine road is to be 30 mph therefore, in accordance with Manual for Streets, the visibility splays required should have a minimum of 45.0 metres ‘y’ distances from a 2.4 metre ‘x’ distance set back. Pedestrian visibility splays should have a 2.4 metre ‘x’ distance measured from the back of the footway with 2.0 metre ‘y’ distances.
Where the driveways/accesses are shared or are serving double garages, the pedestrian visibility splays should be offset 0.5 metres either side of the access.

19. The boundary treatments of a number of plots have not taken account of maintaining visibility from adjacent accesses – plots 56, 71, 79 133, 192 & 244.

**Bin Collection Arrangements:**

20. In relation to private drives the following standards need to be adhered to regarding bin collections, as stated in Manual for Streets (Paragraph 6.8.9);

- Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point;
- Waste collection vehicles should be able to get to within 25m of the storage point and the gradients between the two should not exceed 1:12. The should be a maximum of three steps for waste containers up to 250 litres and none when larger containers are used.

21. In respect of residents, the location of some of the BCP will result in the drag distance of the refuse bins for some residents exceeding the recommended distance, i.e Plots 59-61.

**Fire Tender Access:**

22. In relation to private drives the following standards need to be adhered to regarding fire tender access, as stated in Manual for Streets (Paragraph 6.7.2);

- There should be a minimum carriageway width of 3.7m between kerbs;
- There should be vehicle access for a pump applicants within 45m of single family houses;
- There should be vehicle access for a pump appliance within 45m of every dwelling entrance for flats / maisonettes;
- A vehicle access route may be a road or other route; and,
- Fire service vehicles should not have to reverse more than 20m.

23. In cases where a private drive must be used to provide access for a pump appliance, the drive should be constructed to an adoptable standard to ensure the fire tenders wait can be accommodated, creating minimal damage to the private drive.

**Parking Arrangements:**

24. Where blocks of parking bays are to be provided to the rear of the footway, the overall depth for the bay should be 5.0 metres to take account of the obstruction of visibility by adjacent parked vehicles.

25. The parking to the frontage of plots 37-42 should be segregated into blocks of no more than 4 spaces (paragraph 8.3.14 Manual for Streets) which improve access for residents from the parking bays to the residential units, reduce the impact of the extended parking area and provide segmented areas which will also assist with visibility for the drivers of vehicles exiting from the parking bays.

26. There are parking bays within private driveways which will potentially result in vehicles reversing over a significant distance into the limits of the public highway due to inadequate turning provision or the position of the bays. This will create
potential conflicting with users of the footway/cycleway and carriageway to the
detriment of highway safety. The bays affected are nos. 197, 208 & 209, 238 &
239.

Adoption Plan:
27. The Highway Authority requests the submission of an adoption plan. This will
enable the Highway Authority to assess and agreed the extent of the highway
within the development which will be adopted, and private roads which will need
to be built to adopted standard to cater for refuse vehicles and emergency
vehicles most notably fire tenders.

Garages:
28. Drawings are required to demonstrate that a vehicle (medium sized family car) is
able to utilise the garage where it forms part of the parking provision for the
dwelling. There must be sufficient space for the vehicle (medium sized family
car) to be parked and ability for occupants to exit the vehicle and garage. Where
it is a single garage, the internal dimensions should be 3.5 metres preferred
width (3.0 metres absolute min.) x 6.0 metres length (paragraph 8.3.41 of
Manual for Streets). For double garages, these should 6.0 metres x 6.0 metres.

Yours sincerely

Karen Watkins
Development Group

CC – Councillor P Butlin, Admirals– For Information Only
    Councillor H Roberts, Dunchurch – For Information Only