

Appendix F – for MIQ's

WCC Highways response:
confirming 160m visibility
splays can be met for
Sunrise Cottage and The
Old Nursery. (redacted).

[REDACTED]

From: Chris Lancett <[REDACTED]>
Sent: 26 September 2022 11:36
To: Jacqueline Padbury
Subject: Re: NBBC Gypsy and Traveller Site Allocations DPD assessment Sunrise cottage CV2 1NT and Winter Oak CV11 6BQ

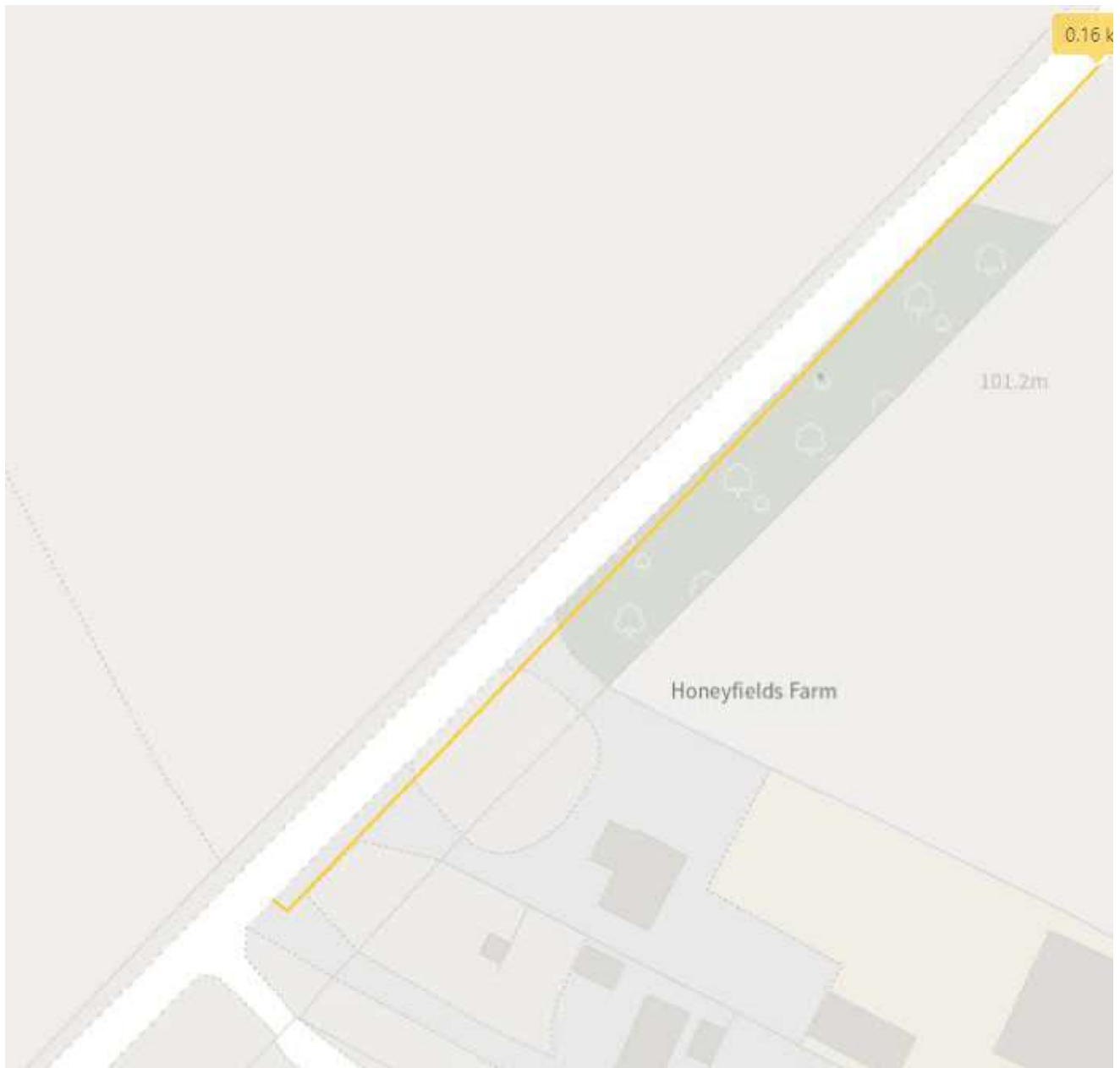
OFFICIAL

Hi Jacqui,

Hope you are well.

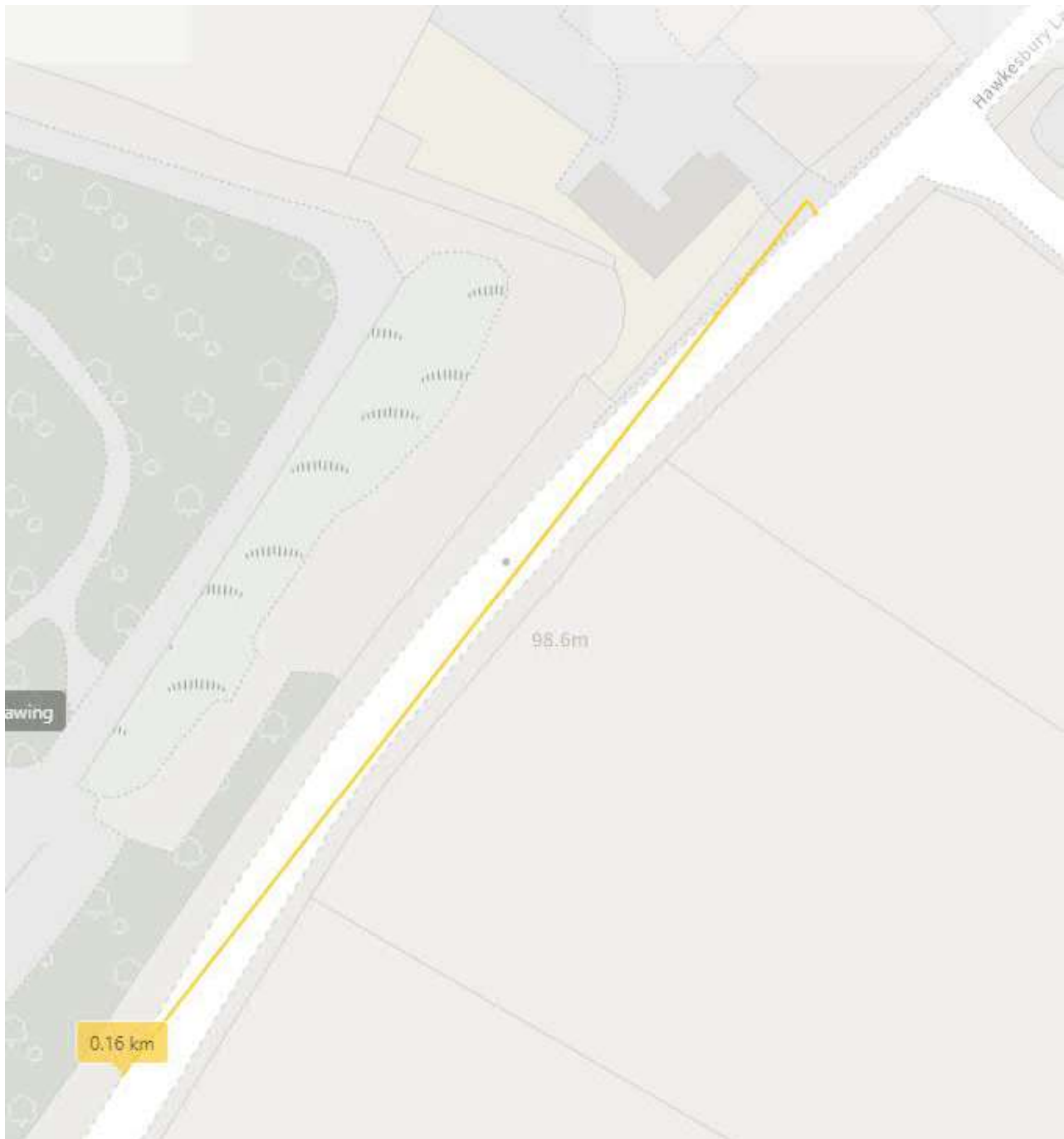
Not sure if this is too late now but please see the below:

For Sunrise cottage the vis splay would look roughly like this;



According to the highway extent drawing I have the highway covers the entire area of this splay. So, I would say for this one that the required splay is achievable within the highway.

And for the Old Nursery:



So, there should not be any trees or hedges that need removing. The splay should be within the highway.

Regards,
Chris

Chris Lancett GradCIHT
Development Management Engineer
Planning Delivery
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From: Jacqueline Padbury <[REDACTED]>

Sent: 20 September 2022 11:52

To: Chris Lancett <[REDACTED]>

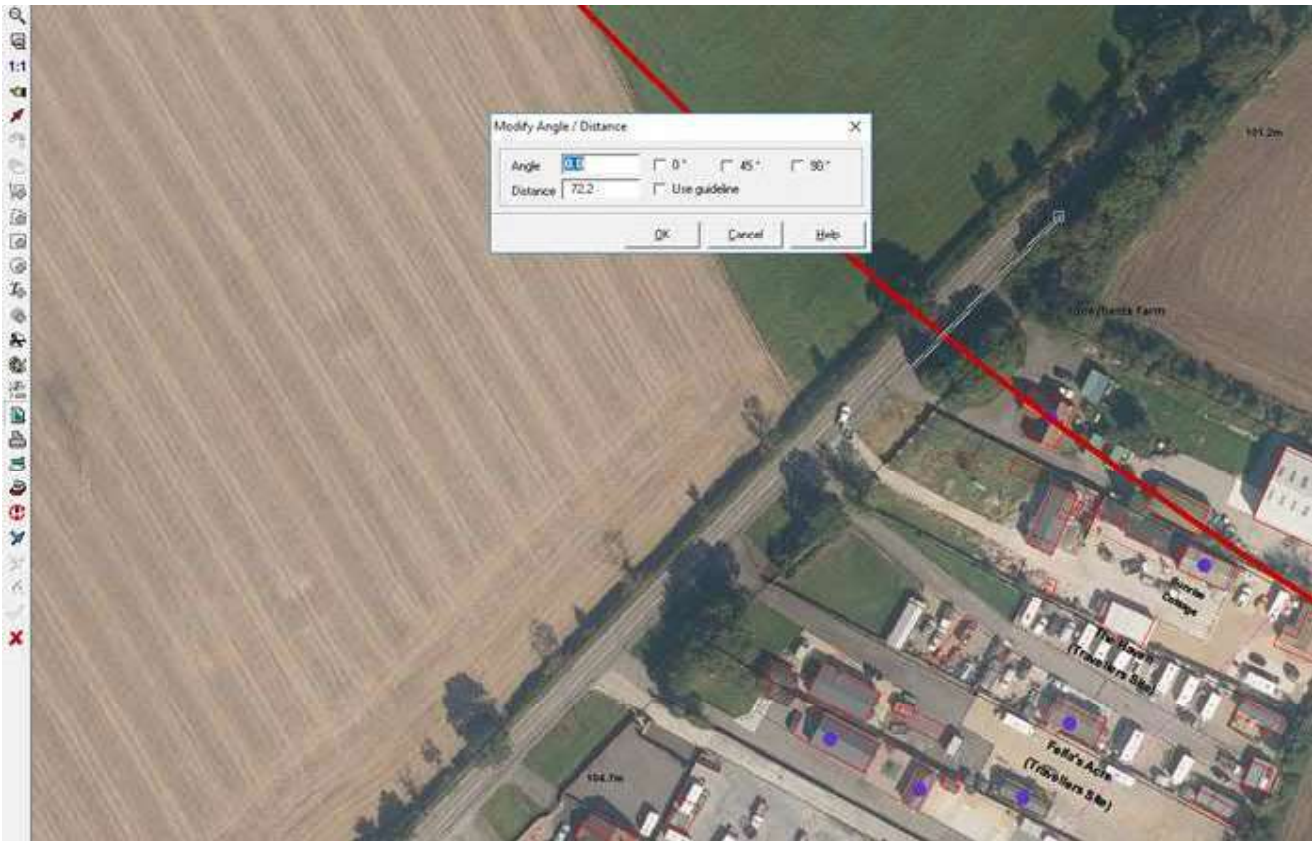
Subject: FW: NBBC Gypsy and Traveller Site Allocations DPD assessment Sunrise cottage CV2 1NT and Winter Oak CV11 6BQ

Really sorry Chris I am just preparing for a hearing for our Gypsy DPD the Inspector is querying whether the 160m visibility splay you refer to below can be done with land owned by the site owners for Sunrise Cottage Mile Tree Lane CV2 1NT and Winter Oak CV11 6BQ.

Looking at your comments the issue for Sunrise Cottage is to the north where it is restricted at 80m. This almost looks like it is bushes in front of the natural hedgerow. Can you advise me if this is Highways land or not please? See below.



Above is Google Street view from outside of Sunrise Cottage. I am assuming the problematic hedge is that on the right hand side of the road beyond the two conifers.



Above is our GIS the grey line is a 72m line showing where the problem hedge is

In relation to The Old Nursery CV2 1NR you stated that the southern access would achieve a 160m splay and you didn't ask for any conditions on the building conversion to a house on the site under 036679 are you therefore able to confirm you can achieve the splay within the highway please. There are some trees shown close to the road at the edge of the site but these are included in the red line of the previous application (see attached)

Kind regards
Jacqui Padbury MA MRTPI
Principal Planning Policy Officer

Nuneaton Town Hall
Coton Road
Nuneaton
CV11 5AA
[REDACTED]

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From: Chris Lancett <[REDACTED]>
Sent: 25 November 2021 10:28
To: Philip Larter <[REDACTED]>
Cc: Chris Egan <[REDACTED]>; Janet Neale <[REDACTED]>; Joanne Archer <[REDACTED]>; Karen Watkins <[REDACTED]>
Subject: NBBC Gypsy and Traveller Site Allocations DPD assessment

Hi Philip,

Your request for an assessment of the 3 potential Gypsy/Traveller sites has been passed on to me. Apologies for the slight delay in getting back to you.

Please see below comments from the Highway Authority:

Sunrise Cottage

This is an existing site and additional pitches would be provided, thereby intensifying the use of the access.

The existing gates are setback roughly 13.5 metres and have a width of 3.7 metres at that point. The site appears to have been operated as a Gypsy/Traveller site for some time and there have been no reported collisions to suggest the access has been detrimental to the highway.

Visibility to the south is ok however visibility to the North is restricted by overgrown hedgerow at around 80 metres, so as part of any planning application the visibility will need to be improved. Mile Tree Lane has a speed limit of 50mph so visibility splays of 160 metres should be provided, the splay appears to be achievable with some cutting back of the hedgerow.

Old Nursery

There are concerns with the accesses to the site as they are currently set out. The site has 2 accesses that could operate as an in-and-out arrangement with one access close to the dwellings to the north (wayside) and the other adjacent to the recent conversion to a dwelling to the south.

As part of any future planning application further information will be required to detail which access is to be used and what controls would be in place to restrict the use of the other access. The recent conversion of the existing building (accessed via the southern access - application 037168) showed boundary features were to be placed within the site

to restrict access to the wider site therefore only providing access to the dwelling (effectively splitting the site in half). So, it appears that the northern access will need to be used. It will need to be shown what area would be used for pitches, which accesses can be used and how the use would affect the dwelling. Comments below on both accesses;

Northern Access (Adjacent Wayside)

There are concerns with this access that do not appear to be able to be overcome. Parrots Grove again has a speed limit of 50mph so visibility splays of 160 metres should be provided. Whilst this is achievable to the south, to the north the splay is restricted to around 42 metres due to the neighbouring wall and plantings. As the splay would go over 3rd party land improvements to the visibility are unlikely to be achievable. Available speed data shows average speeds of 40-45mph so the 85th percentile speeds are likely close to the posted limit so it is considered that 'y' distances of 160 metres would be required.

The access may be too narrow to allow for a vehicle towing a caravan to pass another vehicle waiting within the access. The access needs to be made wide enough to allow a vehicle to enter the site and pass another vehicle waiting at the 'give-way' line without overrunning the footway/verge. Swept path analysis would be required to show that the manoeuvres are achievable.

The gates may also need to be setback further to allow the largest vehicle to enter the site to completely exit the highway whilst the gates are opened/closed. See further comment below in general comments.

Southern Access

This access is considered more suitable due to the increased width and improved visibility.

However as mentioned above it is unclear if this access would be available for use.

The existing gates are around 5.3 metres setback from the carriageway and have a width of 6 metres, as part of the previous application these gates are to be moved into the site to be setback 6 metres.

During the site visit it was noted that the dwelling protrudes into the access, reducing the total width, which does not appear to be in accordance with the approved plans. This could result in conflict around the access as it may reduce the manoeuvring room for any vehicles entering/exiting the site.

Visibility splays of 160 metres should be achievable for this access however the splay to the north would need to be measured to 1 metre out from the nearside of the carriageway due to the existing telegraph pole obstructing visibility to the nearside.

The Highway Authority would recommend that 1 point of access is maintained to provide access to the site (Southern access) and the other access closed. If the separation of the site as a result of the recent planning application would not enable this to happen the Highway Authority has concerns with the Northern access and improvements do not appear to be achievable.

PRoW B38 runs adjacent the site to the north so WCCs PRoW team may need to comment on the proposals.

Winter Oaks

This site is accessed off the A5 Watling Street which is owned and maintained by National Highways (NH). Additional pitches on the site are unlikely to have a detrimental effect on the Highway Authority's network (Higham Lane). NH should therefore be consulted to comment on the suitability of the site access and impacts on their network.

General Comments

Further information will be required as part of any future planning applications to indicate the number of pitches being proposed, and what would occupy these pitches. Would all the pitches be static caravans or temporary with the caravans moving regularly?

What size caravans would be proposed? Further information would be required to detail the size of any caravan and vehicle towing a caravan (if proposed). Looking at the existing sites there appears to be a mixture of caravan types however taking the worst case of a caravan of around 7 metres in length being towed by a long wheelbase Transit van (around 6 metres) the total length of the vehicle could be around 13 metres. Any gates within the access would therefore need to be setback a sufficient distance to allow the vehicle to exit the highway completely whilst the gates are opened or closed.

Suitable bin collection points should be provided within the site so that bins are not stored within the highway for the old nursery site. NBBC refuse team will need to agree with the location of the collection point. The other sites are all existing however if the additional pitches would result in additional bins being presented on collection days, then suitable collection points will be needed for these additional bins.

Any questions please don't hesitate to contact me.

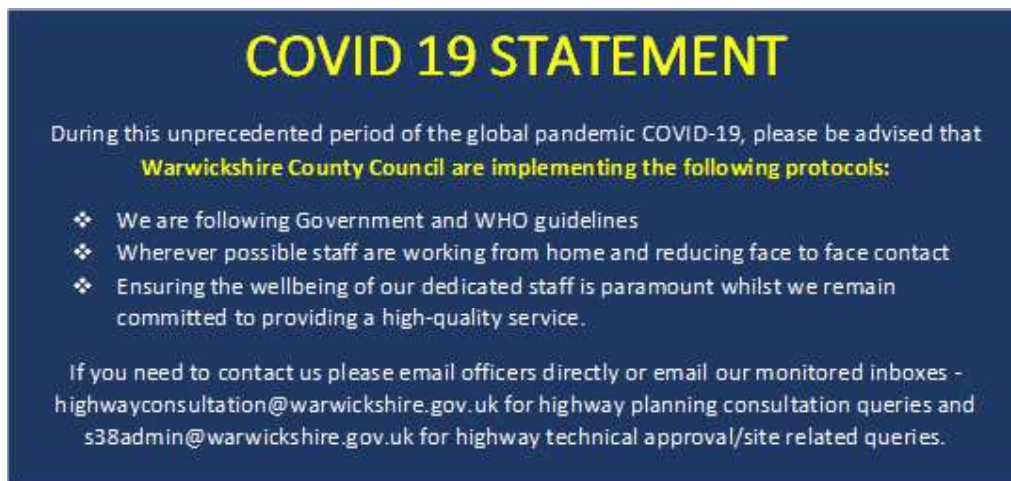
Regards,
Chris

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