Design & Access Statement

Land North of Rounds Gardens, Rugby

This document has been prepared on behalf of:

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Project Number:	10689
Revision:	v3
Issued:	December 2023

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01 Introduction

Purpose

This Design Statement has been prepared on behalf of St. Modwen Homes in support of a Full Planning application which seeks permission for the proposed redevelopment of the site north of Rounds Gardens Rugby, including the demolition of the existing pavilion and all other remaining structures and enclosures and the erection of new dwelling houses (Use Class C3), associated landscaping, play and access arrangements, details of which are shown on the plans prepared in support of the application.

The document is part of a comprehensive package of information submitted with the reserved matters application, which includes:

- Highways
- Drainage
- Landscape
- Architecture

The information in this Design and Access Statement illustrates the process that led to the development proposal in a structured way.

Particular consideration has been given to the importance of demonstrating the mechanisms for the delivery of design quality within the built environment.

The statement describes the proposed site, assesses the context and immediate setting and subsequently explains the design in response to these contextual issues. The design layout, massing and material approach has also been set out in this document.

All drawings in this report are for illustrative purposes only. The drawings which constitute the application have been submitted separately and should be referred to in all matters of record.

The Project Team

The key members of the Project Team were as follows:

- Client: St. Modwen Homes
- Architect: Roberts Limbrick Ltd.
- Planning Consultant: Cerda Planning
- Structural & Civil Engineers: PJA Engineering
- Transport: PJA Engineering
- Landscape Architect: Roberts Limbrick Ltd.
- Environmental Consultant: E3P

About the Client

St. Modwen is an expert property developer with a rich 30-year history, operating across two dedicated business units: St. Modwen Homes including Strategic Land and St. Modwen Logistics.

St. Modwen Homes adopts a local developer mentality, allowing a design-led approach to be taken to both the built form and the external environment. This allows St Modwen Homes to offer its purchasers a quality and more bespoke product which differentiates it from the larger national house builders. For example, its houses typically have higher floor to ceiling heights and larger windows to maximise the feeling of light and space. All St. Modwen Homes developments are attractive, vibrant and inclusive places, where people can live, work and enjoy their leisure time. All are close to good transport connections, shops, schools and other essential services.

Brief

St. Modwen Homes' objectives for the site are to create a high quality, sustainable development which integrates into the wider existing residential developments surrounding the site and breath new life into a site that has laid dormant and unused for the past 20years.

The scheme will have excellent connections into the wider settlement and respect the area's character and appearance. The scheme will work within its setting and create a natural extension to those settlements. The scheme will provide a mix of homes that are family orientated creating a scheme that helps foster community cohesion through high quality and accessible public open space that can be shared by existing and new residents.

The brief for this Full Planning Application is to provide 134 dwellings, new areas of public open space alongside local play spaces within the development.

Site Location

The site is located Northwest of Rugby Town Centre within walking distance of Caldecott Park and all town centre amenities, including the train station. It is bound by the Army Reserve Centre and Indian Community Centre to the West, both of which are accessed from Edward Street, with existing residential development beyond, as well as further residential development accessed from York Street to the Southwest, and from Essex Street, Princes Street, King Street and Hill Street to the East. To the North, the site is bound by the remaining General Electric Power Facility; and to the South, it is adjoined by land owned by Rugby Borough Council, which until recently had contained a combination of high and low rise apartment blocks that are due to be demolished by the end of 2023.

Two listed buildings are located within the vicinity of the site on Newbold Road and Rugby Conservation Area is located to the South. All of the site falls within Flood Zone 1.

The land is currently vacant and consists of a pavilion, a former recreation ground and disused car park that are all historically associated with the employment use to the North. Vehicular access into the development is proposed to be taken from Willans Place (to the West) and Princes Street (to the East).

Policy Context

The Rugby Borough Local Plan 2011-2031 was adopted in June 2019 and planning applications must be determined in accordance with it, unless material considerations indicate otherwise. The NPPF together with relevant Supplementary Planning Documents are material considerations.

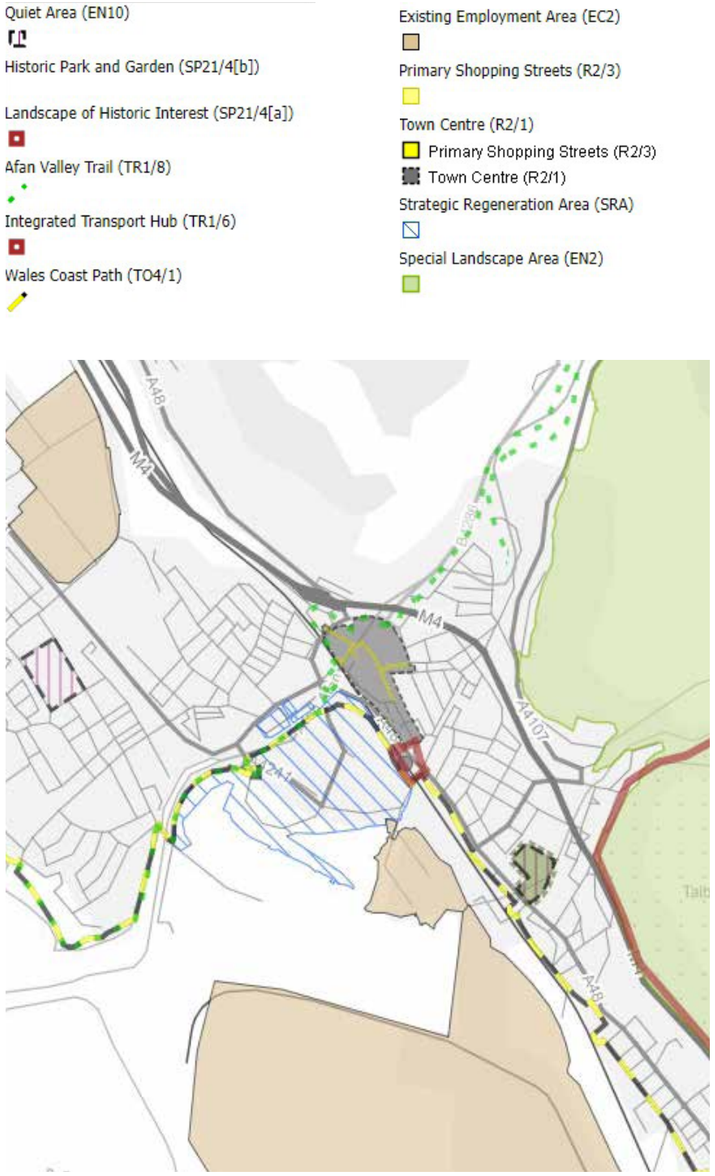
The planning statement accompanying the planning application sets out all relevant local and national planning policies which are relevant to the determination of the proposals. Key policies in relation to design and layout are summarised below.

- Policy HS5 – Traffic Generation and Air Quality requires the promotion of sustainable transport and that proposals should be located where the use of public transport, walking and cycling can be optimised.

- Policy D2 – Parking facilities stipulates levels of car parking (including motorcycles, cycles and people with disabilities) that is expected to be provided.

- Policies NE3 and SDC2 – seeks to ensure that the new development positively contributes to landscape character and integrates landscaping planning into the development at an early stage with the aim of conserving, enhancing or restoring important landscape features and addressing the importance of habitat biodiversity features. Opportunities for utilising sustainable drainage methods should be incorporated and new planting should comprise native species which are of ecological value appropriate to the area.

- Policy SDC1 – seeks to ensure development demonstrates a high quality, inclusive and sustainable design. New development should be of a scale, density and design that responds to the character of the area. Factors including the massing, height, landscape, layout, materials and access will also be a key consideration. Proposals for new development will ensure that the living conditions of existing and future neighbouring occupiers are safeguarded. Proposals for housing and other potentially sensitive uses will not be permitted near to or adjacent sites where there is potential for conflict between the uses. Adequate off-street storage space for wheeled bins, including storing recycling, to serve all new residential properties should be provided. Proposals relating to the enhanced energy efficiency of existing buildings will be supported in accordance with the most up to date national regulations.



Local Development Plan (LDP) Proposals Map

Design Vision

The brief for this development is to provide residential properties, new areas of public open space and vehicular/ pedestrian access, whilst retaining existing landscape features of the site.

Design Vision

St. Modwen Homes's vision for the development is as follows:

• To create a development which recognises and works with the landscape setting of the site;

• To ensure a well connected community that forms a natural extension to the existing settlement of Rugby;

• To provide high quality family homes, in an environment that fosters social interaction and sustainable living.

The proposed scheme will create a natural extension of the existing settlements and will provide a mix of high quality family homes.

Well connected community

A natural extention to the existing landscape

Multiple access routes

A sustianable living focus

Increase social interactions via public spaces

02 Site Analysis

Site Context

Rounds Gardens in Rugby is situated just a short distance from Rugby town centre. The proposed site is north of Rounds Gardens and is in close proximity to supermarkets on its southern boundary, while also offering convenient access to green spaces and parkland from its northern boundary. Within a five-minute walk from the site's western boundary lies Lawford Road, offering easy access to various local amenities and services.

Site Character

The following section provides a summary of character assessments relating to the historic and more recent urban growth of the immediate surrounding context of the site.

Town Centre. Mixture of building ages. Often older buildings dating pre-war with some areas of 1960-1970 expansion. Dwellings are concentrated above shops or in apartments.

Victorian style terraced housing with on street parking and traditional Victorian features.

Variety of 1960's and 1970's housing. Houses sit on a angle along the street, often have driveways and are built from red/brown brick.

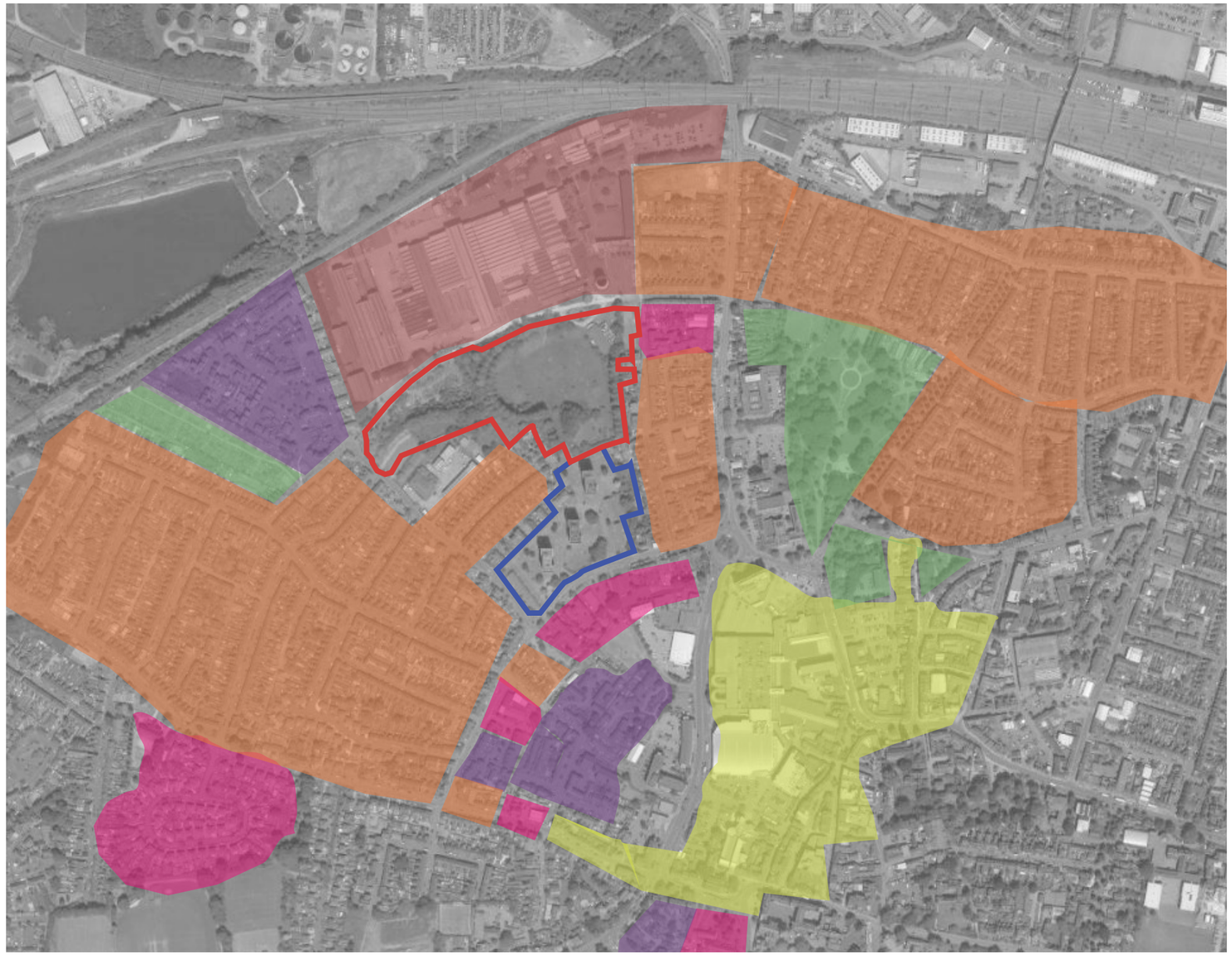
Recent residential development. Mixture of large houses with drives and garages and apartments. Variety of materials and architectural details. Broken roof lines and a mixed building style.

Industrial Area

Areas of green POS/ Allotments.

The Site

Rugby Borough Council Owned Land



Aerial View of the Surrounding Character

Surrounding Area Photographs

Material Palette of the Surrounding Character

Material Palette of the Surrounding Character

Movement & Public Transport

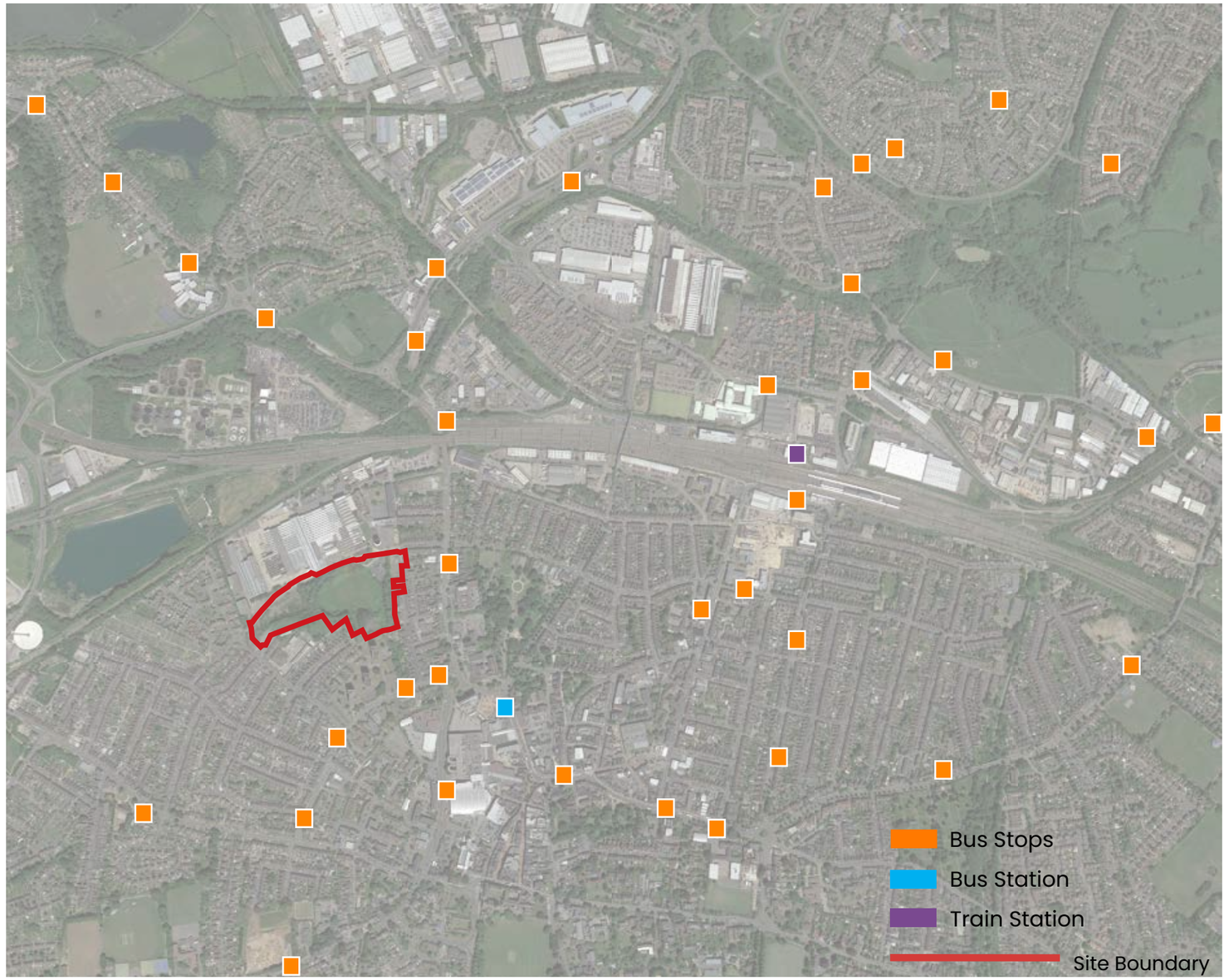
Vehicular Movement
The site is located close to Rugby town centre. To the east, the A426 provides a link through the town connecting to the A428, the M6 and the M1. The local road network provides access to surrounding areas including the town centre, public transport and local amenities.

Pedestrian and Cycle Movement
The site connects onto a network of footways and Public Rights of Way within Rugby. In the immediate vicinity of the site, there are footways both sides of the local road network, and there are a range of crossing facilities including signalised crossings on the A426.

Close to the site, cycling is facilitated by on-road signed and advisory cycle routes which link through to wider provision in the town.

Public Transport
The site is well located in close proximity to the public transport network. The closest bus stops are on the A426 with frequent services Monday-Saturday between Rugby and its suburbs, Coventry, Magna Park and Leicester. Additional stops are located on Oliver Street and Lawford Street to the south and west of the site with services to surrounding urban areas.

Rugby train station located a 20-minute walk away. It has frequent and direct links throughout the week to Coventry City Centre, Birmingham City Centre, London, the North West and Scotland.



Movement & Public Transport Plan

Local Facilities

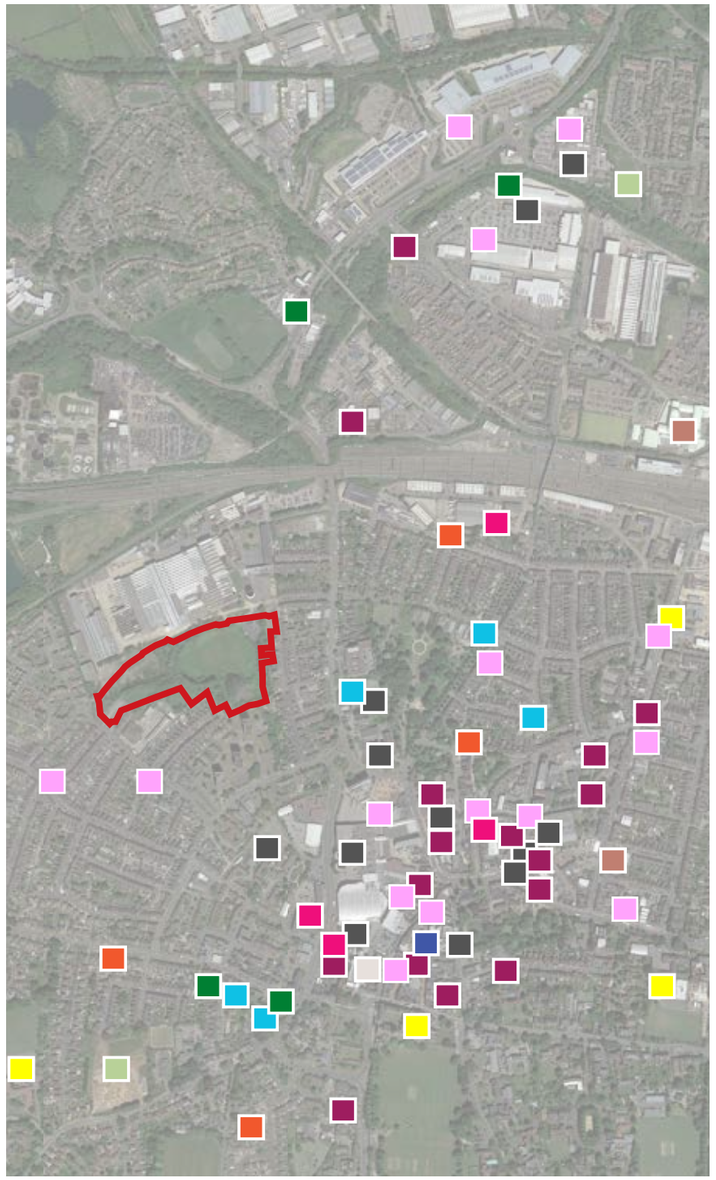
The site sits on the northern edge of Rugby Town Centre and has good access to a number of local facilities including numerous schools, convenience stores, food and drink, and leisure venues which are all within walking distance from the site.

The site is located within easy access of local schools. The closest primary school, Northlands Primary School, is a 17 minute (1.2km) walk from the site, whilst the closest secondary school, Avon Valley School, is a 23 minute (1.6km) walk. Various other primary schools, secondary schools, sixth forms and colleges are located within a 2km walk from the site.

A number of local amenities are provided in close proximity to the site, with the closest considered to be:

- Reena Off Licence and News – 0.4km, 7 minute walk;
- Asda Supermarket – 1km, 14 minute walk;
- Westside Medical Centre – 0.9km, 12 minute walk;
- Food and Drink Establishments – between 0.5km and 1km, 8-14 minutes walk;
- Rugby Town Centre – between 0.6km and 1.2km, 11-18 minutes walk
- Public open space and leisure facilities – between 0.7km and 1.9km, 11-26 minutes walk.

A network of continuous, lit, walking routes connect the site to local amenities including the town centre, which is 0.6km-1.2km (a 11-18 minute walk) to the south via the A426. Further afield public open spaces and sports facilities are also available, such as Caldecott Park which is 0.8km to the north, equivalent to an 11 minute walk from the site.



Local Facilities Map

Access

Access to the development will be provided in two locations, from an extension of Willans Place to serve the western parcel of the site, and from Princes Street to serve the eastern parcel of the site.

Due to numerous site constraints, including the retention of the crescent of mature lime trees within the centre of the development, there will be no vehicular link between the two parcels but pedestrian and cycle connectivity is encouraged through the provision of new footpaths and cycleways.

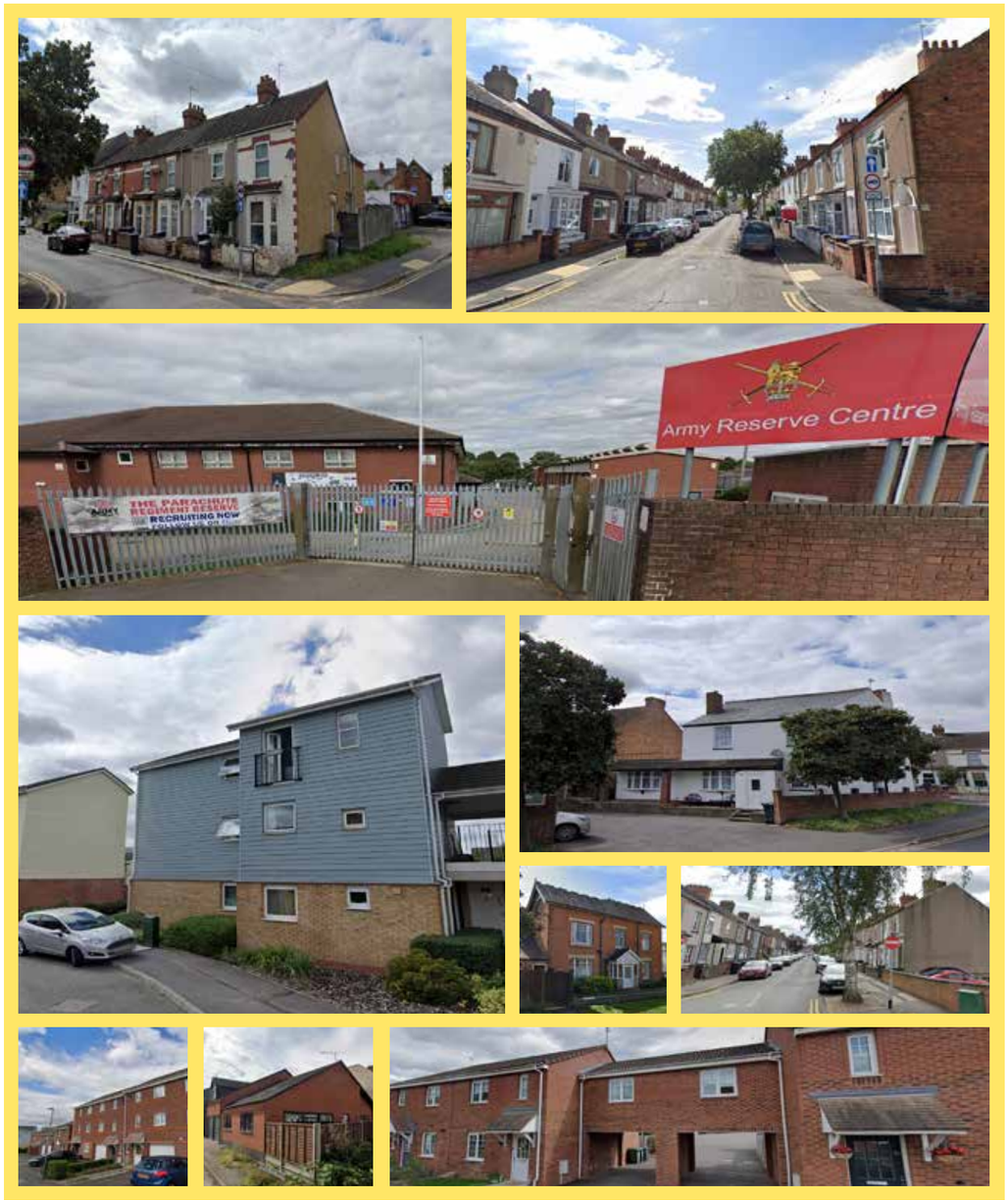
It understood that on street parking is prevalent on Princes Street and the surrounding local roads, which reduces the width of certain sections to one-way shuttle working. A one-way system is proposed to reduce instances of this occurring and minimise disruption to road users. The one-way system will restrict Dale Street and Princes Street to northbound movements only, King Street to be southbound only and Hill Street to be eastbound only, whilst Duke Street and St John Street will remain two way, which will allow waste collection vehicles to continue on their existing routes. The one-way system will require amendments to the TRO's on these roads.

Site Access Map

Required Reports

Following on from this analysis, the following reports have been deemed necessary and completed as part of the design and planning process:

- Transport Assessment
- Travel Plan



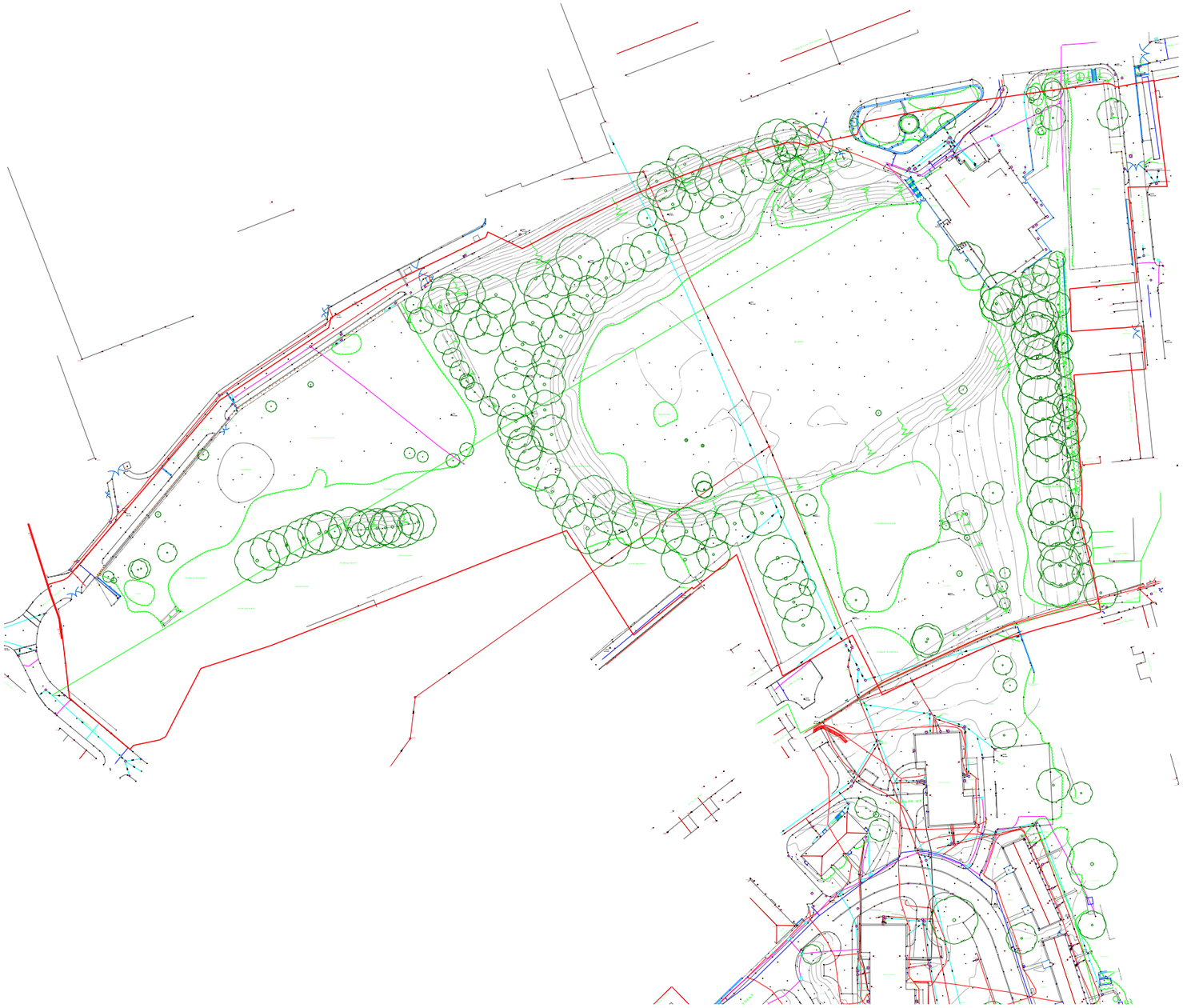
Surrounding Developments around Edward Street Entrance

Surrounding Developments around Princes Street Entrance

Topography

Axis Surveys conducted a site-specific topographic survey in July 2013. This indicates that there is a significant depression inside the Site. According to historical satellite photos, this depression was formerly used as a sports pitch. The depression's upper bank is roughly 97.5mAOD, while the bottom is around 95mAOD, resulting in a topographically 'bowled' feature.

A strategy will be outlined for the potential for utilising flood water to create enhanced biodiversity across the masterplan.



Topography Survey

Existing Landscape

The site is predominantly green, consisting of a crescent of mature trees splitting it in two. The majority of the high quality trees on the site are located within this crescent. The site is currently lined with overgrown shrubs and a handful of larger trees.

The neighbouring park area (Caldecott Park) has play spaces, sport facilities, areas of planting and community facilities, and offers the opportunity to establish an important pedestrian link from the site.

Above Site Photos Taken on 24/08/2022

03 Design Process

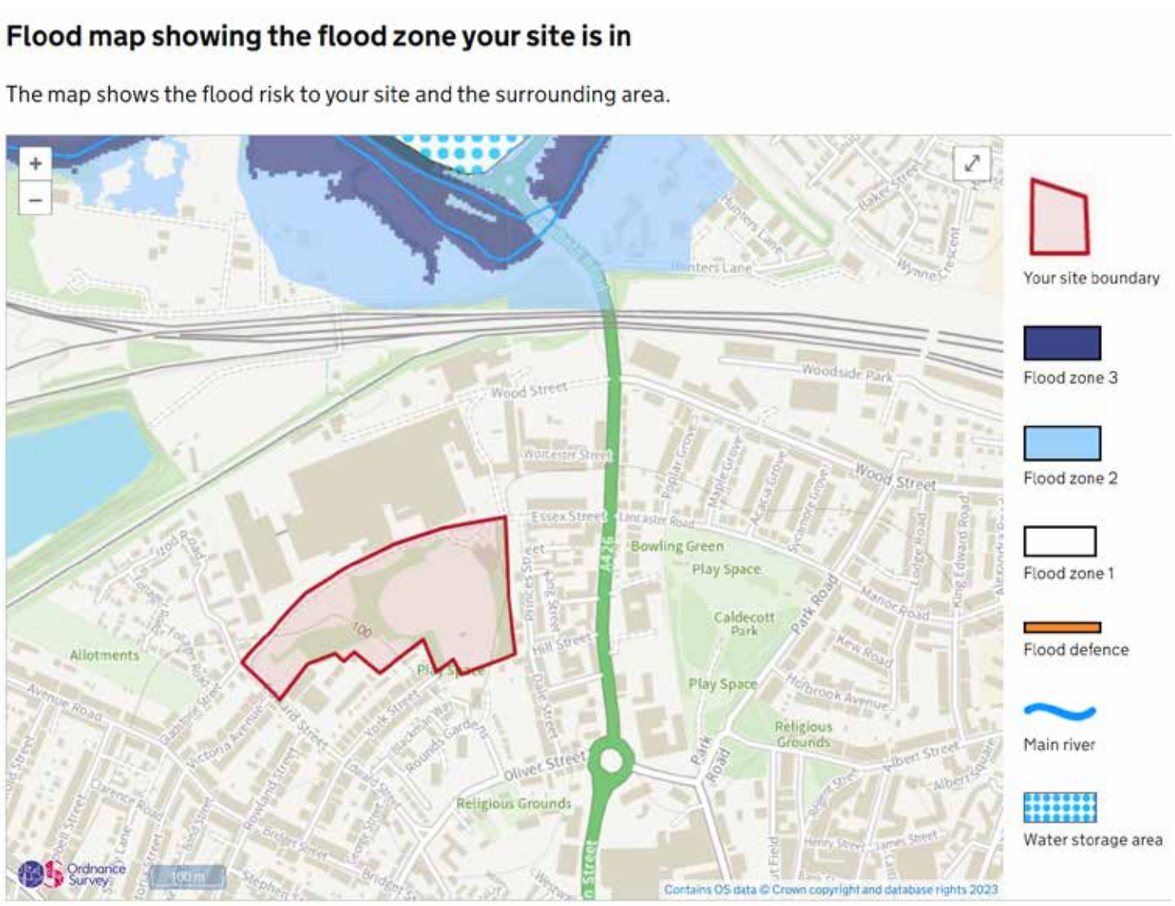
Constraints and Opportunities Plan

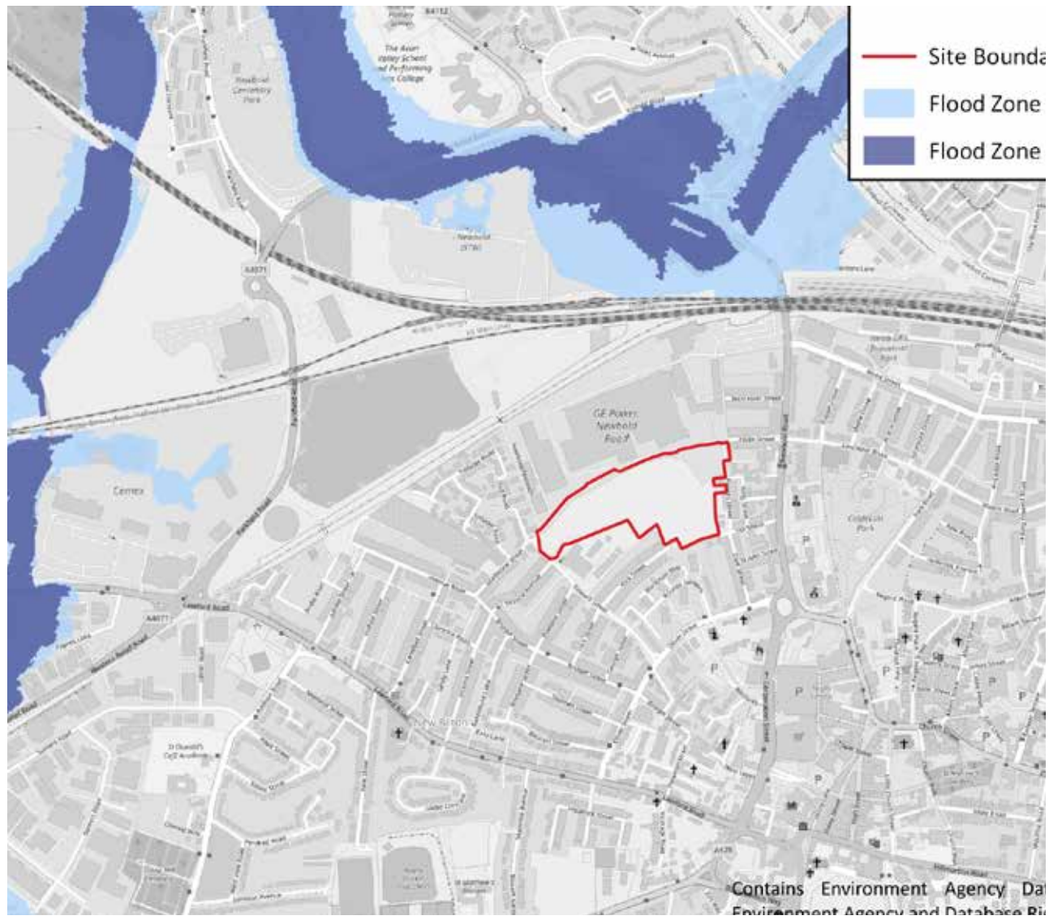
An assessment of the site and its context identified a number of constraints and opportunities associated with the development. Analysing the constraints and opportunities helped to inform the proposals. These are summarised below:

- Site boundary
- Existing buildings on site
- Industrial zone
- Cooling tower
- Existing trees
- Existing planting
- Existing green space
- Contours
- Surface water floor risk - high
- Surface water floor risk - medium
- Flood water - direction of travel
- Primary pedestrian route (on site)
- Primary pedestrian route (beyond site)
- Rear gardens
- Industrial edge

Constraints and Opportunities Plan [Taken from 'Pre-Application Meeting 2'- Pollard Thomas Edwards]

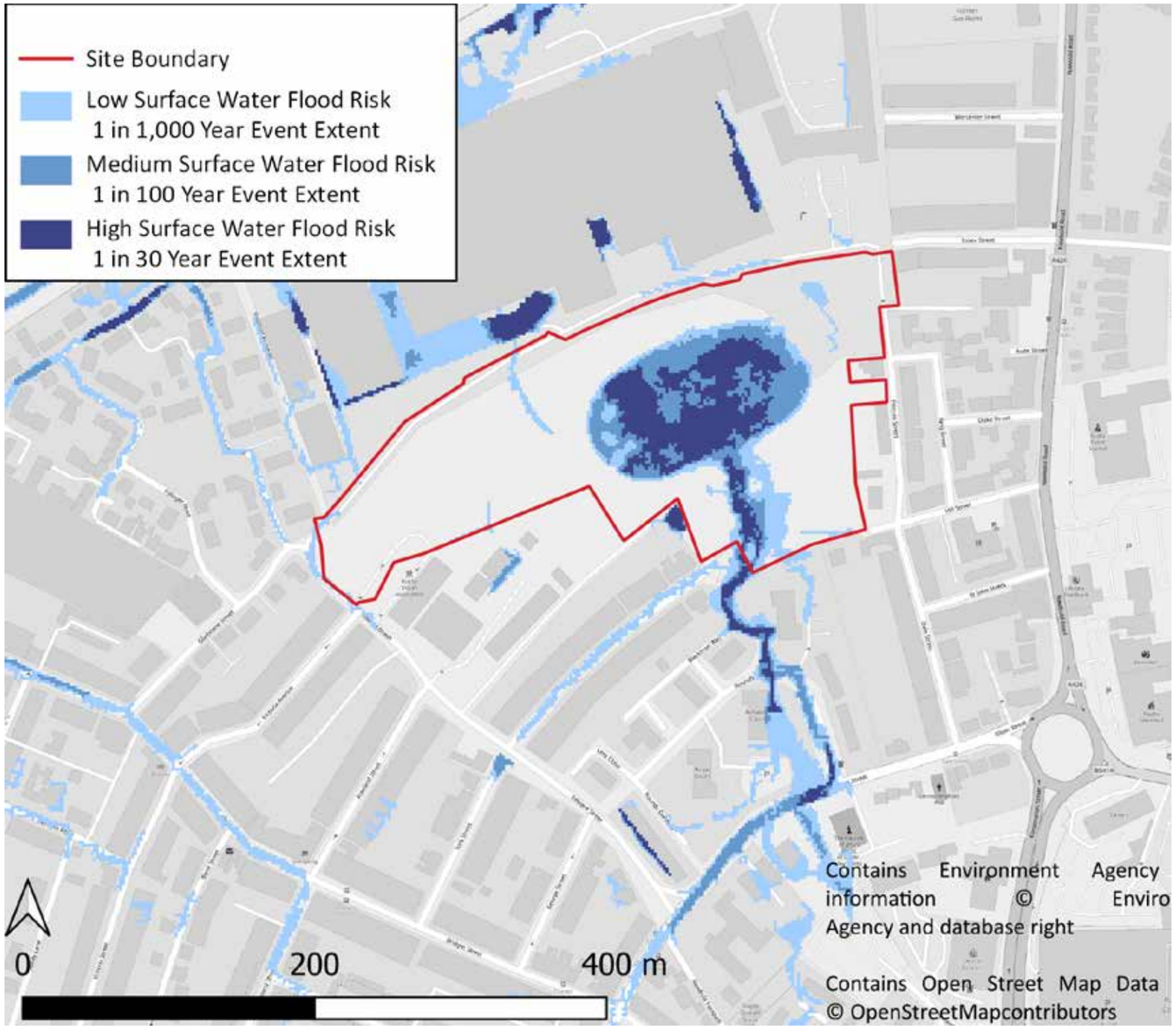
Flood Map for Planning





Flood Map for Planning confirms that the site is wholly located within Flood Zone 1.

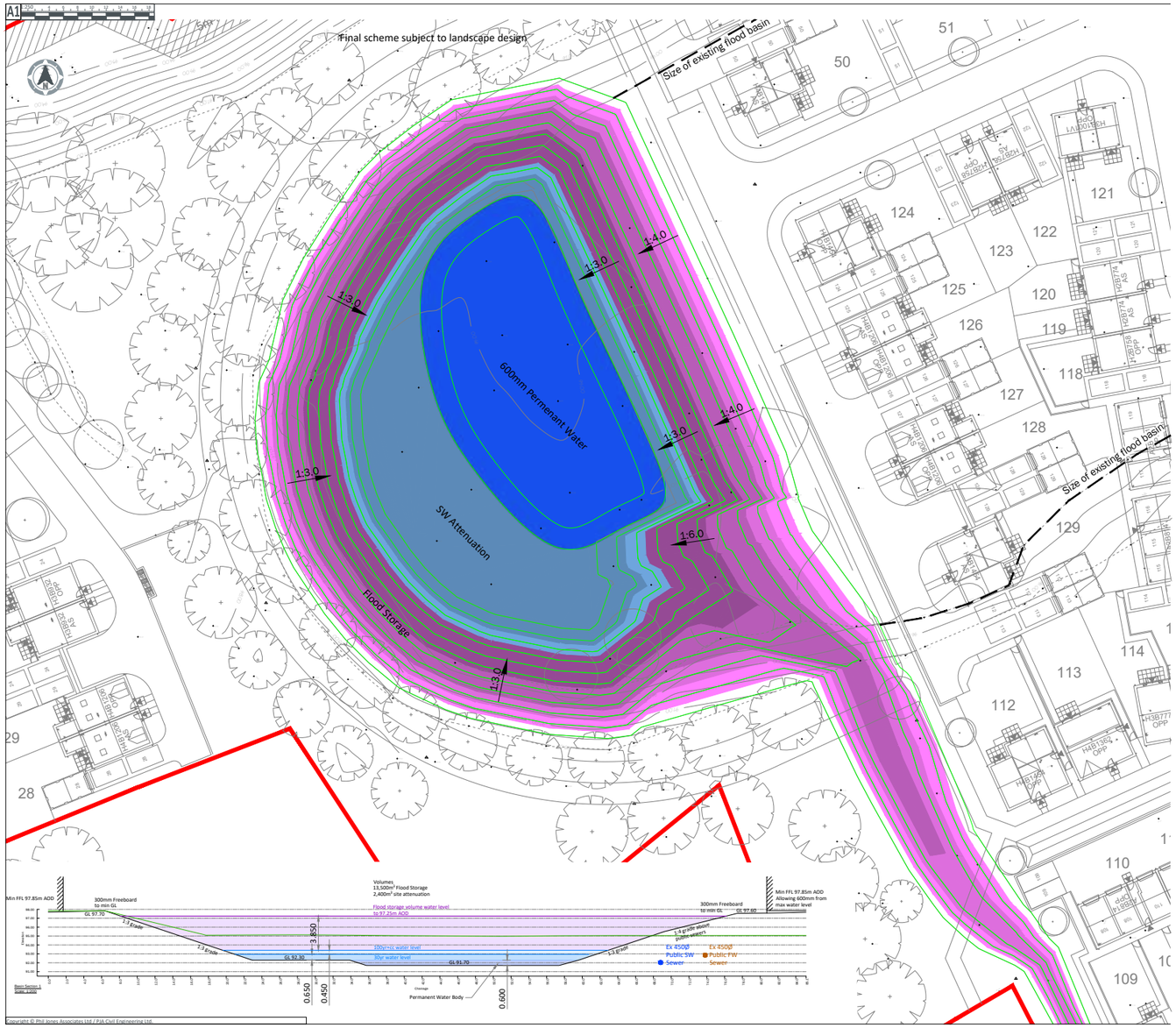
Surface Water Flood Risk



The publicly available Flood Risk from Surface Water Map identifies a surface water flow route emanating from the urbanised catchment to the south of the Site. This flow route enters the Site to the south and collects within the oval shaped topographical depression, which was formerly created to provide a sports pitch within the centre of the Site, intercepting these flows from travelling further northwards toward the River Avon.

This predicted surface water flood risk has been assessed by the Environment Agency to present a low to high risk to the Site.

Flood Storage Design



Detailed site specific hydraulic modelling has been undertaken to quantify and understand the flood routing mechanism of this surface water flood risk through the Site with a greater level of accuracy. The hydraulic model has been used to optimise the flood interception and storage design, where oncoming flows will be intercepted by a strategically placed swale, which will route flows toward a Flood Storage Area (FSA).

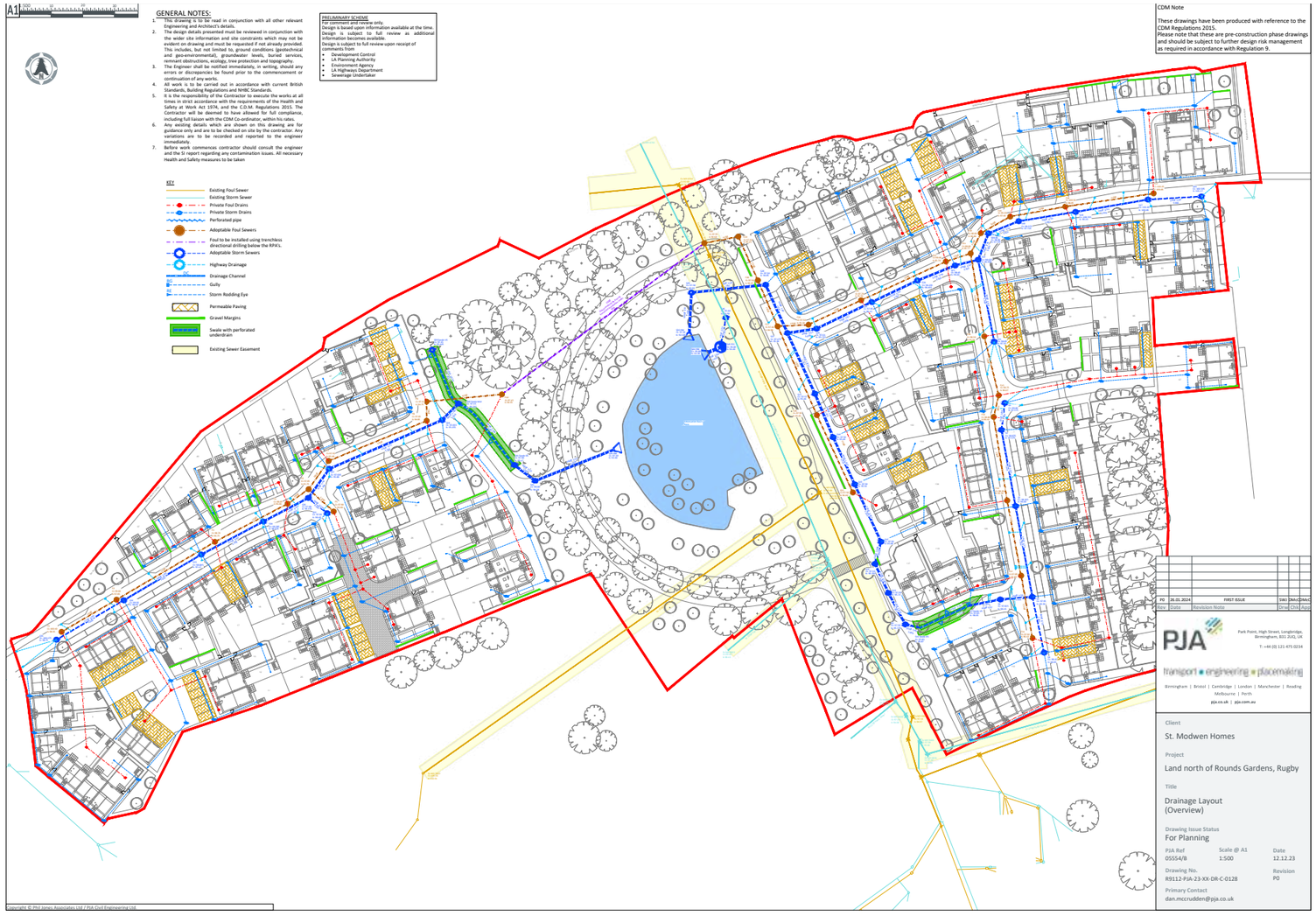
The interception swale and FSA have been designed to provide sufficient capacity to convey and store surface water flows from the wider catchment for all storm events up to and including the 1 in 100 year +40% climate change storm event, demonstrating that surface water flood risk can be safely managed as part of the delivery of the proposed development.

A freeboard of 300mm between the maximum water level within the FSA and top of bank has also been incorporated into the design to provide that additional level of resilience to an exceedance event.

The stored flood water will eventually drain at a restricted greenfield discharge rate of 5 l/s/ha into Severn Trent's Surface Water Sewer, which flows through the Site, as agreed with Severn Trent.

The FSA has been designed to a depth of circa 5.5m deep, with varying side slopes from 1 in 3 to 1 in 6 to facilitate safe access and egress from this feature.

Sustainable Surface Water Drainage Strategy



Draining surface water runoff from the Proposed Development in a sustainable way is a key element to the scheme. Permeable paving and filter margins will be utilised at plot level, which will then pass through selected swales, before entering the central storage area within the Site. This arrangement of Sustainable Drainage Systems (SuDS) will allow rainfall to be intercepted at it's source and slow the flow of water, enabling the treatment of surface water and effective removal of pollutants.

The central FSA has been designed to store both the surface water flood risk entering the Site and the surface water runoff from the Proposed Development itself up to the 1 in 100 year + 40% climate change storm event. The rate at which this water is discharged to the Severn Trent Surface Water sewer is restricted to match the original greenfield runoff rate of 5 l/s/ha, which also includes the surface flood water entering the Site from the south.

The central FSA has been carefully planned to enhance the Proposed Development's amenity and biodiversity value.