

Your ref: R25/0565

My ref: 250565



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2<sup>nd</sup> April 2026

**PROPOSAL: Outline application with some matters reserved for the demolition of all buildings and the residential development of up to 160 dwellings, and creation of associated vehicular access off Rugby Road, pedestrian/cycle access points, parking, landscaping, drainage features, open space, childrens play area and associated infrastructure (all matters reserved except for vehicular access off Rugby Road).**

**LOCATION: Land South East Of, Rugby Road, Clifton Upon Dunsmore**

Warwickshire County Council, hereby known as the 'Highway Authority', has undertaken a full assessment, of the planning application, at the request of Rugby Borough Council in its capacity at the Local Planning Authority.

Technical note 2 has been submitted in response to the outstanding active travel etc comments and separate Confidence Interval Analysis has been carried out in regard to the modelling concerns raised.

Overall, the principle of the development appears to be acceptable to the Highway Authority. Some, alterations/additional details are recommended however, these are considered as more detailed points that could be secured by condition rather than being a reason for refusal for the development.

**Trip rates/modelling:**

The results of the modelling and TA addendum were reviewed by WCCs Transport Planning team and it was identified that a number of junctions were showing a moderate to significant impact in queues as a result of the development.

A number of these junctions are located away from the site and so Confidence Interval Analysis (CIA) was requested for further assessment at these locations to determine whether the impacts are statistically significant.

This CIA was submitted to WCC and has been reviewed. The results of which show that in all cases there is no significant impact and so mitigation is not justified in these locations.

Some minor impacts are shown at the various signalised junctions within the vicinity of the site. As noted in the TA addendum these signals operate on a MOVA system which allows variable cycle times rather than the fixed times modelled within the LinSig. The Highway Authority requests a contribution towards the upgrade/re-validation of the MOVA system based on the increased traffic flows to ensure the junctions continue to operate suitably. A sum of £6,000 is requested towards this.

### **Public Transport:**

In order to promote sustainable transport to/from the site a contribution towards the existing no.9 service is requested to increase the frequency of buses to every 45 minutes in the daytime. The total contribution is £415,460, evenly split over 4 years. Please see separate pro-forma for more detail.

In order to support the above improvements are proposed to the existing bus stops to the north on Rugby Road, indicatively shown on plan T25501 004. All dwellings within the site should be within a suitable 400m distance to these stops and improvements include a crossing point and shelters for improve waiting experience.

The Highway Authority would also require the stops to be constructed to WCC Quality Bus Corridor specification which in addition to the above would require:

- Raised bus boarding/hard standing with specialised paving
- Bus stops clearway markings
- Flag/pole with timetable info
- Real time information

These can be secured by condition.

### **Active Travel:**

Current proposals show 3m shared footway/cycleway within the site & alterations to the existing railway bridge to provide a footway.

Due to constraints on the highway network on-carriageway cycling would be required along Rugby Road connecting to local amenities.

A speed survey has been carried out and submitted within TN2 which shows existing speeds average of 26.5mph & 25.4mph. Given that on-carriageway cycling is required it is considered that a 20mph speed reduction is therefore necessary in order to promote cycle use in accordance with LTN1/20. At the current 30mph limit this would discourage some people other than experienced cyclists. Based on the current recorded speeds a simple reduction to the limit would not be successful, however given Rugby Road already benefits from traffic calming and Clifton Village is already covered by a 20mph zone it is considered that with additional calming provided, i.e additional cushions etc, an extension

to the 20mph zone would be achievable along Rugby Road. Also noting that the bridge proposals will act as its own calming feature.

A condition is therefore recommended for the provision of a Traffic Calming Scheme for Rugby Road, to be submitted for approval.

It should be noted that the proposed improvements are currently considered in isolation and the wider journeys/provision have not been considered. So, whilst improvements are proposed e.g. along the railway bridge the connecting route between the bridge and site access is narrow with footway widths of 1-1.5m. Connections should be consistent and attractive to promote their use and encourage sustainable transport modes. The connecting footways between current improvements and to amenities etc should also be improved and widened to 2m where possible.

The current plans for the bridge are acceptable in principle however could be improved with road space reallocation. For example a carriageway width of 4.5m is currently shown which is excessive. Whilst on-carriageway cycling is acceptable, in areas of conflict additional infrastructure should be provided to improve safety of the route and avoid unnecessary delay. Road space could be better allocated to improve this area by reducing carriageway width and providing an off-carriageway route for cyclists across the bridge or protected carriageway space which would enable them to bypass the signals/give-way requirement leading to a more cohesive route. Such route could then also connect into Newall Close allowing cyclists to avoid the need to negotiate the site access.

2 options have been explored for the bridge of either a signalised shuttle working or give-way priority arrangement. With the give-way arrangement the signalised crossing would be removed for an uncontrolled crossing which is not ideal. It is therefore considered that whilst signals may have maintenance/environmental considerations a signalised crossing would be provided which prioritises pedestrians as required by guidance and so is considered to be a more suitable option. The principle of the shuttle signals is acceptable however some changes are recommended as discussed above and so a condition is recommended for further final design details to be submitted.

Based on the appraisal of the development proposals and the supporting information in the planning application the Highway Authority submits a response of **no objection**, subject to the following conditions and contributions:

1. The development shall not be occupied until the existing Newall Close bellmouth access has been remodelled to provide access to the site in general accordance with approved plan T21542 001 Rev D and has been constructed in accordance with the Highway Authority's specifications.
2. All parts of the existing access(es) within the public highway not included in the permitted means of access have been closed and the (footway/verge) has been reinstated in accordance with the standard specification of the Highway Authority.

3. No development shall commence until detailed plans have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, showing a detailed traffic calming scheme on Rugby Road. Such plans shall include for all features to be installed, existing features to be retained, signage, lining, Stage 1 RSA and all associated plans. The development shall not be occupied until such scheme as approved has been constructed and laid out in accordance with those plans and in accordance with the Highway Authority's specifications.
4. The development shall not be occupied until the bus stop improvement works have been laid out and constructed in general accordance with the approved plan T25501 004. Notwithstanding the plans submitted the improvements works shall also include:
  - Raised bus boarding/hard standing with specialised paving
  - Bus stops clearway markings
  - Flag/pole with timetable info
  - Real time informationUnless otherwise agreed with the Highway Authority.
5. No development shall commence until detailed plans have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, showing a detailed active travel improvement scheme on Rugby Road. Such details shall include for footway widening on Rugby Road between the proposed bus stop works and Butlers Leap to 2m where possible, provision of a cycle link to Newall Close to the west and alterations to the proposed bridge works (indicatively shown on plan T25501 003) to improve cycle provision. The development shall not be occupied until the approved details have been constructed and laid out in accordance with those approved plans and in accordance with the Highway Authority's specifications.
6. No development shall commence including any site clearance, until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The approved plan shall be adhered to through the construction period. The approved plan shall provide for:
  - i. The routing and parking of vehicles of HGVs, site operatives and visitors;
  - ii. Hours of work;
  - iii. Loading and unloading of plant/materials.
  - iv. Storage of plant and materials used in constructing the development.
  - v. The erection and maintenance of security hoarding.
  - vi. Wheel washing facilities to prevent mud and debris being passed onto the highway.
  - vii. A scheme for recycling/disposing of waste resulting from construction works.
  - viii. Emergency contact details that can be used by the Local Planning Authority, Warwickshire County Council and public during the construction period.

**S106 contributions:**

- A. A sum of £6,000 towards the upgrade/ re-validation of the MOVA signal controls at Butlers Leap, Houlton Way and The Kent.
- B. A sum of £415,460 toward enhancing existing bus services fronting the site to every 45 minutes. (see separate pro-forma for more detail).
- C. A sum of £12,000 towards the cost of a TRO associated with a 20mph reduction on Rugby Road to be paid on commencement of development.
- D. A sum of £1,556,680 towards pedestrian/cycle improvements towards Rugby Railway Station, Town Centre and local employment areas with 25% to be paid on commencement of development to allow for design work and consultation, 25% to be paid on 25% occupation and the remaining 50% to be paid prior to 50% occupation.
- E. A sum of £9,000 towards local walking connections to Clifton Recreation Ground and PRow R114/R116

Notes:

- I. Condition numbers 1 - 4 require works to be carried out within the limits of the public highway. The applicant / developer must enter into a [Minor] Highway Works Agreement made under the provisions of Section 278 of the Highways Act 1980 for the purposes of completing the works.

In terms of design guidance this is carried out in conjunction with the County Road Construction Strategy 2022 on our website as referred to on the opening page. Please see below link:

<https://api.warwickshire.gov.uk/documents/WCCC-770-261>

The applicant / developer should note that feasibility drawings of works to be carried out within the limits of the public highway which may be approved by the grant of this planning permission should **not** be construed as drawings approved by the Highway Authority, but they should be considered as drawings indicating the principles of the works on which more detailed drawings shall be based for the purposes of completing an agreement under Section 278.

An application to enter into a Section 278 Highway Works Agreement should be made to the Planning & Development Group, Communities Group, Warwickshire County Council, Shire Hall Post Room, Warwick, CV34 4SX or by email to:

[s38admin@warwickshire.gov.uk](mailto:s38admin@warwickshire.gov.uk)

In accordance with Traffic Management Act 2004 it is necessary for all works in the Highway to be noticed and carried out in accordance with the requirements of the New Roads and Streetworks Act 1991 and all relevant Codes of Practice. Before commencing any Highway works the applicant / developer must familiarise themselves with the notice requirements, failure to do so could lead to prosecution.

Applications should be made to the Street Works Manager, Budbrooke Depot, Old Budbrooke Road, Warwick, CV35 7DP or by email to:

streetworks@warwickshire.gov.uk

For works lasting ten days or less, ten days notice will be required. For works lasting longer than 10 days, three months notice will be required.

- II. Section 163 of the Highways Act 1980 requires that water will not be permitted to fall from the roof or any other part of premises adjoining the public highway upon persons using the highway, or surface water to flow – so far as is reasonably practicable – from premises onto or over the highway footway. The developer should, therefore, take all steps as may be reasonable to prevent water so falling or flowing.
- III. Pursuant to Section 149 and 151 of the Highways Act 1980, the applicant/developer must take all necessary action to ensure that mud or other extraneous material is not carried out of the site and deposited on the public highway. Should such deposits occur, it is the applicant's/developer's responsibility to ensure that all reasonable steps (e.g. street sweeping) are taken to maintain the roads in the vicinity of the site to a satisfactory level of cleanliness.

Yours sincerely

*Chris Lancett*

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