

Neil Holly

From: [REDACTED]
Sent: 06 December 2023 19:25
To: [REDACTED]
Subject: LocalPlanReview2023Letter1 EMAIL1: Linden Tree Junction Access distances. T. Larkin
Attachments: Wolston_Development_Pack_2016_Addendum (3).pdf

REF: LocalPlanReview2023

From: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]

Reference: LocalPlanReview2023Letter1

EMAIL1: Linden Tree Junction Access distances.

Forward: [REDACTED]

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Forward
[REDACTED]
[REDACTED]
[REDACTED]

Let me thank you for your time given to the Rugby Local Plan Review Consultation meeting held on Monday 4th. December in Wolston. I did raise some points that I raised at this initial stage. As discussed, I did state that many details would be presented to the local plan review and at his stage councillors representing Wolston. The number of points overall is detailed and concerns RBC, WCC and Wolston Parish Council.

To remain focused, clear and accurate such concerns cannot be summarised in one email. So, I will break them up. This will involve links and copies of documentation.

- As stated at the above meeting all communications from me have no restrictions. If you are not clear of any point you are welcome to contact me by phone or email.

[REDACTED]

Many points of concern will arise from this first email which I will communicate in further email information. As this is the most important I want to keep what I have stated clear.

1. The allocation of Linden tree development on review needs to be cancelled in total. It does not meet WCC highways stated minimum requirements of access distances.

2. The green belt and Wolston Village boundaries need to be reset to before the proposal. This proposal was based on the access as proposed. Safe access is not possible.

3. The development of safe access to Warwick Road cannot be achieved. I will point out clearly why providing you with the relevant maps, links to Google map and the clear relevant WCC policy guideline directives.

4. The unsafe created junction making access to surrounding houses has been proposed for long enough (nearly 5 years) blighting the lives of surrounding neighbours. Some elderly. I believe that some resident's health suffered due to stress and worry about this dangerous proposal. As I will show you clear evidence today this needs clear review. Extensive objections have been made over many years to the safety of a junction here and these objections have been ignored at every stage.

Evidence.

1. Please refer to Warwickshire Highways Guide. Endorsed by Corporate Board 2nd Dec.2021 and approved by WCC Cabinet 25th.January 2022

Link: [Warwickshire Design Guide - Publications – Warwickshire County Council](#)

Please refer to Part 3 Street Design.

Link: [WCCC-2066277159-1624 \(warwickshire.gov.uk\)](#)

a. Please refer to Part 3. (Street design refers to 3.6 junction spacings and Figure 3.1 - Minimum spacing between side road junction and access (page 8) is 25m.

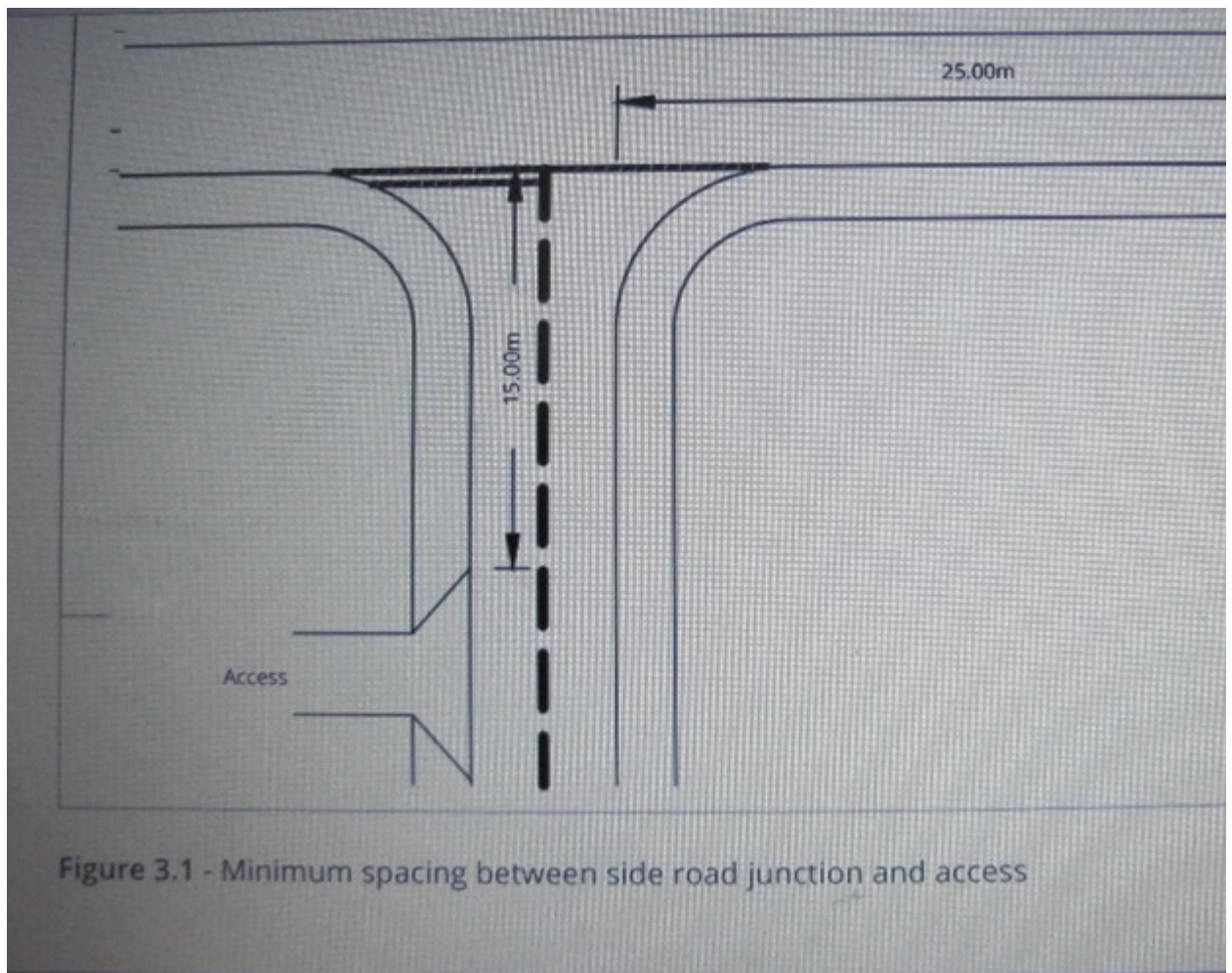


Figure 3.1 - Minimum spacing between side road junction and access

2. Google Map references.

[Google Maps](#)

<https://www.google.co.uk/maps/@52.3722015,-1.4035164,19z?entry=ttu>

<https://www.google.co.uk/maps/@52.3722015,-1.4035164,84m/data=!3m1!1e3?entry=ttu>

██████████ is the property with the circular lawn.

Linden Tree Junction is at the next property away from Wolston on Warwick Road.

3. Map of Linden tree proposal.

Wolston_Site_Development_Pack_2016 (2) June2016.pdf

File attached. Below.

The junction position should be clear from these maps.

4. The T-junction from Linden Tree onto Warwick Road: (not Wolston Lane error on above link)

a. The access to Three Gates is approximately 14 m from the junction and the next property is approximately 23m from the junction. **Both are lower than the limit of 25m. As stated in fig3.1 above. This cannot be altered.**

You can estimate these access distances from Google Maps and the distance calculator. Some tree obstructions. You will see my figures are accurate. Google Maps evidences this.

b. In addition, with no pavement a crossing of Warwick highway has to be made at this junction.

There is another junction on the other side of the road.

Views are blocked within any visual splay by cars, vans and bins.

5. Please contact me if you are not clear from what I have supplied to you is unclear.

With regards.

██████████

6/12/2023

Neil Holly

From: [REDACTED]
Sent: 11 December 2023 12:44
To: [REDACTED]
Subject: LocalPlanReview2023Letter2 T. LARKIN.
Attachments: WHAtoRBCAllSites.pdf; WHAReportWolston1.pdf

REF: LocalPlanReview2023

From: [REDACTED]
[REDACTED]

Phone: [REDACTED]

Reference: LocalPlanReview2023Letter2

EMAIL1: Linden Tree Junction Access distances.

Forward: [REDACTED]

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Forward

[REDACTED]
[REDACTED]
[REDACTED]

• As stated, all communications from me have no restrictions. If you are not clear of any point you are welcome to contact me my phone or email.

This is the second letter in my reply to RBC local Plan review. December 2023.

In this communication, I will highlight that Rugby Local Plan 2019 did not supply to the public, councilors, or government inspectors a critical core document. I will point to other communication documentation that was not made available for public observation. (in future letters)

However, this document being denied public access needs to be explained.

I refer to the communication from the Warwickshire Highways Authority of all minor development sites in your development plan.

There has been NO further communication between WHA and RBC after this date.

I cannot provide a link to this because this document is on not RBC or WCC site. It is on no local plan material from RBC or on material submitted for inspection or governmental review.

The documents are attached.

1. Warwickshire Highways WCC Wolston Report.
2. Warwickshire Highways WCC Full Local Plan Report.

Observations of this documentation.

1. It is clear that this analysis is from the development packs supplied. (Before the highway material comment is inserted)
2. All letters were written by the same person. The order of sites is the same as the development packs. Mostly 17/18 May 2016.
3. I believe that this communication was written directly only using Google Maps. Not having left the office.
4. I see no evidence that sites were visited and the extensive direct cut and paste between sites adds to this observation.
5. The WHA stated in the public session that all sites were visited and later in writing. WCC has not been able to confirm any evidence that sites were visited. (example photos or notes) The reports were never seen or presented. The documents attached have been obtained from FOI requests months after the local plan was complete.

I make a point that in all presentations of proposed site allocations (development packs) by RBC, there has not been even one original picture. All pictures are from the road and Google Maps with dates blacked out. Many pictures refer back to 2011 and are several years out of date. No onsite pictures. All pictures are from roads on Google Maps.

If the consultation process local plan review (2023) is to have any credibility then this documentation should have been clearly and prominently online. If this had been done many conclusions would have been different. It certainly would of the sites in Wolston.

On reading this documentation please note.

Linden Tree Site Wolston proposal, Warwick Road, or Wolston Road is not that cut and pasted from another site. (See Yellow Highlights) Linden tree site does not lead into School Lane.

I will highlight in letter 3 that the junction between Linden Tree Site and Warwick Road has never been authorized by the Warwickshire Highways Authority.

With regards.

██████████

11/12/2023

Neil Holly

From: [REDACTED]
Sent: 20 December 2023 12:01
To: [REDACTED]
Subject: Local Plan Review 2023 Letter3B Linden Tree Site Wolston.
Attachments: HoltReSubmissionBoundaries.pdf

REF: LocalPlanReview2023

From: [REDACTED]
[REDACTED]

Phone: 01527546684 mobile: 07989919396

Reference: LocalPlanReview2023Letter3B

EMAIL1: Linden Tree Junction Access distances.

Forward: [REDACTED])

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Forward
[REDACTED]
[REDACTED]
[REDACTED]

• As stated, all communications from me have no restrictions. If you are not clear of any point you are welcome to contact me my phone or email.

This is the third letter in my reply to RBC local Plan review. December 2023.

I will highlight in letter 3 that the junction between Linden tree Site and Warwick Road has never been authorised by Warwickshire Highways Authority.

Boundary Changes were never presented to public or inspectorate.

INFO: Obtained from FOI request.

From: reholt@tiscali.co.uk **Sent: 08 June 2016 20:03**

To: [REDACTED]; 'localplan@rugby.gov.uk'; [REDACTED]

Subject: Proposed Allocations Site S14/064 - [REDACTED]
[REDACTED]

Dear Sir/Madam

I refer to the recently publicised **Wolston Site Allocations Development Pack** on the Wolston Village website and the above site contained within that Pack.

I note that the single reason the site has not been considered suitable for allocation is because the access would not be able to accommodate a 5.5 metres minimum access road and 2 metre footpath alongside. The land to the immediate west of the proposed access is within the same ownership as site S14/064 and was identified as such in blue on the plan accompanying the original Call for Sites Form as is common in normal planning practice. It was not specifically included within the red line of the submissions as it lay within the existing village boundary but is available should appropriate infrastructure works be required such as highways and drainage. I accept this may have led to confusion when consulting with technical consultees, so apologise for this omission if it was unclear.

On this basis, **I have attached the previous Call for Sites Form and land registry plan again to show the full extent of the site available for development incorporating both red edged and blue edged boundaries.** It may be simpler to reclassify both parcels of land as one under the current reference number to avoid further uncertainty. Therefore, as the full width of the site fronting Warwick Road is approximately 12 metres, I consider that this could easily accommodate the access arrangements sought by the Highway Authority. In addition, the partial demolition of Linden Tree Bungalow would also be possible, if required, as it is within the same ownership.

I should be grateful if you could consider this additional information in the **light of the Highway Authority's initial observations** and update your records accordingly as **I am aware Wolston Parish Council are shortly** considering potential available sites and feel **it is important they have all the relevant details to make an informed judgement. I look forward to hearing from you.**

Many thanks

[REDACTED]
From: [REDACTED] Sent: 15 June 2016 23:27 To: [REDACTED]
[REDACTED]

Dear Mr Bahey Further to our discussions regarding the above site, I can advise that there is no known reason why the site would not be available within the timeframes stated under Section 9 and I therefore attach an updated form. In the light of my email below, **I have also attached an additional plan which outlines the entire site in red for the avoidance of doubt. I trust that this information is of assistance.**

Kind regards [REDACTED]

Attached: **Call for site plan resubmission. (undated)** This was never reported to the public or in the body of evidence supplied to the inspectorate. It was given no submission number and was not available when I visited the library of evidence at RBC Town Hall in 2017.

Holt Submission Boundaries.

Please note:

1. When development plans for Wolston were given to Wolston Parish Council. I have been informed by a member of the parish council that RBC requested the origin Wolston Allocations Pack 27/5/23 Linden Tree Site "the site is not considered suitable for allocation." be removed from all public record.

The Parish Council refused on the consideration that they were public documents. The Parish Council have kept this documentation on their web site. (documents for meetings)

It is only because of this that the differences between the two reported Wolston development plans were apparent. My first concerns were raised in January 2017.

2. One email above was sent **20.03pm 8th.June 2016**. A meeting with some members of Wolston Parish Council and RBC was the following day. **9th.June 2016**. When the site was proposed as suitable. This was within a few working hours. No time for accurate consideration.

In the rush to accommodate the site owner request. Warwickshire Highways were not consulted about the T-junction. The junction safety was not commented on because there was no access to it.

3. As of only three people making any communication with regard to Linden Tree Site. **I have never had any kind of response to my concerns up to the site being removed from green belt.** This may be contracted to site proposal requests from email to meeting with Wolston Parish Council being completely reversed within 24 hours. A few hours working time.

4. Warwickshire Highways Authority report was a cut and paste of another site:

Site S14/064 Linden Tree Bungalow, Wolston has been cut and pasted from:

S16/O54 Land at Dyers Lane, Wolston.

School lane is correct for S16/054. S14/064 **Linden Tree T -Junction is into Warwick Road not School Lane. The safety of the T-junction was overlooked.**

Linden Tree, Wolston was a direct cut and paste from Land at Dyers Lane.

5. Warwickshire Highways Authority did not state at any time an ability of access. **Planning officers from RBC stated this.**

(From the Wolston Development pack 27/5/16 to revised pack 9/5/16)

6. The presumption "I note that the single reason" is misleading. T-junction was not considered. Highways authority should have been consulted again of this proposal to change boundaries. **It was not.**

7. There was no further communication between RBC and Warwickshire Highways after the report on all sites was received. (Confirmed by WCC and RBC.)

Any further negotiation on the T-Junction can only be possible between the owner of the site and Warwickshire Highways.

RBC current monitoring officer (after meetings) has stated in writing that there was evidence of the owner correspondence with the highway's authority.

From FOI requests over many months to RBC (no reply) to make this communication public. RBC about turned and stated there was **no communication**. Correspondence between [REDACTED] and Warwickshire Highways Authority was denied (by RBC.) This is not compatible.

How can the evidence of the owner to the inspectors' review be explained.



█ submission to Inspectors Review. WCC.

8. **NO evidence of any monitoring.** No forward of any emails to monitoring officer within RBC.

RBC have produced no **written evidence** of any monitoring after a number of requests.

9. If sites can presume planning permission for demolition of residential properties and include gardens then it would not be necessary to extend building into the green belt. People could demolish their properties and build on gardens. For access the building would require demolition. As illustrated in T. Larkin submission to Inspectorate.

10. From "I can advise that there is no known reason why the site would not be available within the timeframes stated under Section 9" Please note: **No development has occurred at this site as of Dec. 2023.**

11. WHA/RBC at the inspectors' public review stated a minimal visual splay of 43m. It was stated that it had never had a minimum visual splay at 30mph of 70m as stated by █ in his submission. (The site does not meet a 70m minimum visual splay requirement.)

The WCC policy at the **time prior to the new policy** of 25th. January 2022 was 70m. These guidelines stated from that policy:

Page 39/40 has a requirement at 30mph of 70m. This has been reduced to 43m in the new policy 2022.

However, at the time of the inspectorate review WCC stated minimal visual splay of 43m would apply. **RBC/WCC should have been clear that the 70m limit in its guidelines has been reduced to 43m at 30mph, rather than deny repeatedly that a 70m limit ever existed.**

Please refer to:

From [REDACTED] Submission to Inspectors review. (In library of evidence)

Highway Safety:

34. There is no highway objection to the development of the site and there is direct access on to highway network (see Appendix 4).

35. The current driveway is 3.5 metres wide set back approximately 2.5 metres from the carriageway. The site directly borders adopted highway land maintained at public expense and benefits from a site frontage width of 13.5 metres and retains this width for 30 metres into the site before reaching the existing dwellinghouse, [REDACTED]. This would enable the existing access to be moved and widened to provide ample vehicular access into the site together with any pedestrian footway within the site the highway authority deem appropriate whether a public or private road.

36. Warwick Road is a D classified road (D2136) which is subject to a 30mph speed limit. **Therefore, Warwickshire County Highways requirements of a 2.4m x 70m visibility splay would be achievable for any new access road into the site across highway land (see Appendix 5).** Nevertheless, in a 30mph zone the Department of Transport's Manual for Streets considers a visibility splay of 2.4m x 43m may be judged to be appropriate.

37. The partial demolition of the dwellinghouse to remove part of a bedroom and utility room would enable a pinch point of approximately 4.6 metres to be formed between the side of Linden Tree Bungalow and the boundary. This would be formed at a significant distance from the highway boundary and would provide sufficient opportunity for two vehicles to pass within the site safely either side of such a feature (see Appendix 6). Nevertheless, a greater level of demolition or even total demolition of the existing property is possible if required as the entire site including [REDACTED] is in single ownership.

FOI Request: This was a few days before public consultation was to close. This time was extended into January 2017 due to the number of objections to Lodge Park Site.

From: [REDACTED]

Dear Sir/Madam Thank you for enabling us to comment on the Rugby Borough Council Publication Draft Local Plan. I wish to provide my support at the Borough Council's proposals to release site S14/064 from the Green Belt by altering the settlement boundary and allocate the site for residential development for up to 15 dwellings under Policy DS3.12 Residential Allocations in the Main Rural Settlement of Wolston.

As illustrated on the attached plan and referred to in the Wolston Site Allocations Development Pack – Addendum, the access to the site from Warwick Road (not Wolston Lane as incorrectly referred to) is capable of being widened, together with the partial demolition of the bungalow on site, if necessary, to satisfy the Highway Authority's standards as it is all within the same land ownership.

The Parish Council are fully aware of the proposed allocation and the site is being actively promoted through the Wolston Neighbourhood Development Plan by the local community as Site A (S14/064) as detailed on the attached leaflet which was circulated to all properties in the village in June 2016.

Wolston is well served with existing facilities, including a school, post office & shop, library, village hall, two public houses, leisure & community centre, chemist and a doctor's surgery, which are all within easy walking distance of the site. A regular bus service operated by Stagecoach (Number 86) to Rugby and Coventry runs from the village and the site lies within close proximity of a bus stop which includes a bus shelter on Manor Estate. Existing mature vegetation around the periphery of site can be retained to enclose the site from the wider open landscape as sought by the Council. **Therefore, there are no constraints to developing the site which will play a supplementary role to Rugby town in helping to deliver the strategic growth targets for the Borough.** I should be grateful if I could continue to be advised on the progression of the Local Plan, including the submission of the Local Plan for independent examination, publication of the recommendations of the Inspector and adoption of the Local Plan. I look forward to receiving an acknowledgement from you that this representation has been successfully received.

Kind regards [REDACTED]

12. "there are no constraints to developing the site" is incorrect and incomplete. The constraints are at the **T-Junction with Warwick Road. These were never reviewed.**

13. "Site is being actively promoted through the Wolston Neighbourhood Development Plan"

Linden Tree Site is viewed in preference to the site adjacent to the quarry workings of 80 proposed houses. This site approved by the Wolston development pack 2016 (S16/067 – Land North of Wolston Lane, Wolston.) will probably be available as a call to sites as it could be delivered now within 5 years. Quarry currently set to be finished in 2024. Although it has a current application for extension into 2026. This is now within the 5 year limit of any revised local plan.

[REDACTED]
20/12/23

Wolston Site Allocations Development Pack

Addendum following Parish Council consultation in June 2016

Summary of Addendum

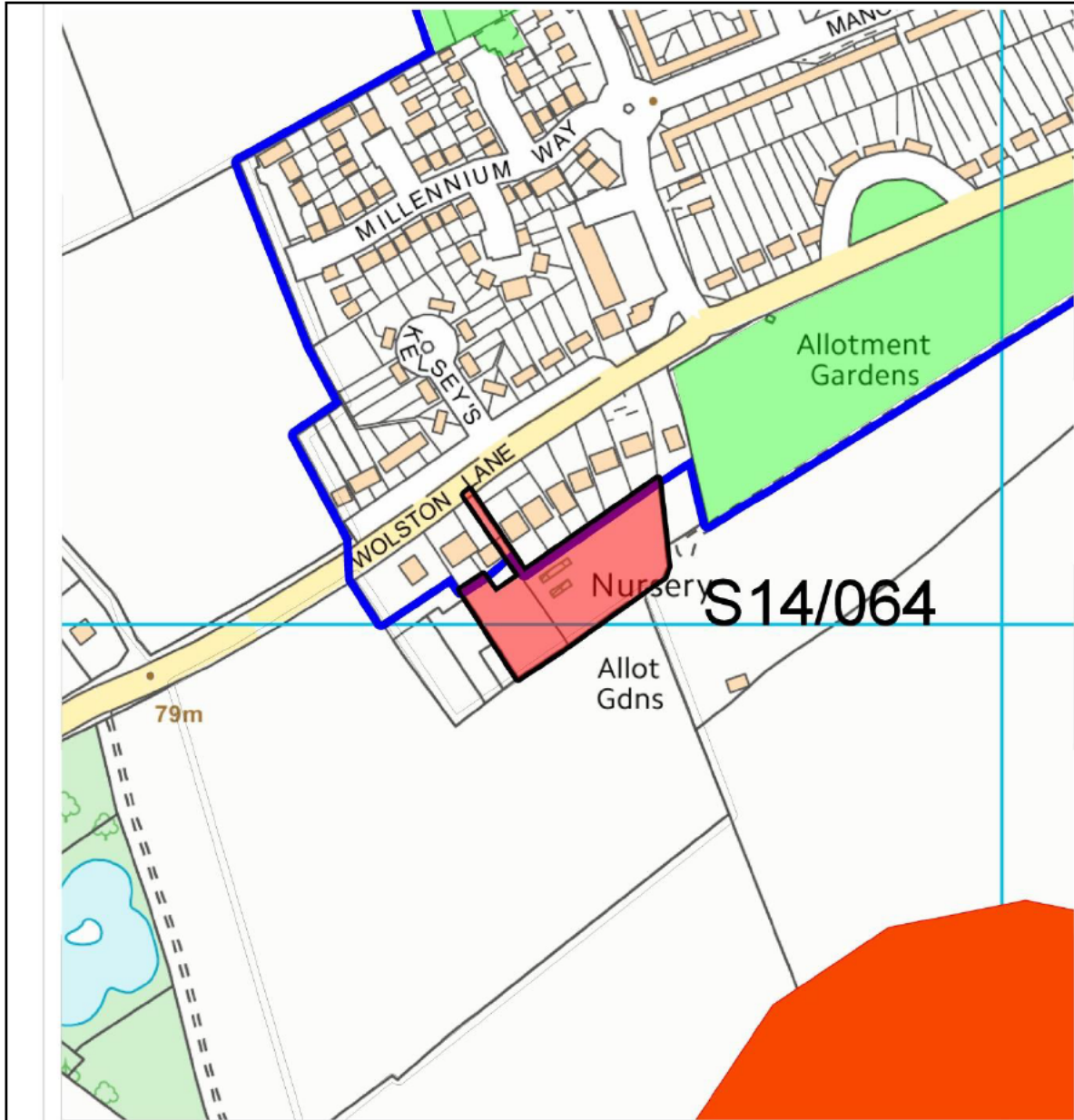
The original Wolston Site Allocation Development Pack (June 2016) contained analysis of eight sites adjacent or in close proximity to the settlement boundary.

This addendum contains a revision to site S14/064 to amend two of the distance calculations in the 'Accessibility – Proximity to Services' table, following receipt of further information from the site promoter. The revised proforma for S14/064 is shown below.

Following consultation with Wolston Parish Council, further investigation was also carried out regarding possible access arrangements to site S14/009. However there is no change proposed to the information or conclusion contained within the original Wolston development pack as suitable access has been confirmed as not deliverable from either Dyer's Lane or Lamma Court.

Site S14/064: Lindon Tree Bungalow, Wolston	
Capacity	15 dwellings (informed by site promoter)
Site Area	0.57 hectares
Deliverability	1 – 5 years
LP Policy	Green Belt Designation

SITE LOCATION, CHARACTERISTICS AND CONSTRAINTS



KEY

- Open Space
- Site of Special Scientific Interest (SSSI)
- Site S14/064
- Wolston Village Boundary

The site is 0.57 hectares in size and adjoins the settlement boundary to the north. The site is currently garden land with some small horticultural buildings present. The land is classed as being of grade 3 agricultural quality with a number of mature trees and established

hedgerows on the boundary of the site.

Adjacent to the north of the site are residential properties within the settlement boundary along Wolston Lane, including Lindon Tree Bungalow for which access to the site is proposed. To the east is an allotment, and to the south and west is open agricultural land.

Approximately 400 metres to the south of the site is Wolston Gravel Pits SSSI, which is classified as such due to geological interest. The hollow itself is a relatively small feature not visible from the site and separated by hedgerows and intervening agricultural land.

Green Belt and Landscape Character

The site is within Green Belt parcel WN2. The Green Belt review states this parcel plays a role in preventing ribbon development along Wolston Lane and Stretton Road. The site is adjacent to residential development to the north and allotments to the east within the existing settlement boundary, however is surrounded by open agricultural land to the south and west (albeit with a large garden centre approximately 700 metres to the west). Whilst London Road provides a defensible boundary to the south of the parcel, this is some distance from site S14/064 and therefore does not prevent encroachment on the countryside to the south.

The Draft Landscape Character Assessment 2016 considers site S14/064 within its assessment of landscape parcel WO_06. It states that the parcel comprises a predominantly large scale, open, pastoral landscape on rolling terrain. The extent of tree cover across the zone is insignificant and only occurs within hedgerows. The assessment concludes that the parcel has a high sensitivity to development overall due to its openness, prominent skylines and visibility. However, site S14/064 could accommodate development, providing the retention of mature vegetation along the boundary is retained, which completely encloses the site from the wider open landscape.

Accessibility - Proximity to Services

SITE REF	DISTANCE TO SERVICE (metres)					
	Village Hall	Convenience Shop	Primary School	Surgery	Post Office	Bus Stop
S14064	890	800	850	860	800	260

Site S14064 is within walking distance to all village services; it is marginally beyond an average ten minute walk distance to three of the above services however this is not deemed to significantly affect the sustainability of the site.

Accessibility – Highways and Site Access

The site is proposed to be accessed off the existing driveway access off Wolston Lane, which could extend to 12 metres to allow for sufficient width for safe vehicular and pedestrian access alongside each other. If required the partial demolition of the existing Lindon Tree bungalow, which is in the same ownership as the site being promoted, could occur to enhance access arrangements.

The Highways Authority state that there is an ability to implement a suitable access arrangement to the highway network, with there being sufficient width to accommodate a 5.5 metre minimum access road and 2 metre footpath alongside.

Photo1 – Looking south-east to site access, proposed to left of existing Linden Tree Bungalow (centre-right of photo)



Layout

No site layout has been provided for the site.

Conclusion

The site could have a suitable access to the highway network, and is well screened due to the mature vegetation along the boundary which completely encloses the site from the wider open landscape. There are no other constraints to development of the site.

The site is considered suitable for allocation.



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[REDACTED]
Development Strategy Manager
Rugby Borough Council,
Town Hall
Evreux Way.
CV21 2RR

FAO: [REDACTED]

18th May 2016

Dear [REDACTED]

Highway Control comments regarding potential housing sites in Rugby Borough, Wolston.

Warwickshire County Council, hereby known as the 'Highway Authority', has been requested by Warwick District Council to review and provide comments about potential access arrangements regarding the following sites which have been submitted for consideration when determining the housing site allocation for Rugby Borough in Wolston.

Site S14/029 – Marston Maples, Wolston

The site already has an existing use with an access arrangement onto the Rugby Road which is acceptable. However the scale of development would require infrastructure upgrade to provide a footway from the development site to the village. The Highway Authority is concerned that the development proposals could increase pedestrian movements along this corridor.

The Rugby Road is subjected to a 60mph speed limit at the site location, however the Highway Authority would require consideration of whether this should be extended to incorporate the development, especially to create a safe environment for residents and pedestrian walking to the village.

The Highway Authority would also require consideration of bus provision with the potential need for new bus shelters to be provided within the proximity of the development site.

*Working for
Warwickshire*

Site S042 – School Street, Wolston

The Highway Authority does not support this development site as there is no possible way for a suitable access to be constructed at this time without obtaining third party land outside their control.

Site S14/009 – Dryers Lane, Wolston

The Highway Authority has concerns about how the site will be accessed from Dyers Lane. The highway at this location is rural in nature with a narrow carriageway and no footway provision. In addition passing places are observed where a vehicle must wait to allow oncoming traffic to pass. At present Dyers Lane in its current form would be insufficient to support the development proposed.

In order to make it acceptable significant works are required to make the carriageway suitable. This would require the provision of a 5.5 metre wide carriageway and provision of a 2m footway between the development site and Wolston Village Centre.

In addition the Highway Authority would consider the need to for the existing national speed limit to be reviewed and lowered to 30 miles per hour.

Site S14/064 – Linden Tree Bungalow, Wolston

The Highway Authority will not support the allocation of this site as there are significant concerns about the ability for a safe access to be achieved onto School Lane. The proposed access is narrow and operates between two existing properties. The existing width is only sufficient to support a single file traffic.

Therefore there is insufficient width the implement an access road with a carriageway width of 5.5 metres and footway width of 2 metres. The Highway Authority therefore concludes a safe access cannot be achieved at this location.

Site S16/054 – Land at Dyers Lane, Wolston

The Highway Authority will not support the allocation of this site as there are significant concerns about the ability for a safe access to be achieved onto School Lane. The proposed access is narrow and operates between two existing properties. The existing width is only sufficient to support a single file traffic.

Therefore there is insufficient width the implement an access road with a carriageway width of 5.5 metres and footway width of 2 metres. The Highway Authority therefore concludes a safe access cannot be achieved at this location.

The Highway Authority also has concerns about how the site will be accessed from Dyers Lane. The highway at this location is rural in nature with a narrow carriageway and no footway provision. In addition passing places are observed where a vehicle must wait to allow oncoming traffic to pass. At present Dyers Lane in its current form would be insufficient to support the development proposed.

In order to make it acceptable significant works are required to make the carriageway suitable. This would require the provision of a 5.5 metre wide carriageway and provision of a 2m footway between the development site and Wolston Village Centre.

In addition the Highway Authority would consider the need to for the existing national speed limit to be reviewed and lowered to 30 miles per hour.

Site S16/049 / S16/066 – Land at Grounds Farm, Wolston

Wolston Road at this location is a rural road with a 60mph speed limit. The carriageway is wide with a good level of forward visibility which induces high speeds on the approach to the village boundary where the speed limit is reduced to 30mph.

In order for the development to be considered acceptable the Highway Authority would require infrastructure improvements in the form of footway provision along Wolston Lane and an extension of the 30mph speed limit.

The development would have to be supported by a Transport Assessment and would need to consider junctions within proximity of the development most notably the A45 / Wolston Lane / Leamington Road Roundabout Junction and B4455 Fosse Way . Rugby Road Priority 'T' Junction.

Site S16/067 – Land north of Wolston Lane, Wolston

Wolston Road at this location is a rural road with a 60mph speed limit. The carriageway is wide with a good level of forward visibility which induces high speeds on the approach to the village boundary where the speed limit is reduced to 30mph.

In order for the development to be considered acceptable the Highway Authority would require infrastructure improvements in the form of footway provision along Wolston Lane and an extension of the 30mph speed limit.

The development would have to be supported by a Transport Assessment and would need to consider junctions within proximity of the development most notably the A45 / Wolston Lane / Leamington Road Roundabout Junction and B4455 Fosse Way . Rugby Road Priority 'T' Junction.

Summary:

The Highway Authority has undertaken a review of the sites above based on the information which has been provided by Rugby Borough Council, and our assessment and analysis of existing conditions on the highway.

It should be noted that these assessments are for information to aid Rugby Borough Council in the identification of suitable sites for the allocation of housing. It should be noted that if any of the above sites is proposed for development in the form of a planning application the Highway Authority will require the submission of a suitable assessment of the development proposals and the impact it would have upon the safe and efficient operation of the highway network.

The Transport Assessment would be in accordance with the policies and guidance published by both the Department for Communities and Local Government and Department for Transport.

I trust the above is acceptable, however is you have any comments or require further clarification please do not hesitate to contact me on the details provided.

Yours sincerely



Senior Development Management Engineer
Planning, Development & Flood Risk Management Group



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[REDACTED]
Rugby Borough Council,
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Evreux Way.
CV21 2RR

6th June 2016

Dear [REDACTED]

Highway Control comments regarding potential housing sites in Rugby Borough, Binley Woods.

Warwickshire County Council, hereby known as the 'Highway Authority', has been requested by Warwick District Council to review and provide comments about potential access arrangements regarding the following sites which have been submitted for consideration when determining the housing site allocation for Rugby Borough in Binley Woods.

S14/050 & S14/051 – Brandon Speedway Stadium, Binley Woods:

The Highway Authority has concerns about this site mainly regarding the ability to provide safe accesses. The development would require multiple points of access will be required however the Highway Authority is concerned that based on the scale of development all traffic and accesses would have to come from the A428 Rugby Road which would impact upon its operational capability.

If the development is to progress it would need to be supported by a Transport Assessment which models and demonstrates the impact the development would have upon the highway network, not only in Warwickshire but also Coventry. Most notably the following junctions would need to be considered;

- A46 /A428 TGI Binley Woods Roundabout Junction; and
- A46 / A45/ Toll Bar Junction.

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S14/040 – Old Lodge Farm, Binley Woods:

The Highway Authority has concerns about this site mainly regarding the ability to provide safe accesses. The development would require multiple points of access will be required however the Highway Authority is concerned that based on the scale of development all traffic and accesses would have to come from the A428 Rugby Road or B4027 Coventry Road which would impact upon its operational capability.

If the development is to progress it would need to be supported by a Transport Assessment which models and demonstrates the impact the development would have upon the highway network, not only in Warwickshire but also Coventry. Most notably the following junctions would need to be considered;

- A46 /A428 TGI Binley Woods Roundabout Junction;
- A46 / A45/ Toll Bar Junction; and,
- B4027 Coventry Road / Telve O’Clock Ride Priority Crossroads Junction.

S16/077 – Old Lodge Farm, Binley Woods:

The Highway Authority has concerns about this site mainly regarding the ability to provide safe accesses. The development would require multiple points of access will be required however the Highway Authority is concerned that based on the scale of development all traffic and accesses would have to come from the A428 Rugby Road which would impact upon its operational capability.

If the development is to progress it would need to be supported by a Transport Assessment which models and demonstrates the impact the development would have upon the highway network, not only in Warwickshire but also Coventry. Most notably the following junctions would need to be considered;

- A46 /A428 TGI Binley Woods Roundabout Junction; and
- A46 / A45/ Toll Bar Junction.

S14/038 – Land at and adjacent to Sherwood Farm:

The Highway Authority has no objection to this site being considered. To ensure access can be provided the applicants would have to clearly demonstrate an adequate level of visibility can be achieved.

Due to the scale of the development the application site would have to be supported by a Transport Statement.

S14/054 – Land at Binley Woods:

The Highway Authority has concerns about this site mainly regarding the ability to provide safe accesses. The proposal focuses on the provision of one access off Birchwood Road, which is a residential road. The Highway Authority is concerned that this road is not sufficient to accommodate the level of additional traffic.

In addition multiple points of access will be required however opportunity is limited as this would require the purchase and demolition of existing properties. Whilst the A46 forms the western boundary of the development site, however an access directly onto the A46 is likely to be resisted by Highways England.

If the development is to progress it would need to be supported by a Transport Assessment which models and demonstrates the impact the development would have upon the highway network, not only in Warwickshire but also Coventry. Most notably the following junctions would need to be considered;

- A46 /A428 TGI Binley Woods Roundabout Junction; and
- A46 / A45/ Toll Bar Junction.

S16/007 – Land to rear of 161 Rugby Road, Binley Woods:

The Highway Authority has no objection to this site being considered. To ensure access can be provided the applicants would have to clearly demonstrate an adequate level of visibility can be achieved.

S16/023 – The Highlands, Rugby Road, Binley Woods:

The Highway Authority has no objection to this site being considered. To ensure access can be provided the applicants would have to clearly demonstrate an adequate level of visibility can be achieved.

S16/037 – Oakdale Nursery, Binley Woods:

The Highway Authority has no objection to this site being considered. To ensure access can be provided the applicants would have to clearly demonstrate an adequate level of visibility can be achieved.

S16/101 – ‘Smithfield’, Rugby Road, Binley Woods

The Highway Authority has no objection to this site being considered. To ensure access can be provided the applicants would have to clearly demonstrate an adequate level of visibility can be achieved.

Summary:

The Highway Authority has undertaken a review of the sites above based on the information which has been provided by Rugby Borough Council, and our assessment and analysis of existing conditions on the highway.

It should be noted that these assessments are for information to aid Rugby Borough Council in the identification of suitable sites for the allocation of housing. It should be noted that if any of the above sites is proposed for development in the form of a planning application the Highway Authority will require the submission of a suitable assessment of the development proposals and the impact it would have upon the safe and efficient operation of the highway network.

The Transport Assessment would be in accordance with the policies and guidance published by both the Department for Communities and Local Government and Department for Transport.

I trust the above is acceptable, however if you have any comments or require further clarification please do not hesitate to contact me on the details provided.

Yours sincerely

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[REDACTED]

18th May 2016

Dear [REDACTED]

Highway Control comments regarding potential housing sites in Rugby Borough.

Warwickshire County Council, hereby known as the 'Highway Authority', has been requested by Warwick District Council to review and provide comments about potential access arrangements regarding the following sites which have been submitted for consideration when determining the housing site allocation for Rugby Borough in Brinklow.

Site S14/115 Brierleys Farm, Brinklow

The site fronts onto both the B4027 Coventry Road which is subject to a 30mph speed limit and the B4029 which is subject to a 50mph speed limit. The Highway Authority are concerned that the scale of development proposed will have a substantial impact upon the safe and efficient operation of the highway network. Significant modelling would be required to understand the impact of the development on the operation of both the local and wider area of the highway network before the Highway Authority could comment further.

Site S14/090 and S16/063 Home Farm, Brinklow

The development would have to be supported by a Transport Assessment and would need to consider junctions within the proximity of the development. Consideration would need to be given to infrastructure improvements to the existing footway together with improvements to provide access arrangements to a suitable standard to support the development proposals.

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Site S14/065E (S14/097) Land off Heath Lane, Brinklow

The Highway Authority would not support this development site as the scale of development the site would require multiple accesses and there would appear to be no other possibility of suitable access to be constructed without obtaining third party land outside of their control. Additionally the scale of development would require significant modelling to understand the impact of the development on the operation of both the local and wider area of the highway network.

S039 West Farm, Brinklow

The development would have to be supported by a Transport Assessment and would need to consider junctions within the proximity of the development. Consideration would need to be given to infrastructure improvements to the existing footway together with improvements to provide access arrangements to a suitable standard to support the development proposals.

Site S14/065A (S14/097) Land at Brinklow : cemetery; club field, Heath Lane, and Loveitts, Brinklow

The Highway Authority would not support this development site as the scale of development the site would require multiple accesses and there would appear to be no other possibility of suitable access to be constructed without obtaining third party land outside of their control. Additionally the scale of development would require significant modelling to understand the impact of the development on the operation of both the local and wider area of the highway network.

Site 14/0658 (S16071) Land off Lutterworth Road, Brinklow

The B4455 Lutterworth Road at this location is subject to a 30mph speed limit although the location of the site close to the change of the speed limit to a 50mph may not see compliance with the posted limit. The accesses would need to attain a suitable standard to support the development proposals with possible infrastructure improvement to the existing footway. As access is within close proximity of a change of the speed limit from 30mph to 50mph speed mitigation measures may be sought.

Site S14/065D Land at Brinklow : cemetery; club field, Heath Lane, and Loveitts, Brinklow

Green Lane is a rural lane with a limited carriageway width and no footway provision. Its alignment at the junction with the B4027/B4029 is very poor and would require significant improvement which would appear to require third party land. Green Lane connects with Heath Lane which is a typical estate road that has a junction with the B4027. With Heath Lane serving approx. 100 units (including the cul-de-sacs) to accommodate the full potential of development more than one access point would be required including onto the wider highway network. It would not appear that this could

be provided and as such the Highway Authority would not support the scale of development.

Site S16/075 Land west of Lutterworth Road, Brinklow

The Highway Authority would have no objection to this site being considered. Improvements in respect of footway provision would be sought. Possible enhancement of existing speed management measures to ensure compliance with the existing 30mph speed limit through Brinklow. May be an impact on existing mature trees in respect of visibility. The development would be unlikely to have a detrimental impact on the highway network.

Site S16/074 Land at Heath Lane, Brinklow

Green Lane is a rural lane with a limited carriageway width and no footway provision. Its alignment at the junction with the B4027/B4029 is very poor and would require significant improvement which would appear to require third party land. Green Lane connects with Heath Lane which is a typical estate road that has a junction with the B4027. With Heath Lane serving approx. 100 units (including the cul-de-sacs) to accommodate the full potential of development more than one access point would be required including onto the wider highway network. It would not appear that this could be provided and as such the Highway Authority would not support the scale of development.

Site S16/047 Land to the rear of Hall Grove, Brinklow

The Highway Authority would not support this development site as is only one point of access and for the scale of development the site would require multiple accesses. There would appear to be no other possibility of suitable access to be constructed without obtaining third party land outside of their control.

Site S16/031 The Stables, Green Lane, Brinklow

Green Lane is a rural lane with a limited carriageway width and no footway provision. Its alignment at the junction with the B4027/B4029 is very poor and would require significant improvement which would appear to require third party land. Green Lane connects with Heath Lane which is a typical estate road that has a junction with the B4027. With Heath Lane serving approx. 100 units (including the cul-de-sacs) to accommodate the full potential of development more than one access point would be required including onto the wider highway network. It would not appear that this could be provided and as such the Highway Authority would not support the scale of development.

Summary:

The Highway Authority has undertaken a review of the sites above based on the information which has been provided by Rugby Borough Council, and our assessment and analysis of existing conditions on the highway.

It should be noted that these assessments are for information to aid Rugby Borough Council in the identification of suitable sites for the allocation of housing. It should be

noted that if any of the above sites is proposed for development in the form of a planning application the Highway Authority will require the submission of a suitable assessment of the development proposals and the impact it would have upon the safe and efficient operation of the highway network.

The Transport Assessment would be in accordance with the policies and guidance published by both the Department for Communities and Local Government and Department for Transport.

I trust the above is acceptable, however if you have any comments or require further clarification please do not hesitate to contact me on the details provided.

Yours sincerely

[Redacted]

[Redacted]

[Redacted]

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CV21 2RR

[REDACTED]

18th May 2016

Dear [REDACTED]

Highway Control comments regarding potential housing sites in Rugby Borough.

Warwickshire County Council, hereby known as the 'Highway Authority', has been requested by Warwick District Council to review and provide comments about potential access arrangements regarding the following sites which have been submitted for consideration when determining the housing site allocation for Rugby Borough in Long Lawford.

Site S059 Holbrook House Farm, Long Lawford

The Highway Authority would not support this development site as the scale of development the site would require multiple accesses and there would appear to be no other possibility of suitable access to be constructed without obtaining third party land outside of their control. Additionally the scale of development would require significant modelling to understand the impact of the development on the operation of both the local and wider area of the highway network.

Site S033 Home Farm, Thurmill Road, Long Lawford

The only potential point of access to the site would be from Thurmill Road which is a private access road currently serving approx. 6 residential units and an industrial unit. The Highway Authority would not support this development site as the scale of development the site would require multiple accesses and there would appear to be no other possibility of suitable access to be constructed without obtaining third party land outside of their control. Additionally the scale of development would require significant

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modelling to understand the impact of the development on the operation of both the local and wider area of the highway network.

Site S14/016 (S16052) Lawford Fields Farm, Bilton Lane, Long Lawford

The Highway Authority has concerns that the scale of development proposed will have a substantial impact upon the safe and efficient operation of the highway network. The site fronts onto the A428 Rugby Road/Lawford Road which is subject to a 40mph speed limit. There would be opportunity for primary access points from the Rugby Road section however the horizontal alignment along the Lawford Road section would potentially impact upon the ability to attain the necessary visibility splays. Although there would be opportunity for secondary access from Bilton Lane, this is a rural road with no footway provision which has staggered crossroads junction with Back Lane. Visibility from this junction in a westerly direction is extremely poor as demoted by the double centre line marking along the A425 Rugby/Coventry Road and Stop line approach. Significant improvements would be necessary to make this junction acceptable. Again based in the scale of the development this would require significant modelling to understand the impact of the development on the operation of both the local and wider area of the highway network.

Site S16/034 Land North of Coventry Road, Long Lawford

The site fronts the A428 Coventry Road which is subject to a 40mph speed limit. There would appear to be the opportunity for access although with the potential number of units indicated 2 or more access points would be required. The Coventry Road fronting the more easterly side of the site would have issues with visibility due to the alignment of the carriageway which would limit frontage access. The development would have to be supported by a Transport Assessment and would need to consider junctions within the proximity of the development. Consideration would need to be given to infrastructure improvements to the existing footway together with improvements to provide access arrangements to a suitable standard to support the development proposals.

Summary:

The Highway Authority has undertaken a review of the sites above based on the information which has been provided by Rugby Borough Council, and our assessment and analysis of existing conditions on the highway.

It should be noted that these assessments are for information to aid Rugby Borough Council in the identification of suitable sites for the allocation of housing. It should be noted that if any of the above sites is proposed for development in the form of a planning application the Highway Authority will require the submission of a suitable assessment of the development proposals and the impact it would have upon the safe and efficient operation of the highway network.

The Transport Assessment would be in accordance with the policies and guidance published by both the Department for Communities and Local Government and Department for Transport.

I trust the above is acceptable, however if you have any comments or require further clarification please do not hesitate to contact me on the details provided.

Yours sincerely

[Redacted]

[Redacted]

[Redacted]

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[REDACTED]

18th May 2016

Dear [REDACTED]

Highway Control comments regarding potential housing sites in Rugby Borough.

Warwickshire County Council, hereby known as the 'Highway Authority', has been requested by Warwick District Council to review and provide comments about potential access arrangements regarding the following sites which have been submitted for consideration when determining the housing site allocation for Rugby Borough in Ryton-on-Dunsmore.

Site 14/017 Land on the south side of Leamington Road, Ryton on Dunsmore

The frontage of site where access would be attained from the A445 Leamington Road would appear to be bounded by a high brick wall. To attain visibility is likely to require its removal or partial removal. However the alignment of the carriageway in an easterly direction may impact on the availability of visibility. The scale of the development proposed would not have a detrimental impact upon the operation of the highway network. Suitable access arrangements to support the development proposals would be required which should consider improvements to the existing footway.

Site S14/089 Lafarge land at Ryton-on-Dunsmore, north of the A45 and West of Church Road

The parcel of land has no direct links to the public highway other than the A45 for which Highways England are the Highway Authority who would need to be consulted for their views. The preliminary layout indicates that access would be by way of a new roundabout junction on the A45 with two points of pedestrian access from Chapel Lane. There may be level issues with the more northerly if the two points indicated and it is

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recommended that either both of these provide provision for cyclists. Visibility splays in accordance with the required standard for pedestrians and cyclists should be considered from these points onto Chapel Lane.

S16/008 and S16/009 Land at Lakeview Road, Ryton on Dunsmore

The development would have to be supported by a Transport Assessment and would need to consider junctions within the proximity of the development. However access should be able to be accommodated although the applicants would need to demonstrate how this would be attained with respect to the existing lay-by. This may require revisions to the existing highway layout to address this and the issue of visibility to provide access arrangements to a suitable standard to support the development proposals.

Site S16/010 Land east of Ryton Police College

Whilst there is an existing footway to the eastern side of the carriageway no footway exists on the side of the site. The scale of the development would require infrastructure improvements to the existing and provision of a footway and crossing facilities from the development site to the village. The Highway Authority is concerned that the development proposals would increase pedestrian movements along this corridor.

The frontage of the site is predominantly onto the A423 Leamington Road. The section of road is subject to the national speed limit (60mph) and with the straight alignment of the carriageway and good level of forward visibility splays, this induces high speeds along this road. A concern is the remote location of the site in relation to the village and the infrastructure that would be necessary to try and provide a safe environment for residents/pedestrians walking to the village adjacent to 50/60mph roads.

The Highway Authority would also require consideration of bus provision with the potential need for bus lay-by and shelters to be provided within the proximity of the development site.

Site S16/011 Land west of A423, Ryton on Dunsmore

There is an existing footway across the site frontage no footway exists on the side of the site. The scale of the development would require infrastructure improvements to the existing and provision of a footway and crossing facilities from the development site to the village. The Highway Authority is concerned that the development proposals would increase pedestrian movements along this corridor.

The frontage of the site is predominantly onto the A423 Leamington Road. The section of road is subject to the national speed limit (60mph) and with the straight alignment of the carriageway and good level of forward visibility splays, this induces high speeds along this road. A concern is the remote location of the site in relation to the village and the infrastructure that would be necessary to try and provide a safe environment for residents/pedestrians walking to the village adjacent to 50/60mph roads.

The development would have to be supported by a Transport Assessment and would need to consider junctions within the proximity of the development. The Highway Authority would also require consideration of bus provision with the potential need for bus lay-by and shelters to be provided within the proximity of the development site.

Summary:

The Highway Authority has undertaken a review of the sites above based on the information which has been provided by Rugby Borough Council, and our assessment and analysis of existing conditions on the highway.

It should be noted that these assessments are for information to aid Rugby Borough Council in the identification of suitable sites for the allocation of housing. It should be noted that if any of the above sites is proposed for development in the form of a planning application the Highway Authority will require the submission of a suitable assessment of the development proposals and the impact it would have upon the safe and efficient operation of the highway network.

The Transport Assessment would be in accordance with the policies and guidance published by both the Department for Communities and Local Government and Department for Transport.

I trust the above is acceptable, however if you have any comments or require further clarification please do not hesitate to contact me on the details provided.

Yours sincerely

[Redacted signature block]

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Rugby Borough Council,
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17th May 2016

Dear [REDACTED]

Highway Control comments regarding potential housing sites in Rugby Borough, Stretton – on – Dunsmore.

Warwickshire County Council, hereby known as the 'Highway Authority', has been requested by Warwick District Council to review and provide comments about potential access arrangements regarding the following sites which have been submitted for consideration when determining the housing site allocation for Rugby Borough in Stretton – on Dunsmore.

Site S14/122 (S16/065) – Land off Squires Road, Stretton – on – Dunsmore

Whilst the site has been given planning permission and a suitable access has been demonstrated the Highway Authority is concerned about the deliverability of the site. In order to implement the access road the applicant would have to secure third party land in the form of the front gardens of the existing dwellings. Without this the proposed access arrangements cannot be achieved.

Site S14/004 – Site adjacent to public area, The Old Orchard, Plott Lane, Stretton – on – Dunsmore

Plott Lane at this location is rural in nature with a narrow carriageway and no footway provision. It is also located on the boundary for a speed limit change from 60mph to 30mph as you enter the village.

In order for an acceptable access to be accommodated the Highway Authority would require Plott Lane to be widened and extension of the footway to the site access. In addition the Highway Authority would also require an extension to the 30mph speed limit area to the west of the site.

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Site S14/154 – Land adjacent, Brookside, Stretton – on – Dunsmore

The Highway Authority has concerns about how the site will be accessed from Brookside. This is mainly focused upon the need to cross watercourse which is formed along the western boundary of Brookside. This would require approval from Warwickshire County Council in regard to structures as the Highway Authority would be the adopting authority.

Brookside has a wide carriageway which can accommodate two way traffic however pinch points do occur due on on-street parking along its length. Therefore Traffic Regulation Orders to restrict parking may be required to protect the visibility splay of any proposed access.

Site S14/157 – Land adjacent, Brookside, Stretton – on – Dunsmore

The Highway Authority has concerns about how the site will be accessed from Brookside. This is mainly focused upon the need to cross watercourse which is formed along the western boundary of Brookside. This would require approval from Warwickshire County Council in regard to structures as the Highway Authority would be the adopting authority.

Brookside has a wide carriageway which can accommodate two way traffic however pinch points do occur due on on-street parking along its length. Therefore Traffic Regulation Orders to restrict parking may be required to protect the visibility splay of any proposed access.

Site S16/018 – Land at junction of Brookside and Fosse Way, Stretton – on –Dunsmore

The Highway Authority does not support any proposed development to be accessed off the B4455 Fosse Way. The B4455 Fosse Way is a core component of the County's Highway Network in a strategic capacity. Therefore the Highway Authority will resist any new accesses at this location.

The speed limit at this location is 40mph and therefore any access would be required to adhere to the standards set out in the Design Manual for Roads and Bridges.

Site S14/049 – Land at junction of Brookside and Fosse Way, Stretton – on –Dunsmore

The Highway Authority does not support any proposed development to be accessed off the B4455 Fosse Way. The B4455 Fosse Way is a core component of the County's Highway Network in a strategic capacity. Therefore the Highway Authority will resist any new accesses at this location.

The speed limit at this location is 40mph and therefore any access would be required to adhere to the standards set out in the Design Manual for Roads and Bridges.

Site S16/002 – Land off Brookside, Stretton – on – Dunsmore

The Highway Authority has concerns about how the site will be accessed from Brookside. This is mainly focused upon the need to cross watercourse which is formed along the western boundary of Brookside. This would require approval from Warwickshire County Council in regard to structures as the Highway Authority would be the adopting authority.

Brookside has a wide carriageway which can accommodate two way traffic however pinch points do occur due on on-street parking along its length. Therefore Traffic Regulation Orders to restrict parking may be required to protect the visibility splay of any proposed access.

Site S16/012 – Land to rear of Manor House, Stretton – on – Dunsmore

The Highway Authority has no objection to the proposal subject to access arrangements being upgraded to a suitable standard to support the development proposals.

Site 16/055 – Land to rear of 32 School Lane, Stretton – on – Dunsmore

The existing access for this site would have to be substantially upgraded to accommodate a development of 80 dwellings. The Highway Authority would require the access road from School Lane to have a minimum width of 5.5 metres and provision of a 2 metre footway into the site.

Due to the scale of the development the Highway Authority will also require a full assessment of the highway network to ensure it is able to operate in a safe manner, especially junctions on the Fosse Way.

Site S16/100 – 2A Fosse Way, Stretton – on – Dunsmore

The Highway Authority does not support any proposed development to be accessed off the B4455 Fosse Way. The B4455 Fosse Way is a core component of the County's Highway Network in a strategic capacity. Therefore the Highway Authority will resist any new accesses at this location.

The speed limit at this location is 40mph and therefore any access would be required to adhere to the standards set out in the Design Manual for Roads and Bridges.

Summary:

The Highway Authority has undertaken a review of the sites above based on the information which has been provided by Rugby Borough Council, and our assessment and analysis of existing conditions on the highway.

It should be noted that these assessments are for information to aid Rugby Borough Council in the identification of suitable sites for the allocation of housing. It should be noted that if any of the above sites is proposed for development in the form of a planning application the Highway Authority will require the submission of a suitable assessment of the development proposals and the impact it would have upon the safe and efficient operation of the highway network.

The Transport Assessment would be in accordance with the policies and guidance published by both the Department for Communities and Local Government and Department for Transport.

I trust the above is acceptable, however if you have any comments or require further clarification please do not hesitate to contact me on the details provided.

Yours sincerely

[Redacted]

[Redacted]

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Rugby Borough Council,
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18th May 2016

Dear [REDACTED]

Highway Control comments regarding potential housing sites in Rugby Borough, Wolston.

Warwickshire County Council, hereby known as the 'Highway Authority', has been requested by Warwick District Council to review and provide comments about potential access arrangements regarding the following sites which have been submitted for consideration when determining the housing site allocation for Rugby Borough in Wolston.

Site S14/029 – Marston Maples, Wolston

The site already has an existing use with an access arrangement onto the Rugby Road which is acceptable. However the scale of development would require infrastructure upgrade to provide a footway from the development site to the village. The Highway Authority is concerned that the development proposals could increase pedestrian movements along this corridor.

The Rugby Road is subjected to a 60mph speed limit at the site location, however the Highway Authority would require consideration of whether this should be extended to incorporate the development, especially to create a safe environment for residents and pedestrian walking to the village.

The Highway Authority would also require consideration of bus provision with the potential need for new bus shelters to be provided within the proximity of the development site.

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Site S042 – School Street, Wolston

The Highway Authority does not support this development site as there is no possible way for a suitable access to be constructed at this time without obtaining third party land outside their control.

Site S14/009 – Dryers Lane, Wolston

The Highway Authority has concerns about how the site will be accessed from Dyers Lane. The highway at this location is rural in nature with a narrow carriageway and no footway provision. In addition passing places are observed where a vehicle must wait to allow oncoming traffic to pass. At present Dyers Lane in its current form would be insufficient to support the development proposed.

In order to make it acceptable significant works are required to make the carriageway suitable. This would require the provision of a 5.5 metre wide carriageway and provision of a 2m footway between the development site and Wolston Village Centre.

In addition the Highway Authority would consider the need to for the existing national speed limit to be reviewed and lowered to 30 miles per hour.

Site S14/064 – Linden Tree Bungalow, Wolston

The Highway Authority will not support the allocation of this site as there are significant concerns about the ability for a safe access to be achieved onto School Lane. The proposed access is narrow and operates between two existing properties. The existing width is only sufficient to support a single file traffic.

Therefore there is insufficient width the implement an access road with a carriageway width of 5.5 metres and footway width of 2 metres. The Highway Authority therefore concludes a safe access cannot be achieved at this location.

Site S16/054 – Land at Dyers Lane, Wolston

The Highway Authority will not support the allocation of this site as there are significant concerns about the ability for a safe access to be achieved onto School Lane. The proposed access is narrow and operates between two existing properties. The existing width is only sufficient to support a single file traffic.

Therefore there is insufficient width the implement an access road with a carriageway width of 5.5 metres and footway width of 2 metres. The Highway Authority therefore concludes a safe access cannot be achieved at this location.

The Highway Authority also has concerns about how the site will be accessed from Dyers Lane. The highway at this location is rural in nature with a narrow carriageway and no footway provision. In addition passing places are observed where a vehicle must wait to allow oncoming traffic to pass. At present Dyers Lane in its current form would be insufficient to support the development proposed.

In order to make it acceptable significant works are required to make the carriageway suitable. This would require the provision of a 5.5 metre wide carriageway and provision of a 2m footway between the development site and Wolston Village Centre.

In addition the Highway Authority would consider the need to for the existing national speed limit to be reviewed and lowered to 30 miles per hour.

Site S16/049 / S16/066 – Land at Grounds Farm, Wolston

Wolston Road at this location is a rural road with a 60mph speed limit. The carriageway is wide with a good level of forward visibility which induces high speeds on the approach to the village boundary where the speed limit is reduced to 30mph.

In order for the development to be considered acceptable the Highway Authority would require infrastructure improvements in the form of footway provision along Wolston Lane and an extension of the 30mph speed limit.

The development would have to be supported by a Transport Assessment and would need to consider junctions within proximity of the development most notably the A45 / Wolston Lane / Leamington Road Roundabout Junction and B4455 Fosse Way . Rugby Road Priority 'T' Junction.

Site S16/067 – Land north of Wolston Lane, Wolston

Wolston Road at this location is a rural road with a 60mph speed limit. The carriageway is wide with a good level of forward visibility which induces high speeds on the approach to the village boundary where the speed limit is reduced to 30mph.

In order for the development to be considered acceptable the Highway Authority would require infrastructure improvements in the form of footway provision along Wolston Lane and an extension of the 30mph speed limit.

The development would have to be supported by a Transport Assessment and would need to consider junctions within proximity of the development most notably the A45 / Wolston Lane / Leamington Road Roundabout Junction and B4455 Fosse Way . Rugby Road Priority 'T' Junction.

Summary:

The Highway Authority has undertaken a review of the sites above based on the information which has been provided by Rugby Borough Council, and our assessment and analysis of existing conditions on the highway.

It should be noted that these assessments are for information to aid Rugby Borough Council in the identification of suitable sites for the allocation of housing. It should be noted that if any of the above sites is proposed for development in the form of a planning application the Highway Authority will require the submission of a suitable assessment of the development proposals and the impact it would have upon the safe and efficient operation of the highway network.

The Transport Assessment would be in accordance with the policies and guidance published by both the Department for Communities and Local Government and Department for Transport.

I trust the above is acceptable, however is you have any comments or require further clarification please do not hesitate to contact me on the details provided.

Yours sincerely

[Redacted]

[Redacted]

Planning, Development & Flood Risk Management Group



Communities

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Fax: (01926) 412641

@warwickshire.gov.uk

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[REDACTED]
Rugby Borough Council,
Town Hall
Evreux Way.
CV21 2RR

17th May 2016

Dear [REDACTED]

Highway Control comments regarding potential housing sites in Rugby Borough.

Warwickshire County Council, hereby known as the 'Highway Authority', has been requested by Warwick District Council to review and provide comments about potential access arrangements regarding the following sites which have been submitted for consideration when determining the housing site allocation for Rugby Borough.

Site S14/019 (S16/050) – Land off Bulkington Road Wolvey

The Highway Authority has reviewed this site and has the following comments. To accommodate the full potential of development multiple access points will be required from either the B4109. However accesses should be able to be accommodated with the applicants needing to demonstrate that a safe level of visibility can be achieved.

The Highway Authority also notes concerns about capacity on the highway network most notable the double roundabout junction between the B4109 / B4065 / Hall Road / The Square. The Highway Authority will need this junction to be fully assessed and a mitigation scheme would be required.

Site S14/011 – Land at Coventry Road, Wolvey

The Highway Authority has no objection to this site being considered and notes that the existing field is accessed from Coventry Road by a field gate. To ensure access can be provided the applicants would have to clearly demonstrate an adequate level of visibility can be achieved.

*Working for
Warwickshire*

Site S14/033 – Land to the rear of Wolds Lane Wolvey

The Highway Authority has no objection to this site being considered and the scale of the development proposed would not have a detrimental impact upon the operation of the Highway Network.

Site 16/05 – Land at Wolvey House Farm, Wolvey

The Highway Authority has concerns about the location of the development site in close proximity to a sharp bend, on Wolds Lane, which may impede a safe access especially in regards to visibility.

The Highway Authority is also concerned at Wold Lane is a rural lane with a narrow carriageway with no footway provision. At the location the site is proposed the speed limit is 60mph having been 30mph prior to the bend when leaving Wolvey. The Highway Authority is concerned that the sharp bend with high vehicle speeds and an additional access raises a significant highway safety concern.

S16/013 – Wolvey Fields Farm, Wolvey

The Highway Authority is concerned that the scale of development proposed will have a substantial impact upon the safe and efficient operation of the highway network, most notable the Coventry Road corridor.

The Coventry Road is a straight road at this location with a 60mph speed limit, however vehicles are often observed travelling in excess of this speed. The site will be reliant on multiple accesses all of which can only be achieved from Coventry Road. In order to make a development acceptable substantial changes which need to be made on the Coventry Road corridor in order to reduce vehicle speeds and support the reduction of the speed limit and enable safe accesses to be incorporated.

The Highway Authority also notes concerns about capacity on the highway network most notable the double roundabout junction between the B4109 / B4065 / Hall Road / The Square. The Highway Authority will need this junction to be fully assessed and a mitigation scheme would be required.

Site S16/039 – S16/039 – Wolvey Campus, Wolvey

The Highway Authority has no objection to this development site and would provide some betterment to the highway network with a reduction in the existing access arrangements for the development site.

However due to the scale of the development the Highway Authority has concerns about capacity on the highway network most notable the double roundabout junction between the B4109 / B4065 / Hall Road / The Square. The Highway Authority will need this junction to be fully assessed and a mitigation scheme would be required.

Site S16/063 – Land east of Coventry Road, Wolvey

The Highway Authority is concerned that the scale of development proposed will have a substantial impact upon the safe and efficient operation of the highway network, most notable the Coventry Road corridor.

The Coventry Road is a straight road at this location with a 60mph speed limit, however vehicles are often observed travelling in excess of this speed. The site will be reliant on multiple accesses all of which can only be achieved from Coventry Road. In order to make a development acceptable substantial changes which need to be made on the Coventry Road corridor in order to reduce vehicle speeds and support the reduction of the speed limit and enable safe accesses to be incorporated.

The Highway Authority also notes concerns about capacity on the highway network most notable the double roundabout junction between the B4109 / B4065 / Hall Road / The Square. The Highway Authority will need this junction to be fully assessed and a mitigation scheme would be required.

Site S16/064 – Land west of Coventry Road, Wolvey

The Highway Authority is concerned that the scale of development proposed will have a substantial impact upon the safe and efficient operation of the highway network, most notable the Coventry Road corridor.

The Coventry Road is a straight road at this location with a 60mph speed limit, however vehicles are often observed travelling in excess of this speed. The site will be reliant on multiple accesses all of which can only be achieved from Coventry Road. In order to make a development acceptable substantial changes which need to be made on the Coventry Road corridor in order to reduce vehicle speeds and support the reduction of the speed limit and enable safe accesses to be incorporated.

The Highway Authority also notes concerns about capacity on the highway network most notable the double roundabout junction between the B4109 / B4065 / Hall Road / The Square. The Highway Authority will need this junction to be fully assessed and a mitigation scheme would be required.

Summary:

The Highway Authority has undertaken a review of the sites above based on the information which has been provided by Rugby Borough Council, and our assessment and analysis of existing conditions on the highway.

It should be noted that these assessments are for information to aid Rugby Borough Council in the identification of suitable sites for the allocation of housing. It should be noted that if any of the above sites is proposed for development in the form of a planning application the Highway Authority will require the submission of a suitable assessment of the development proposals and the impact it would have upon the safe and efficient operation of the highway network.

The Transport Assessment would be in accordance with the policies and guidance published by both the Department for Communities and Local Government and Department for Transport.

I trust the above is acceptable, however if you have any comments or require further clarification please do not hesitate to contact me on the details provided.

Yours sincerely

[Redacted]

[Redacted]

Planning, Development & Flood Risk Management Group

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440710

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<p>If you are NOT the landowner, please provide the name(s) and address(s) of the landowner(s) (if you require more space please use section 12)</p>	
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5. Proposed Development/Land Use (please give details)			
<p>Please specify the proposed land use.</p> <p>In the details column, please indicate the proposed mix of tenures and/or number of plots/pitches.</p>	Land Use	✓	Details
	Residential*	✓	c15 units
	Gypsies & Travellers		

6. Site Design (Please give details)		
Site area (hectares)	Whole site: c0.57ha	Area suitable for development: c0.57ha
Current or previous land use(s)	Primary land use	Agricultural/Horticultural
	Secondary land use	Residential Curtilage
Existing structures (e.g. detached dwellings)	Agricultural, Horticultural and Domestic Outbuildings.	
Would development require relocation of the current use or demolition of existing structures?	Demolition of existing outbuildings	
Adjacent land uses (e.g. two storey terraced housing, open farmland)	To the North	Housing
	To the East	Allotments
	To the South	Agricultural Land
	To the West	Agricultural Land
Relevant planning history (if you require more space please use section 12)		

7. Site Constraints (Please give details)			
Highways	Is there direct access from a public highway?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
	If YES is this highway a classified road?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
How do you propose to access the proposed development (e.g. highway works)	Along existing driveway widening where necessary.		
Are there any ransom strips?	No.		

Are there any legal issues/covenants?	Clawback clause on part of land.	
Are there any other access issues?	No.	
Utilities (Please tick which of the following utilities the site has access to)	Mains water supply <input checked="" type="checkbox"/>	Gas supply <input type="checkbox"/>
	Mains water sewerage <input type="checkbox"/>	Electricity supply <input checked="" type="checkbox"/>
Are there any trees and/or mature edges on site on or the boundary?	Yes.	
Are there any watercourses on the site? (e.g. ponds/lakes etc)	Yes, garden pond.	
Are there any TPO designations?	No.	
Are there any environmental/wildlife designations? (e.g. Wildlife Sites/SSSI/protected species etc)	No.	
Are there any heritage designations? (e.g. listed buildings/SMs/conservation areas etc)	No.	
Are there any physical constraints? (e.g. polluted or contaminated land/risk of flooding etc)	No.	
Are there any pylons or similar equipment on site or on surrounding sites?	Small pylons on farmland to rear.	
If the site is in agricultural use what grade is the agricultural land classification?	Grade 3	
Is the site within the Green Belt?	Yes.	
Is the site within a defined settlement or urban area boundary?	No, edge of Main Rural Settlement.	
Are there any other Development Plan designations?	No.	
Are there any other known constraints?	No.	

8. Infrastructure & Interventions (Please give details)

Are there any interventions available to overcome any constraints? (if you require more space please use section 12)	Site bound by established hedging and trees. Owing to presence of leylandii across site, land relates more to village and domestic curtilages than to surrounding farmland.
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Are there any specific infrastructure requirements? (if you require more space please use section 12)	Connection to existing utilities available either via existing property on site (in blue area on plan) or to existing facilities along Warwick Road.

9. Site Availability (Please give details)

Is the site currently being marketed?	No.
Is the site owned by a developer?	No.
Is the site under option to a developer?	No.
Please tick the likely timescale for the site being developed.	2015 – 2020 <input type="checkbox"/> 2021 – 2026 <input type="checkbox"/> 2027 – 2032 <input checked="" type="checkbox"/>
Once work has commenced, how many years will it take to complete?	1 - 2 years.
If applicable, please give details of phasing and annual completion rates.	N/A

10. Access to Site – Site Assessment (Please give details)

Are there any issues that would restrict access to the site by a representative of the Council undertaking further assessment?	Locked access.
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11. Site Map

Please attach a 1:1250 scale Ordnance Survey map clearly showing the precise boundaries of the site and details of site ownership.

12. Continuation Section (Please use this section if you require more space to respond to any other section)

Section Number	Details

Land Registry
Official copy of
title plan

Title number **WK455776**
Ordnance Survey map reference **SP4075SE**
Scale **1:1250** enlarged from 1:2500
Administrative area **Warwickshire: Rugby**



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Land Registry
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title plan

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Scale **1:1250** enlarged from 1:2500
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