

Your ref: R16/2569
My ref: 162569



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Mr Rob Back
Head of Planning & Recreation
RUGBY BOROUGH COUNCIL
Town Hall
Rugby
CV21 2RR

FAO : Richard Holt & Karen McCulloch

4th February 2018.

Dear Mr Back

PROPOSAL: Outline planning application for up to 186,500 sq m of buildings for Use Class B8 (Warehousing and Distribution), with ancillary Use Class B1(a) (Offices), land for a fire station (0.4 hectares) with site infrastructure including vehicle parking, landscaping, and sustainable drainage system. Demolition of Station Farmhouse and outbuildings. All matters reserved except means of access from A45/M45 junction up to and including the link to the crossing of the Northampton Lane right of way.

LOCATION: Land North of A45 and M45 Junction, Rugby

APPLICANT: N/A

Warwickshire County Council, hereby known as the 'Highway Authority', has undertaken a full assessment of the planning application and the supporting information which has been submitted. Based on our assessment the Highway Authority **objects** to the planning application.

The justification for this decision is provided below.

ANALYSIS:

The Highway Authority has undertaken a robust and thorough assessment of the planning application. The following commentary provides a summary of this analysis.

The development proposals have been assessed in line with the following national policy and guidance documents;

- National Planning Policy Framework published by Department for Communities and Local Government in March 2012;

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- National Planning Practice Guidance: Travel plans, transport assessments and statements in decision making published by Department for Communities and Local Government in March 2014;
- Department for Transport Circular 02/2013; The Strategic Road Network and the delivery of sustainable development published by the Department for Transport in September 2013;
- Warwickshire Local Transport Plan 2011 – 2026 published by Warwickshire County Council in 2011; and,
- Submitted Rugby Local Plan 2011 – 2031 published by Rugby Borough Council in 2017.

The following text provides commentary on the justification of the objection submitted by the Highway Authority.

1. The main focus of the Highway Authority's objection focuses on the Dunchurch Crossroads, on which an in depth assessment has been undertaken. Based on this appraisal the Highway Authority has noted the following points for clarification and concern.
 - a. Having considered the Base 2016 modelling outputs it has been noted that these do not accord with the levels identified within the modelling undertaken by the applicants to support the Ashlawn Road Development (R13/2102). The Highway Authority considers this is demonstrating the junction is operating at a much lower level than is currently observed.
 - b. The assessment in the Transport Assessment tries to demonstrate that the development can be accommodated by comparing the existing base position, compared to the development with the committed mitigation scheme implemented. This is not a fair comparison, as the comparison needs to take place between the base with committed mitigation, and base with committed mitigation and the proposed development.
 - c. The modelling has demonstrated that the development will utilise the capacity provided by the committed mitigation scheme which enables the delivery of the South West Link Road, as a part of the South West Urban Extension as identified in policies DS8 and DS9 of the submitted Rugby Local Plan.

The Highway Authority therefore has significant concern that the development will not enable this infrastructure to come forward without a significant and serve impact upon the safe and efficient operation of the highway network at the Dunchurch Crossroads.

Based on the point above it has been clearly demonstrated that in order for the development proposals to come forward that the delivery of the South West Relief Road is essential, and to support the provision of housing as identified in in policies DS8 and DS9 of the submitted Rugby Local Plan. It is therefore considered the development proposals contradict these policies, and therefore do not accord with Paragraph 32 of the National Planning Policy Framework.

2. The Highway Authority has considered the mitigation scheme for the A45 / A4071 Blue Boar Junction. The applicants and their transport consultants have identified a mitigation scheme for the southern junction. However the Highway Authority does not consider this is a suitable assessment, with the justification being that an assessment of the northern junction arrangement should also be undertaken.

The Highway Authority has noted a mitigation scheme has been identified, but has concerns about its suitability, due to the limitations to improve the existing junction arrangements. Clarity is also sought on who is the responsible parties for the structures. As the bridge crosses the A45 it is expected that this will be responsibility of Highways England, whilst Warwickshire County Council is responsible for the physical highway.

The Highway Authority notes that the impact on Blue Boar Junction does identify the benefit for the provision of the Potsfordam Link from the A4071 to provide an alternative access to the development site, which is easily accessible by HGVs.

3. The Highway Authority notes that no assessment or consideration has been undertaken of the developments impact upon the operation of the Rugby Town Centre Gyratory. This part of Rugby's network is under significant pressure, and therefore any additional vehicle movements may have a detrimental impact on the safe and efficient operation of the highway network at this location.

The Highway Authority therefore requires the impact on the Town Centre Gyratory to be quantified and commented upon.

4. The Highway Authority notes that no assessment or consideration has been undertaken of the developments impact upon the operation of the highway network in Princethorpe. This part of network experiences delay and queuing during peak periods, notably the junction between the A423 Oxford Road / B4455 Fosse Way / B4453 Rugby Road Priority Junctions.

Therefore any additional vehicle movements may have a detrimental impact on the safe and efficient operation of the highway network at this location. The Highway Authority therefore requires the impact on Princethorpe to be quantified and commented upon.

5. The Highway Authority has considered the proposed site access arrangements which appears to have significant capacity constraints in the future year assessments. The Highway Authority requires the provision of 10% spare capacity on new junctions to provide future proofing so that future traffic growth can be accommodated onto the highway network.

The assessment has also been limited as significant information has not been provided as part of the planning application. The following information is required;

- a. Provision of a Road Safety Audit Stage 1; and,
- b. Vehicle tracking drawings to demonstrate and rigid HGV, articulated HGV and bus can safely enter and exit the site through the proposed junction arrangements.

6. Sustainable Transport provision is limited within the submitted documentation, and it is noted that a Travel Plan and contribution to public transport is identified. However the Highway Authority has significant concerns that the proposed development on its own is isolated and would be a car dominated development.

It is not clear how pedestrians and cyclists would access the site from the surrounding communities. At present there is insufficient information and the Highway Authority considers the development does not accord with the National Planning Policy Framework.

Summary:

The Highway Authority has considered the planning application, and has a number of areas which required clarification, and further information. The Highway Authority has significant concerns about the impact on the operation of the Dunchurch Crossroads, and potential to impact on the safe and efficient operation of the highway network without the provision of the South West Link Road.

Based on this assessment the Highway Authority concludes that the development proposals as submitted does not accord with the National Planning Policy Framework, Warwickshire Local Transport Plan and Submitted Rugby Local Plan. Until these matters are resolved the Highway Authority will maintain an objection against the planning application.

Yours sincerely

Ben Simm

Ben Simm
Development Group

CC – **COUNCILLOR ROBERTS – DUNCHURCH – INFORMATION ONLY**