

Your ref: R22/1138, R22/1139 (duplicate submission),
R22/1134, R22/1136 (Duplicate submission)

My ref: 221138



Communities

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FAO : Karen McCulloch

9th March 2023

Dear Ms Smith,

PROPOSAL: R22/1138: Details for part of condition 18: Transport Assessment and Mitigation of R16/2569 (Outline application Use Class B8 buildings with associated infrastructure). Part submission - assessment information only. R22/1134: Details for part of condition 18: Transport Assessment and mitigation of R16/2569 (Outline application Use Class B8 buildings with associated infrastructure). Part submission - mitigation information only

LOCATION: LAND NORTH OF COVENTRY ROAD, COVENTRY ROAD, THURLASTON.

APPLICANT: Tritax Symmetry Ltd.

Warwickshire County Council, hereby known as the 'Highway Authority', has undertaken a full assessment of the planning application.

This letter provides the Local Planning Authority with an update of the current position in respect of the Highway Authority's analysis of the application to discharge Condition 18.

Introduction:

The Highway Authority has undertaken a robust and thorough assessment of the application to discharge of condition 18 of R16/2569.

As set out below, the Highway Authority is broadly in agreement with the assessment of the impact of the remaining 86,500 sq m of Class B8 development on the highway network between the site and the Blue Boar junctions and Rugby Gyratory and the proposed mitigation measures at the Blue Boar South junction.

The following commentary provides a summary of the analysis.

*Working for
Warwickshire*

Analysis:**Condition 18**

Condition 18 states that:

“No more than 100,000 sq.m of B8 development, including any development occupied pursuant to a grant of planning permission for planning application R20/1026, shall be occupied until an assessment of the potential transportation impact of the remaining 86,500 sq m of Class B8 development on the highway network between the site and the Blue Boar junctions and Rugby Gyratory taking account of any transportation infrastructure that has already been delivered or secured funding (to the reasonable satisfaction of the Local Planning Authority) in relation to the South West Rugby Development Area (as described in Policy DS8 in the adopted Rugby Local Plan), has been submitted to, and agreed in writing by, the Local Planning Authority. Should the Local Planning Authority (in consultation with Warwickshire County Council) find that the potential transportation impact on the highway network is unacceptable as a result of developing out the remaining 86,500 sq m of Class B8 development, a scheme of mitigation including timeframes for completing any mitigation shall be submitted to and approved in writing by the Local Planning Authority. The potential transport improvements to be delivered if required could include, but are not limited to, one or more of the following measures which would be subject to agreement and approval process with the Local Planning Authority in consultation with Warwickshire County Council: Potsford Dam Link between the development and the A4071 (as illustrated on drawing 31311- 5516- SK02 Sheets 2 and 3); highway improvements at Blue Boar (A45/ A4071 junction) (as illustrated on drawing 31311-5501-026); highway improvements at Blue Boar (A4071/Straight Mile junction) (as illustrated on drawing 31311-5501-018 Rev A). The mitigation scheme shall be implemented in accordance with the approved details.”

Separate submissions have been made. The first (R22/1138 and duplicate submission R22/1139) seeks to discharge the first element of the condition i.e., the assessment of the potential transportation impact of the remaining 86,500 sqm of Class B8 development. A separate submission (R22/1134 and duplicate submission R22/1136) seeks to discharge the second element of the condition namely the scheme of mitigation.

Traffic Assessment:

The basis of the request for the discharge of both elements of Condition 18 of R16/2569 is set out in 332210819-100-TN02, Rev C, dated 3rd March 2023 (TN02).

The document sets out the applicant's assessment of the transport impacts of development at Symmetry Park in excess of 100,000sqm up to a maximum of 186,500sqm, at the following locations:

- Blue Boar South Junction (A4071/ B4453 Straight Mile)
- Blue Boar North Junction (A4071/ A45)
- Rugby Gyratory
- Dunchurch Crossroads

The traffic impacts have been assessed using the latest RWA Paramics Model for the full development consented under the outline permission (total of 186,500sqm).

The traffic modelling methodology used to assess the traffic impacts has been reviewed by the Highway Authority and is considered acceptable.

Development and Network Assumptions – Cawston Farm and Potsford Dam Link:

The traffic impacts of several scenarios associated with the Cawston Farm residential development have been assessed by the applicant and included within TN02. The scenarios have included various quanta of development at the Cawston Farm site together with associated connections to the existing highway network, including a potential alternative alignment for the Potsford Dam Link (PDL), which is identified within the adopted South West Rugby Masterplan Supplementary Planning Document as being an essential part of the transport infrastructure needed to deliver the masterplan's full allocation of housing and employment.

The planning applications for Cawston Farm Phases 1 and 2 are currently being assessed by the Highway Authority and the transport infrastructure proposals and mitigation measures have yet to be agreed. This includes the applicant's proposal to route the PDL via the Cawston Farm development and the B4642 (Coventry Road) rather than Rugby Borough Council's and the Highway Authority's preferred alignment which will link directly into the A4071 at its junction with the B4642. Both the Highway Authority and the Local Planning Authority have significant concerns in respect of the PDL alternative alignment proposals.

In view of this, and to ensure that that the Discharging Planning Condition 18 assessment identifies the traffic impacts solely for the employment land, the applicant was requested to assess the following scenarios:

- **Employment-only Scenario:**
No PDL and no Cawston Farm development – an 186,500sqm B8 employment only scenario.
- **Employment plus Cawston Farm Phase 1 (150 dwelling)-only Scenario:**
No PDL and a 150 dwelling Cawston Farm development served solely off the B4642 (a cul-de-sac) – an 186,500sqm B8 employment plus Cawston Farm Phase 1 only scenario.

For the purposes of the application to discharge Condition 18, the Highway Authority assessment has necessarily focussed on the above two scenarios only. The alternative PDL proposals, including any proposed highway links between Cawston Farm Phase I and Cawston Farm Phase II and Symmetry Park, will be separately assessed as part of the consultations on the Cawston Farm planning applications.

Junction Analysis:

The results of the assessments of the individual junctions are summarised below.

1. Blue Boar South:

As set out in TN02 (table 4.3 and para 4.10) mitigation is required to address residual cumulative impacts of both the employment-only and the employment plus Cawston Farm Phase 1 (150 dwelling)-only scenarios. The Highway Authority is in agreement with this assessment.

It is proposed to mitigate these impacts by modifying the layout of the Blue Boar South junction. The proposal is to replace the existing priority junction with a roundabout.

The preliminary design of the proposed scheme was reviewed by the Highway Authority and was subject to an independently prepared Stage 1 Road Safety Audit. The applicant subsequently amended the design as shown in Drawing Number 332210819-5501-002, Rev B, dated 3rd March 2023.

The applicant has demonstrated that, through the implementation of the proposed scheme at Blue Boar South, they will mitigate the residual effect of the employment-only and the employment plus Cawston Farm Phase 1 (150 dwelling)-only scenarios.

The Highway Authority is therefore satisfied¹ that the proposed mitigation at Blue Boar South is sufficient to discharge Condition 18, inclusive of 150 dwellings at Cawston Farm Phase 1, but note that further improvements at the junction may be required to mitigate the cumulative impacts associated with the remaining 125 dwellings at Cawston Farm Phase 1, Cawston Farm Phase 2 residential (375 dwellings) and any other developments which may come forward in the area. This situation will be separately assessed and conditioned, if necessary.

The Blue Boar South Junction mitigation scheme will help to manage queue lengths on the approaches to the junction and is considered important for reasons of road safety. As such the Highway Authority require that the Blue Boar South scheme be implemented as soon as possible following commencement of the development of the additional 86,500 sq m of Class B8 employment units.

The Highway Authority will require that prior to the commencement of development of the first employment units that will increase the cumulative area above the 100,000sqm already approved for this site, the detailed design of the improvement scheme at the Blue Boar South Junction, in general accordance with drawing number 332210819-5501-002, Rev B, dated 3rd March 2023, together with a Stage 2 Road Safety Audit, shall be submitted for Technical Approval to Warwickshire County Council. The delivery of the works shall then commence within six months of final s278 Technical Approval.

2. Blue Boar North:

As set out in TN02 (table 4.3 and para 4.11), the assessment of this junction indicates that no mitigation is required at the Blue Boar North junction for the employment-only scenario. The Highway Authority is in agreement with this assessment.

It is noted, however, that the capacity testing for other development scenarios summarised within TN02 demonstrate increased queue lengths at this junction,

¹ Please note that the Junctions 10 Arcady input file (Blue Boar South Roundabout Mitigation single lane entry report.pdf) submitted by Stantec is based on a PCU factor of 2.0. However, this is inconsistent with the PCU factor of 2.3 used to derive the PCU demand flow inputs (turning movements). The Junctions 10 User Guide also recommends that HV percentages are included even when working in PCUs if RFC on an arm is close to 1.0 which is the case here. Although our checks confirm that inclusion of the HV percentages and a PCU factor of 2.3 would not materially affect the submitted results, we would expect these to be included in any subsequent analysis for the residential planning applications (Cawston Farm Phases 1 and 2).

particularly on the A4071 northbound approach, and therefore this situation will be separately assessed and conditioned, if necessary.

3. Rugby Gyrotory:

The assessment of the Rugby Gyrotory indicates that no mitigation is required for the employment-only scenario. Whilst some increases in queues and delays are forecast on the B4642 Bilton Road and A426 Dunchurch Road approaches during the 2031 AM (8-9 am) and 2031 PM (5-6 pm) peak hours respectively, these are relatively limited in scale and not considered sufficiently severe to require mitigation for the employment-only scenario.

4. Dunchurch Crossroads:

The assessment of Dunchurch Crossroads indicates that no mitigation is required at this junction for the employment-only scenario.

Yours sincerely,

Stephen Harrison
Development Group