

Re: OUT/2019/0022  
RMM/2022/0633 Dwellings (284) Tamworth/Fivefield Road

I object to this application because

1. Fire Safety. Inadequate access for fire trucks. – At points shown as turning points for fire engines, there is only 12.5 m clearance. ADB v1 requires 16.8 meters turning space. After Grenfell tower, skimping on fire safety design is unforgivable. Examples are shown in the appendix. West Midlands Fire Service state ADB v1, Chapter 13 is their “minimum requirement”
2. A majestic ancient hedge HR7018, composed mostly of mature standard trees, is scheduled for removal, in breach of local plan policies GE1 and H2. Under local plan policy, this hedgerow should be retained. It is a treasure of the Arden landscape and the Warwickshire countryside.
3. In deciding to keep or remove hedgerows, no consideration or weight was given to hedges deemed legally important” under the Regulations – the FLAC tree study did not evaluate “importance” and the FLAC tree study is inaccurate; it grossly understates the species present in each hedge.
4. There has been inadequate consultation on fire safety. The document alleged to be the consultation response of the West Midlands Fire Service is wrong and is not the text supplied by the WMFS – their actual responses are in the appendix. The document on the CCC website [reproduced in the appendix] refers to ADB, vol 2 Table 20, which does not exist. The WMFS, in recent correspondence state that they have not yet seen layouts for these reserved matters applications. In view of the misleading information, this consultation should be re-run with the correct material available.

### Hedgerows:

#### Local Plan Policy

Policy GE3 of the local plan states “ancient hedgerows will be protected against loss or damage”

Policy H2 states that “Table 4.2 identifies.....essential details”, and goes on to give as one of those essentials as “Retention of medieval fishponds, ancient woodlands, **important (ancient) hedgerows.**” [emphasis added]

Neither of those policy prescriptions is qualified. They do not state “where possible” or “ideally” or use any other words which imply that protecting ancient hedgerows is any more optional than protecting ancient woodlands.

Retaining these the existing hedge network is particularly important because they fulfil some of the requirement for “enhanced connectivity between the ancient woodlands” (Bunsons Wood and The Alders) in policy H2:1

It qualifies as a legally important hedge because it meets the requirements of Schedule 1, part 2 of the Hedgerow Regulations 1997. In particular because the following Woody Species are present in this hedge:

oak  
sycamore

ash,  
blackthorn  
hazel  
field maple  
hawthorn  
elder  
holly

7 or more woody species qualifies it under the regulations as an important hedge. By Hoopers Law it is approximately 900 years old. By any standard, it is an ancient hedge it has at least 7 woody species

Red list endangered birds live in and near the hedge.

yellowhammer  
skylark  
marsh tit  
spotted flycatcher  
redpoll  
lapwing  
tree sparrows  
grey partridge  
linnets  
willow tit  
lesser spotted woodpecker  
reed bunting  
(Detailed observational records, from the SUE, collected daily over 10 years can be supplied)

Fire Safety – Access for Fire Trucks.

Examples are shown below which do not comply with ADB v1 requirements in chapter 13, Table 13.1 and Diagram 13.1

### **Fire Access**

There is inadequate access for fire trucks as specified in the Building Regulations Authorised Document B, vol 1. Table 13.1 specifies that in any cul de sac longer than 20m, a turning space of 16.8 m is required. Multiple examples of such situations are illustrated in the appendix where turning space is not provided.

After Grenfell Tower, deviations from the fire regulations are unforgiveable.

**Table 13.1 Typical fire and rescue service vehicle access route specification**

Appliance type	Minimum width of road between kerbs (m)	Minimum width of gateways (m)	Minimum turning circle between kerbs (m)	Minimum turning circle between walls (m)	Minimum clearance height (m)	Minimum carrying capacity (tonnes)
Pump	3.7	3.1	16.8	19.2	3.7	12.5
High reach	3.7	3.1	26.0	29.0	4.0	17.0

**NOTES:**

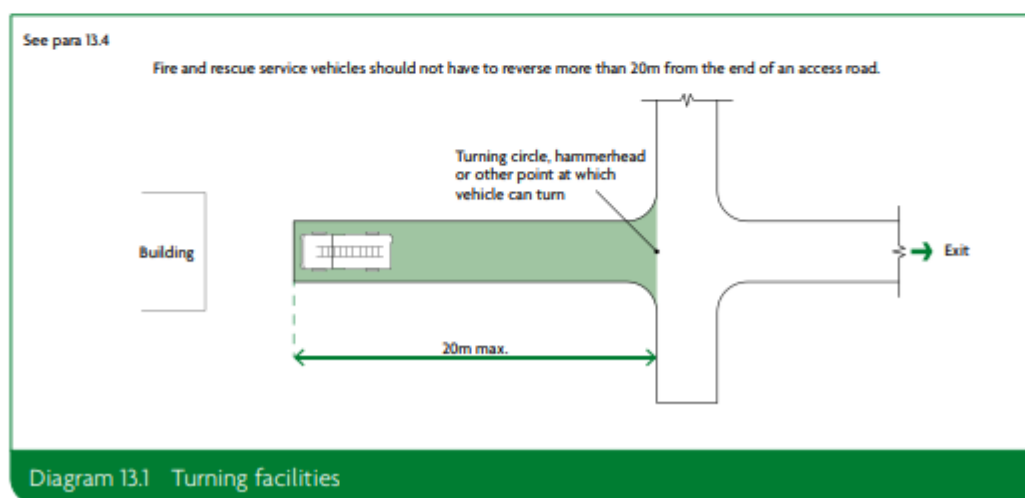
1. Fire appliances are not standardised. The building control body may, in consultation with the local fire and rescue service, use other dimensions.
2. The roadbase can be designed to 12.5 tonne capacity. Structures such as bridges should have the full 17-tonne capacity. The weight of high reach appliances is distributed over a number of axles, so infrequent use of a route designed to accommodate 12.5 tonnes should not cause damage.

At multiple dead-end locations longer than, especially on “private drives”, there is no turning circle or hammerhead as required in Diagram 13.1, and paragraph 13.4 below

The designers of the estate seem to excuse “private drives” of which there are many, from any requirement for a turning circle. If the fire appliance was to park at the entrance to such a drive, on the public road, and run hose, several of them exceed 45m long. At least two are more than 100m long— see requirement 13.1 below. In email correspondence, WMFS confirmed that there is no derogation from the rules for private property. Their email is in the appendix.

## Provision and design of access routes and hardstandings

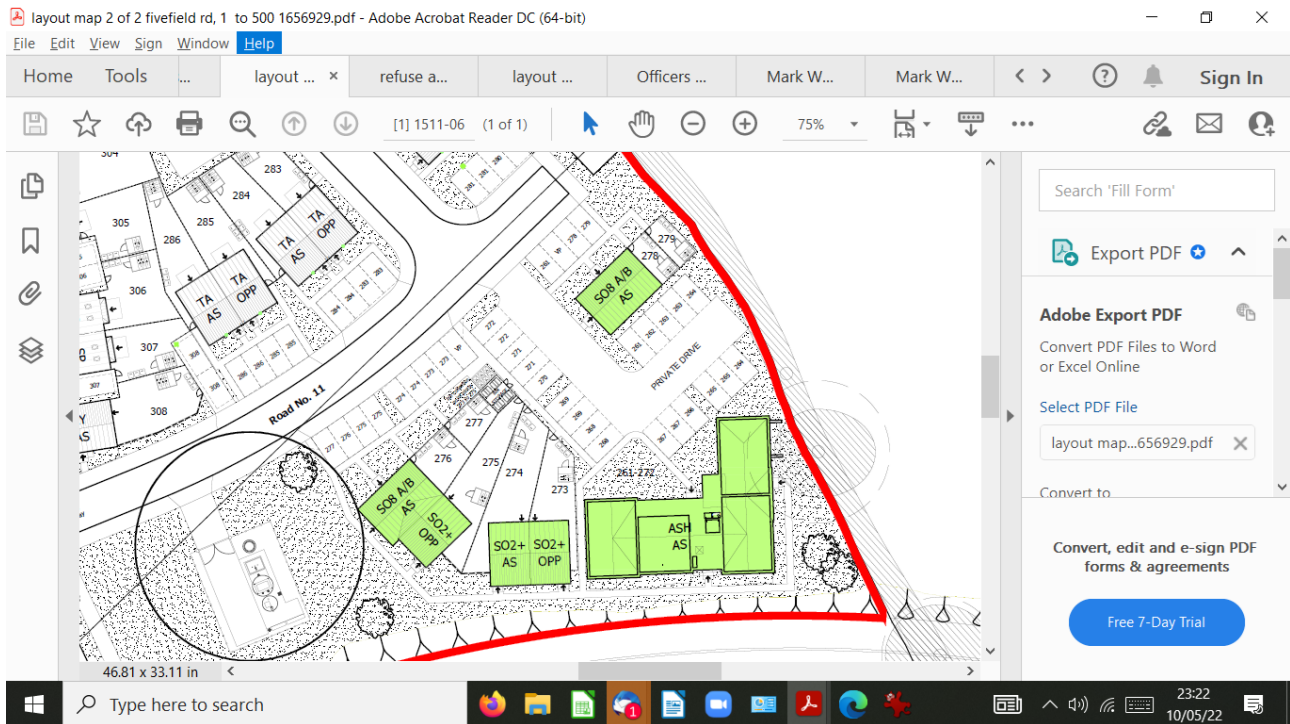
- 13.1** For **dwellinghouses**, access for a pumping appliance should be provided to within 45m of all points inside the **dwellinghouse**.
- 13.2** For **flats**, either of the following provisions should be made.
- a. Provide access for a pumping appliance to within 45m of all points inside each **flat** of a block, measured along the route of the hose.
  - b. Provide fire mains in accordance with paragraphs 13.5 and 13.6.
- 13.3** Access routes and hardstandings should comply with the guidance in Table 13.1.
- 13.4** Dead-end access routes longer than 20m require turning facilities, as in Diagram 13.1. Turning facilities should comply with the guidance in Table 13.1.



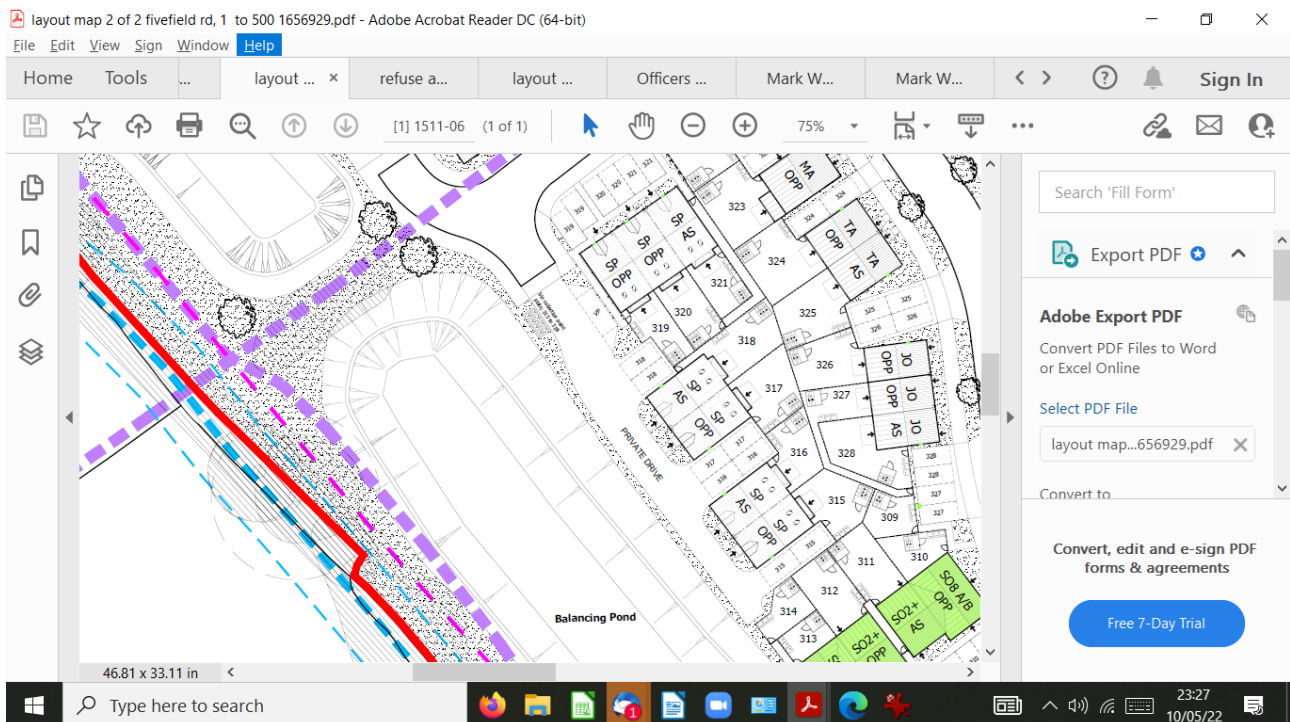
Examples of cul-de-sacs and dead-ends without adequate turning space.

These are just illustrative. There are many more instances of dead-end private drives with no turning point (hammer head or circle) with 16.8 m available for turning in the eastern portion of the Bellways development -RMM/2022/ 0633

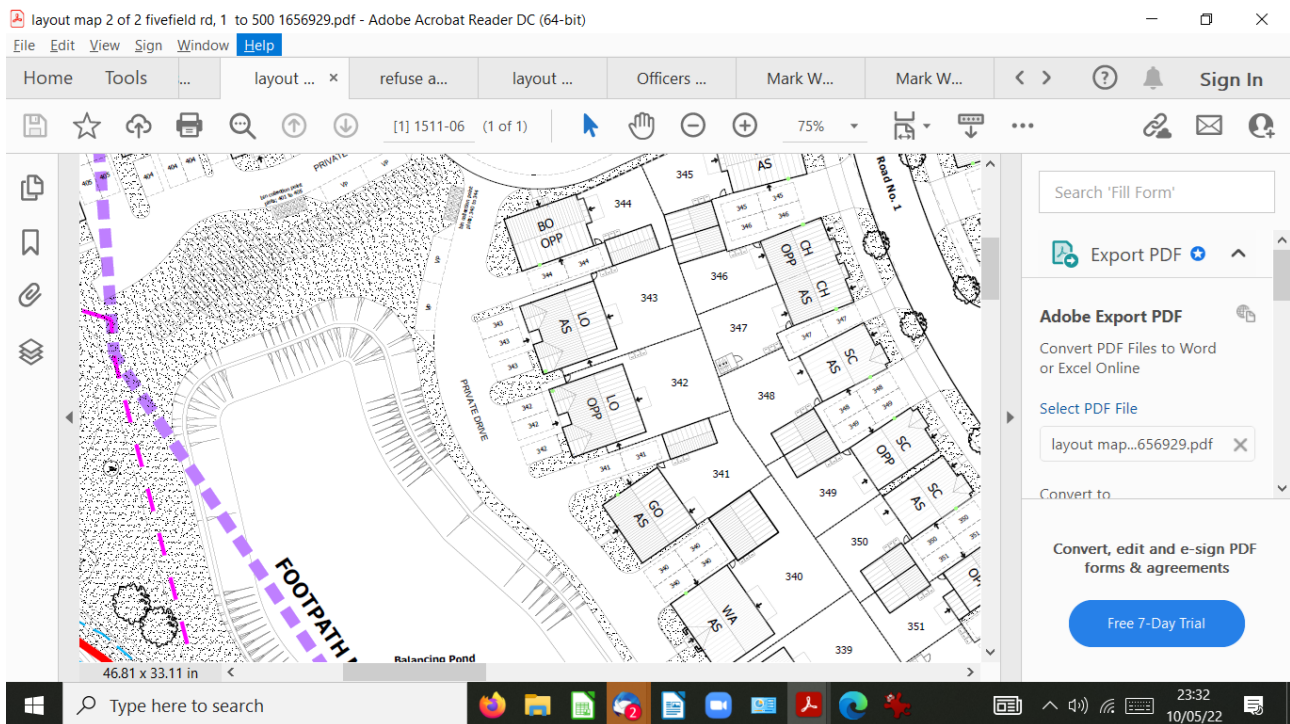
ref: layout map 2 of 2 Fivefield Rd, 1 to 500, 1656929



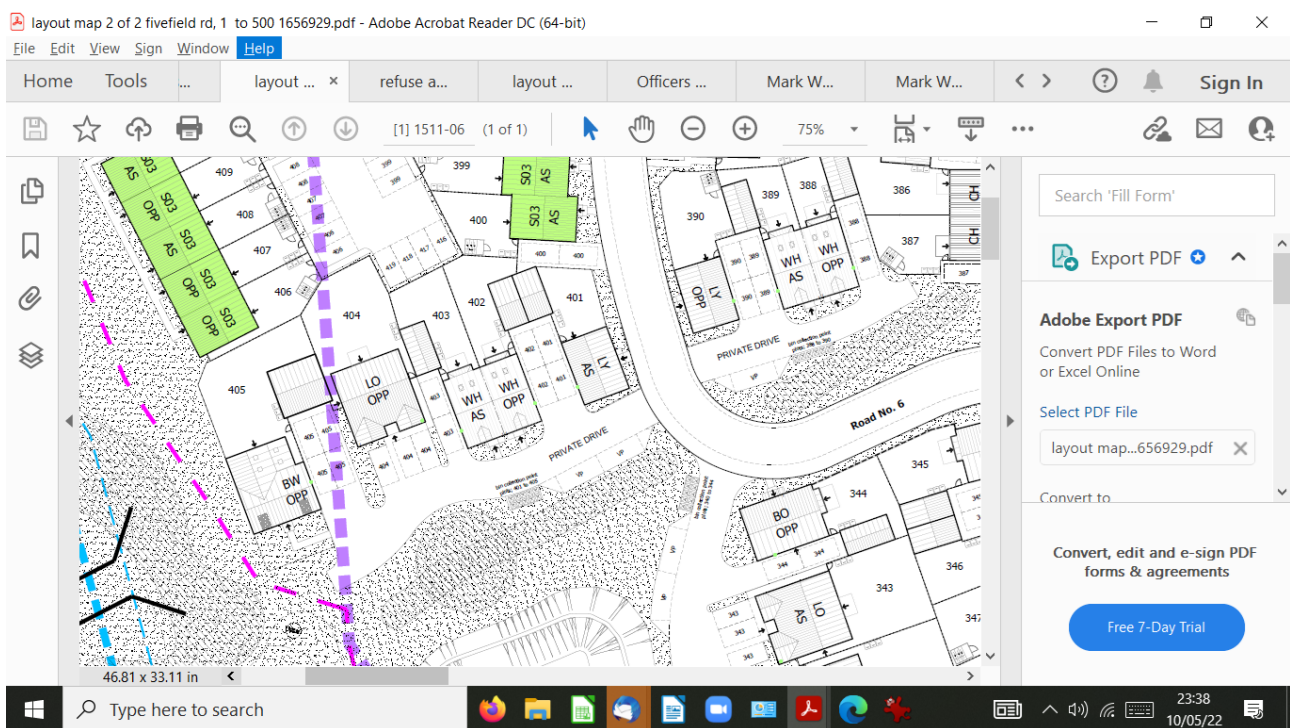
Focus: plot 273. the access private drive is 39m long (around the bend) and there is no turning place



Focus house 314. private drive is 51m long and has no turning point of the required width [16.8m] the max turning space is 5.6m if cars are in the bays.



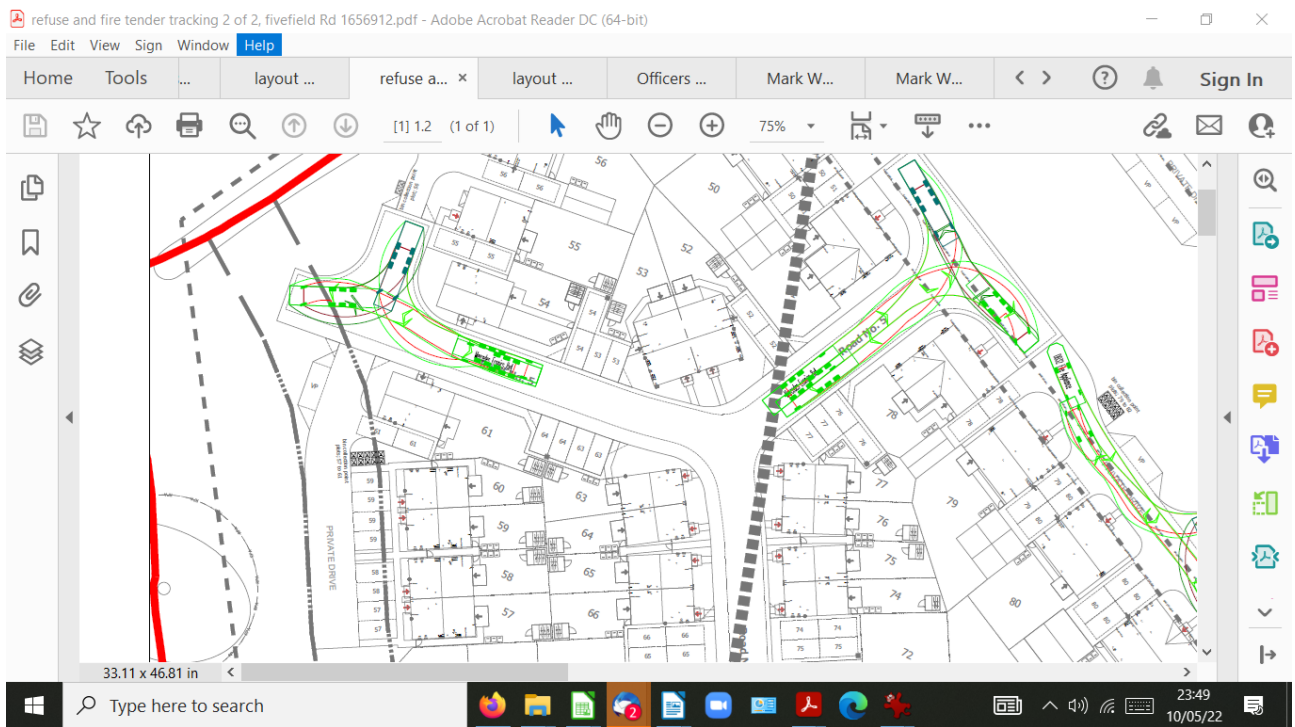
Focus: plot 344 and nearby. The private drive is 108 m long. The max turning space, if the car bays are occupied is 8.4 m (16.8 is min the regs)



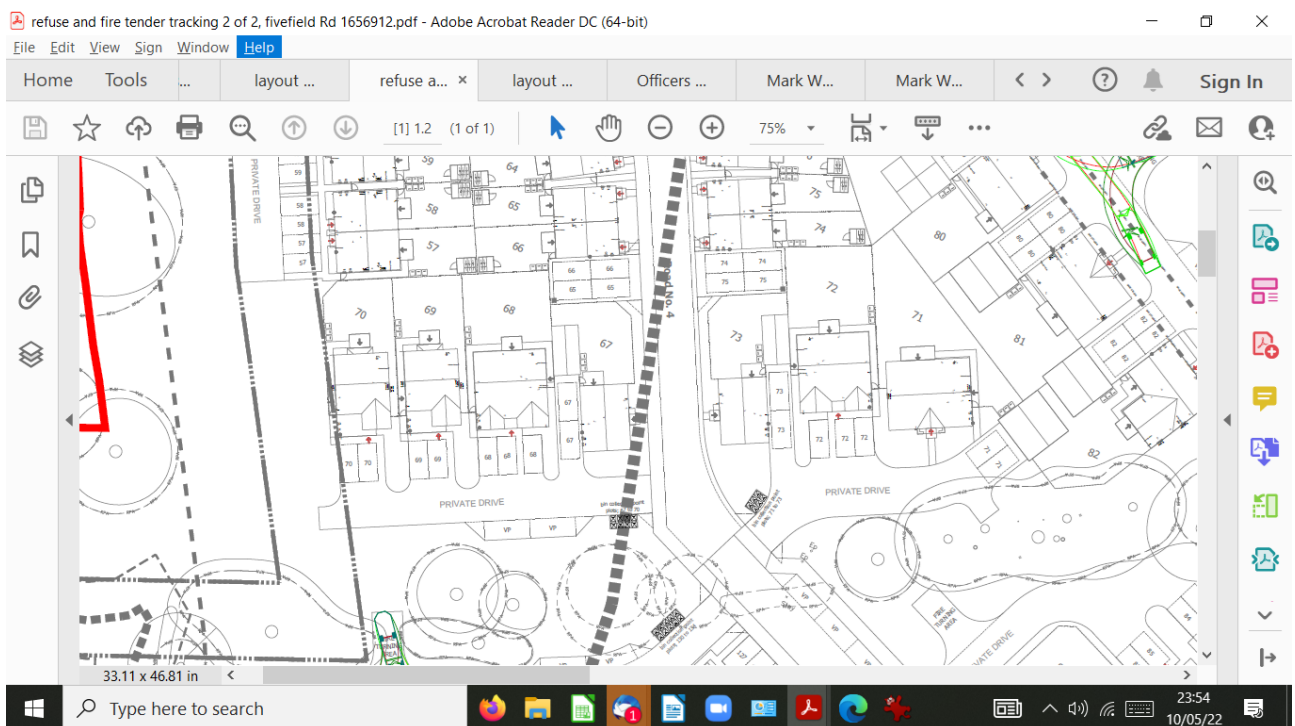
Focus: plot 405 and nearby. The private drive is 47m long and has no turning space – the widest turning point is 5.5m

refuse and fire tender tracking 2 of 2, fivefield Rd 1656912





Focus: plot 61 and nearby. The private drive is 38 m long and has no turning point.



plots 67-70. private drive is 42 m long and has no turning point. The best turning width is 5.5m if the car bays are occupied.

Email from West Midlands Fire Service.

**Subject:** Re: problems with access Coventry OUT/2021/0022 RMM/2022/0678

**Date:** Tue, 10 May 2022 12:22:12 +0000

OFFICIAL

Hi,

Thank you for your email.

When responding to a Planning application I am only able comment on B5 Access & Facilities. My response to this application (previously sent) sets out our minimum requirements. As stated, this is an outline application so subject to change based on all consultee comments.

It is now up to them to show how they will meet these requirements. I expect a second revised application will be submitted.

Our requirements for access are based on the size and shape of the appliances in West Midlands and the specifications of Approved Document B, regardless of roadway ownership.

Many thanks,

WC

Fire Safety Inspecting Officer & Deaf Team

0121 380 7500

[www.wmfs.net/our-plan](http://www.wmfs.net/our-plan)

The actual consultation evidence given by WMFS to OUT/2019/0022

**Subject:** Re: table 20 adb vol 2

**Date:** Tue, 3 May 2022 13:15:23 +0000

OFFICIAL

Hi,

Thank you for your email query.

The comments that I made in response to this application were not sent in on the pro forma form which is attached. I have not made a reference to a Table 20 of the Approved Document in my comments, please see below.

Please contact Coventry Planning directly if you require any further information from them.

My comments are detailed below -

**Approved Document B, Volume 1, Dwellings, 2019 edition incorporating 2020 amendments – for use in England**

Requirement B5: Access and facilities for the fire service

These sections deal with the following requirement from Part B of Schedule 1 to the Building Regulations 2010.

Requirement

Limits on application Access and facilities for the fire service B5.

(1) The building shall be designed and constructed so as to provide reasonable facilities to assist fire fighters in the protection of life.

(2) Reasonable provision shall be made within the site of the building to enable fire appliances to gain access to the building.

**Intention**

Provisions covering access and facilities for the fire service are to safeguard the health and safety of people in and around the building. Their extent depends on the size and use of the building. Most firefighting is carried out within the building. In the Secretary of State's view, requirement B5 is met by achieving all of the following.



- a. External access enabling fire appliances to be used near the building.
- b. Access into and within the building for firefighting personnel to both:
  - i. search for and rescue people
  - ii. fight fire.
- c. Provision for internal fire facilities for firefighters to complete their tasks.
- d. Ventilation of heat and smoke from a fire in a basement.

If an alternative approach is taken to providing the means of escape, outside the scope of this approved document, additional provisions for firefighting access may be required. Where deviating from the general guidance, it is advisable to seek advice from the fire and rescue service as early as possible (even if there is no statutory duty to consult)

### **Section 13: Vehicle access**

Provision and design of access routes and hard-standings

13.1 For dwelling-houses, access for a pumping appliance should be provided to within 45m of all points inside the dwelling-house.

13.3 Access routes and hard-standings should comply with the guidance in Table 13.1.

13.4 Dead-end access routes longer than 20m require turning facilities, as in Diagram 13.1. Turning facilities should comply with the guidance in Table 13.1.

### **Overall**

Access routes should have a minimum width of 3.7m between kerbs, noting that WMFS appliances require a minimum height clearance of 4.1m and a minimum carrying capacity of 15 tonnes (ADB Vol 1, Table 13.1).

### **Dead Ends including cul-de sacs**

Dead ends including cul-de sacs should be avoided but where not possible the following should be applied.

The main problem with dead ends and cul-de sacs is access in an emergency and the issue of obstructions such as parking. In these circumstances fire service personnel are committed to approach on foot carrying equipment to deal with the situation. 225 to 250 metres carrying equipment is considered a maximum for efficient fire-fighting operations.

Dead ends/cul-de sacs roadways should be a minimum of 5.5 metres in width.

### **Vehicle Access**

Dead end/cul de sac access routes must not exceed 180 metres in length unless.

- a) an emergency vehicle access is provided which complies with item 3.8.2, or

b) the carriageway width is increased to 7.3 metres and complies with the requirements of item 3.8.3. The provision of an emergency vehicle access is preferred to the alternative of increasing the carriage width to 7.3 metres.

### **3.8.2 Emergency Vehicle Access**

- a) A suitable means of preventing the use by other vehicles must be provided at the time of construction.
- b) The height of 4.1 metres minimum, width 3.7 metres minimum and the construction of the access road are sufficient to allow the free passage of fire appliances.
- c) Neither end is obstructed by parked cars.
- d) The emergency vehicle access may incorporate a pedestrian route but must not be used by statutory undertakers to accommodate underground services or public sewers.

### **3.8.3 Increased Carriageway Widths**

- a) The carriageway width is increased to 7.3 metres from the entrance to the dead-end route to the point where it is 180 metres to the end of the dead end in accordance with 3.8.3b immediately below.
- b) The subsequent reduction in the width from 7.3 to 5.5 metres must occur at a road junction, at which point parking for the fire appliance at the end of the dead end must be within vision and a fire hydrant is on the pavement or ground alongside the parking space.

### **3.8.4 General**

- a) There is no maximum length to a dead end/cul-de sac access route, however, it should accommodate no more than 150 dwellings.
- b) A turning circle or hammer head should be provided in any dead end greater than 20 metres in length. It should be provided either at the end or within 25 metres of the end please see Approved Document B – Volume 2.
- c) When inspecting plans with regard to access it may be necessary to accept a temporary situation or phased approach until the matter can best be resolved.

## **Water Supplies**

Water supplies for firefighting should be in accordance with ADB Vol 2, Sec 16 and “National Guidance Document on the Provision for Fire Fighting” published by Local Government Association and WaterUK:

<https://www.water.org.uk/wp-content/uploads/2018/11/national-guidance-document-on-water-for-ffg-final.pdf>

For further information please contact the WMFS Water Office at the address given above or by email on [Water.Officer@wmfs.net](mailto:Water.Officer@wmfs.net)

## **Sprinklers**

Where sprinklers in accordance with BS 9251:2014 or BS EN 12845:2015 are fitted throughout a house or block of flats:

- a) the distance between a fire appliance and any point within the house (in houses having no floor more than 4.5m above ground level) may be up to 90m:
- b) the distance between the fire and rescue service pumping appliance and any point within the house or flat may be up to 75m (in houses or flats having one floor more than 4.5m above ground level) (BS 9991:2015 50.1.2).

The approval of Building Control will be required to Part B of the Building Regulations 2010

Early liaison should be held with this Authority in relation to fixed firefighting facilities, early fire suppression and access (ADB Vol 1, Section 7)

The external access provisions for a building should be planned to complement the internal access requirements for a fire attack plan. (CIBSE Guide E, Fire Safety Engineering 2010, p. 13-14)

Many thanks,

Fire Safety Inspecting Officer & Deaf Team

[www.wmfs.net/our-plan](http://www.wmfs.net/our-plan)

The alleged response of West Midlands Fire Service to the Outline Application

<b>Date: 17/01/2019</b>
<b>Comments from: West Midlands Fire Service</b>
<b>Re: OUT/2019/0022</b>

No Comments	
No Objection	
No Objection Subject to Conditions	X
Objection	

Comments
Suitable water supplies for firefighting should be provided. This shall be subject to consultation with West Midlands Fire Service once a Water Scheme plan has been produced and approved by the relevant Water Company.
Vehicle access route to meet the requirements of ADB Volume 2, Table 20, noting that WMFS appliances require a carrying capacity of 15 tonnes.
Amendments Recommended (if any)