

Your ref: R24/0111

My ref: 240110



Communities

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Ms Nicola Smith
Head of Growth & Investment
RUGBY BOROUGH COUNCIL
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FAO : Ella Casey

13th March 2024

Dear Ms Smith,

PROPOSAL: Redevelopment of the former football pitch and tennis courts associated with the adjacent employment use, including demolition of the existing pavilion and all other remaining structures and enclosures relating to the previous use of the site; and the erection of 134 dwellings, accesses, landscaping, parking, drainage features and associated works.

LOCATION: Land North of Rounds Gardens, Rugby.

APPLICANT: Sam Rogers, St Modwen Homes.

Warwickshire County Council, hereby known as the 'Highway Authority' is currently undertaking a full assessment of the planning application. Whilst this assessment has yet to be concluded the Local Planning Authority have requested an initial response in respect of those elements of the assessment that have been completed. As such, this letter represents an initial response only covering the Highway Authority's assessment of the active travel and public transport elements of the proposed development together with comments in respect of road safety.

The Highway Authority will be providing additional comments on the remaining documents submitted in support of the planning application following completion of its assessment. This may include requests for further information and/or amendments to the proposed development (including off-site works).

Based on the assessment and appraisal of the active travel, public transport and road safety elements of the development proposals the Highway Authority considers that insufficient information has been provided to fully assess the highways impacts of the proposals, and therefore **objects** to the planning application pending receipt of further information, the justification for which is set out below.

*Working for
Warwickshire*

Analysis (Active Travel):

1. Secure Cycle Storage:

The proposed 134 dwellings consist of

- 5 x 1-bed apartments.
- 15 x 2-bed apartments.
- 35 x 2-bed houses.
- 57 x 3-bed houses.
- 22 x 4-bed houses.

The Transport Statement notes that the standards require one secure and undercover cycle space per unit and that:

“Secure cycle parking will be provided at each property within the garages or sheds, or within a communal store for apartments.”

However, the Rugby Local Plan 2019 Appendix 5 parking standards require the following provision:

Dwelling houses	Long stay – residents/ staff	Short stay - visitors
1-2 bed units	1/ unit secure and undercover	
3 bed units	1/ unit secure and undercover	
4 bed units	1/ unit secure and undercover	
Dwelling apartments	Long stay – residents/ staff	Short stay - visitors
Studio units	1/ unit secure and undercover	1 loop/ hoop per unit
1-2 bed units	1/ unit secure and undercover	1 loop/ hoop per unit
3+ bed units	2/ unit secure and undercover	1 loop/ hoop per unit

Therefore, the requirement will be to provide one long stay secure and undercover cycle space per unit (134) plus one short stay loop or hoop per apartment (20).

The Rugby Planning Obligations SPD 2012 provides more information about cycle parking including that short-stay parking stands should be able to secure the frame and both wheels and residential loops should be near to the front entrance of the property.

It is requested that the applicant provides further details of number, location and type of cycle parking facilities, including information on access, lighting and security.

2. On-site walking, wheeling and cycling routes:

The proposed pedestrian/ cycle strategy (Figure 4-1) in the Transport Assessment shows quiet streets, 3m shared footway/ cycleways and 2m pedestrian footways.

The following further information and changes to the proposals are requested:

- Provide additional detail in respect of the lighting and all-weather surfacing of paths.
- Provide details of all connections between footways/ cycleways and vehicle routes such that it can be clearly shown that these will minimise conflict.
- Alter the 2m pedestrian footways shown in the proposed pedestrian/ cycle strategy to 3m shared footway/ cycleways (see blue lines on annotated plan below). The shared footways/ cycleways should be wider at junction points and include seating.
- Ensure that the pedestrian/ cycle access points include 3m footways/ cycleways and continuous, surfaced and lit connections (without barriers) to York Street, Blackman Way/ Rounds Gardens, Hill Street and Essex Street (see blue lines on annotated plan below).



3. Off-site walking, wheeling and cycling routes:

The Transport Assessment provides a helpful review of existing facilities as well as audits of four active travel routes:

- Route 1 – Princes Street to Northlands Primary School via Lancaster Road; the audit notes that due to traffic volumes on the A426 Newbold Road and LTN1/20 guidance, the most appropriate type of crossing would be a signalised crossing.
- Route 2 – Princes Street to bus stops on the A426.
- Route 3 – Princes Street/Pedestrian Access to Rugby Town Centre; this includes an unlit footpath between York Street and Dale Street.
- Route 4 – Princes Street/Pedestrian Access to medical facilities and ASDA on Corporation Street; this also includes an unlit footpath between York Street and Dale Street and a footpath with cycle prohibition between Oliver Street and Westway.

It is noted, however, that no active travel routes are suggested to connect with the catchment secondary school, Avon Valley.

The proposed access to the development for motor vehicles is split between East Parcel (references in Transport Assessment to both 85 and 89 properties) with access from Princes Street, and the West Parcel (53 properties) with access from Willans Place. Parking restrictions are proposed. A one-way system is proposed on Princes Street, Dale Street, King Street, Hill Street and Duke Street. It is unclear how this will affect the active travel routes, particularly cycle access. The parcels have a total which is greater than the 134 dwellings currently proposed.

The following further information and changes to the proposals are requested:

- Provide clarification on the number of dwellings actually proposed in each parcel of the proposed development.
- Provide details of cycle permeability through the proposed one-way system and an assessment of safety (this is to be considered as part of the Stage 1 Road Safety Audit).

- Provide an assessment of active travel route(s) to connect with the catchment secondary school, Avon Valley.

The Highway Authority will provide further information in respect of requests for s106 contributions toward off-site infrastructure following completion of the assessment of the submitted application documents. However, in respect of active travel infrastructure the initial view is that the Highway Authority will seek funding to enhance off-site walking and cycling facilities (including PROW improvements and schemes identified in the Warwickshire LCWIP) to encourage new residents to use active travel modes and minimise the number of additional vehicle movements on the local highway network.

This is likely to include, but may not be limited to:

- A signalised crossing on A426 Newbold Road near Essex Street/ Lancaster Road.
- Paths through Rounds Gardens.
- Sections of Public Footpath (RB38) between Oliver Street to Bridget Street), adjacent sections of Newbold footpath plus widening and surfacing improvements and cycle access on footpath section between Oliver Street and Westway.
- Upgrade of crossing on Oliver Street to Toucan.
- Lighting, widening and surfacing improvements on footpath between York Street and Dale Street.
- Improvements along or parallel to A426 Newbold Road, including crossings where required (R08 and R09 in LCWIP) with connections as far as Avon Valley School.
- Signed advisory routes along nearby low traffic roads including Avenue Road and Bridget Street (R11 in LCWIP).

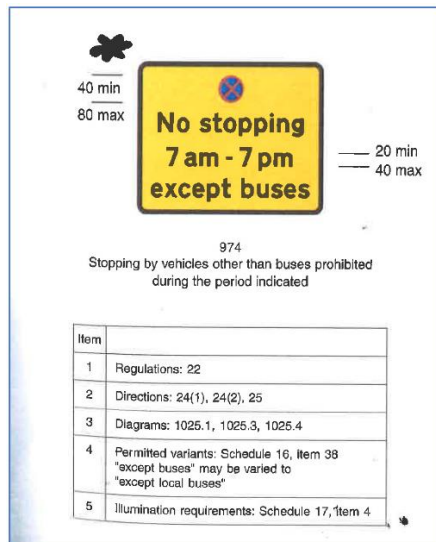
Analysis (Public Transport):

The nearest bus stops to the proposed new residential development are sited to on Oliver Road (to the south) and Newbold Road (to the east). The two pairs of existing bus stops on Oliver Road which have already been subject to enhancement as part of the Long Lawford - Rugby Town Centre Quality Bus Corridor (QBC) Scheme.

However, the bus stops on Newbold Road near junction with Avon Street will require to be enhanced such that they will meet Warwickshire Quality Bus Corridor (QBC) specification, noting that the width of the footways on this section of Newbold Road are too narrow to accommodate bus shelters.

The scale of the works per bus stops to comprise the following:

- Construction of the raised kerbs, tactile paving and specialist paving boarding and alighting area (designed in accordance with the Warwickshire QBC specification standard).
- Provision of bus stop clearway box markings on the carriageway.
- Provision of as No Parking Sign (except buses) to the exact same wording and specification as below to attach onto the existing bus stop poles (with bus flag and timetable case attached) at the bus stops.



It is requested that the applicant updates the proposed development scheme to include the above enhancements to the bus stops on Newbold Road.

Analysis (Stage 1 Road Safety Audit):

Whilst the planning application was not accompanied by an independently prepared Stage 1 Road Safety Audit (RSA), the applicant has confirmed that an RSA is to be undertaken for the proposed off site works and the internal layout and that the findings of this along with a Designer Response will be provided to the Highway Authority in due course. It should be noted that the applicant has also provided the Highway Authority with a copy of the brief for both elements of the Stage 1 RSA's. The Highway Authority has reviewed these documents and has provided comments/recommendations.

The Highway Authority will require that a Stage 1 Road Safety Audit be undertaken such that it can fully assess the road safety aspects of the proposals and confirm that identified risks can be mitigated. The RSA should be undertaken in accordance with DMRB document GG 119 and Warwickshire County Council guidance.

Please re-consult the Highway Authority for further comment upon receipt of new and/or amended documents to overcome the above issues.

Yours sincerely,

Stephen Harrison
Development Group

CC – **COUNCILLOR FEENEY – BENN – FOR INFORMATION ONLY**