

## **Regulatory Committee - 3 December 2024**

### **Planning Application RBC/23CC003 Rugby Parkway Station Outline Application to include Access only**

#### **RBC/23CC003**

Application No.: RBC/23CC003

Advertised date: 21 December 2023

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Registered by: The Strategic Director for Communities on 03 May 2023

**Proposal:** Construction of a two-platform parkway railway station including footbridge, ramp, pedestrian lifts, new highway access; modifications to existing highways including creation of fourth arm to existing junction on Crick Road; pedestrian footways; provision of up to 325 parking spaces for cars and electric vehicles, parking for motorcycles, cycles, and taxis and other associated works including new crossings for pedestrians and cyclists. Creation of a bus stop facility. Construction of facilities ancillary to the station including, lighting, soft and hard landscaping, surface and subsurface drainage, utilities and other services, boundary treatment, signage, and other associated works. (Amended Wording Only)

**Site & location:** Land adjacent to A428 Crick Road, Rugby, CV23 0AB. [Grid ref: 454924.273424].

**See plan in Appendix A**

## **Recommendation**

That the Regulatory Committee authorises the grant of Outline planning permission all matters reserved save Access considered; modifications to existing highways including creation of fourth arm to existing junction on Crick Road; pedestrian footways and for construction of a two-platform parkway railway station including footbridge, ramp, pedestrian lifts, provision of up to 325 parking spaces for cars and electric vehicles, parking for motorcycles, cycles, and taxis and other associated works including new crossings for pedestrians and cyclists. Creation of a bus stop facility. Construction of facilities ancillary to the station including, lighting, soft and hard landscaping, surface and subsurface drainage, utilities and other services, boundary treatment, signage, and other associated works, subject to the conditions and for the reasons contained within Appendix B of the report of the Strategic Director for Communities.

### **1. Application details**

#### **1.1 Description of the Development**

- 1.2 The development proposal relates to Outline permission with all matters reserved save Access for a proposed new railway station and associated infrastructure on land adjacent to A428 Crick Road, located to the southeast of the centre of Rugby.
- 1.3 This outline planning application seeks outline consent for the construction of a two-platform parkway railway station, footbridge, ramp, two pedestrian lifts (Elevators), a surface carpark comprised up to 325 parking spaces for cars, electric vehicles, motorcycles, cycles, and taxis with associated pick up and set down areas. Provision of associated

development, lighting, soft and hard landscaping, surface and subsurface drainage, utilities and other services, boundary treatment, landscaping, signage, and other associated works.

- 1.4 Enabling works to the adopted highway comprised new pedestrian and cyclist crossings, bus stop facility, new highway access, modifications to pedestrian footways, existing highways, and Traffic Regulation Order (TRO) amendments to be determined through assessment and surveys. Permission is sought for an access from the southern side of Crick Road which will create ingress and egress from the construction site once conditions are satisfied associated clearance of vegetation may commence.
- 1.5 The matter of the planned carpark together with the creation of fourth arm to existing junction on Crick Road are reserved matters controlled by conditional Road Safety Audits.

## **2. Consultation**

- 2.1 **RBC Environmental Health Officer** – No Objection subject to conditions and Advises
- 2.2 **Network Rail** – No Objection
- 2.3 **Rugby Borough Council response to RBC/23CC003**

This site within the Rugby Radio Station (Houlton) allocation as allocated under Policy DS3 and DS4 of the Local Plan (2019). The extent of the allocation is shown on the Urban Policies Map (Appendix 8a of the Local Plan). The principle of development in this location is therefore acceptable. The station is also identified within the Infrastructure Delivery Schedule within Appendix 3 of the Local Plan (2019). Policy DS4 therefore seeks to safeguard the land for the Parkway Station therefore Rugby Borough Council support the proposals in principle.

In relation to the Parkway station the Local Plan states:

Rugby Parkway Railway Station - proposed for land to the south of the A428 Crick Road, opposite the former Rugby Radio Station - is required to ensure Rugby has the connectivity necessary to secure the long term economic and residential development of the area, served by sustainable modes of transport. The proposal will have considered benefit in reducing car dependence and addressing improving air quality in the Borough. The project will be funded by Warwickshire County Council and the Department for Transport.

The application seeks outline approval with all matters reserved except access. Other details still need to be considered in order for the principle of development to be acceptable. RBC defers to other consultees on the following matters:

Ecology and Biodiversity net gain – WCC Ecology (Policy NE1 should be considered on this site due to the Local Wildlife/Geological Site which covers part of the site)

Archaeology – WCC Archaeology

Noise, Land Contamination, Air Quality, etc. – RBC Environmental Health

Highways – WCC Highways

RBC is aware that the application is outline with detailed matters to be agreed at reserved matters stage, however has the following comments on the Illustrative site plan:

In terms of design there is not an arrival feeling to the station when arriving by train or car due to the design. It would have been preferable for ancillary structures to also be included with the layout, i.e toilets, etc. in order to facilitate a sense of place. A focal point upon entrance could help to facilitate this however it is considered that more thought is needed on this element of the design.

Trees are only incorporated into the pollinator corridor to the south of the site. A lot of hardstanding is proposed which is obviously required however robust soft landscaping should be incorporated into the layout. Can trees be introduced into the other pollinator corridors?

Electric Vehicle parking provision should be incorporated into the illustrative layout

- 2.4 National Highways** Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission – No Objection subject to condition requiring a Travel Plan
- 2.5 Canal & River Trust** - No Objection
- 2.6 Flood Risk and Water Management** – No Objection subject to Conditions
- 2.7 Principal Highway Control Engineer** - No Objection subject to conditions.
- 2.8 Archaeology** Information and Advice No objection subject to a conditioned Written Scheme of Investigation.
- 2.9 Ecology Services**, No objection subject to conditions and resubmitted surveys with Reserved Matters.
- 2.10 SUE GP LLP (Houlton)** – Support

The principle of a new Station in this location is strongly supported and we are encouraged to see provision has been made for public transport

and active travel connections to the Houlton SUE. We will seek to liaise directly with the applicant at the earliest opportunity, on the submitted application.

**2.11 Landscape Officer** - Overall, my comments remain the same as my landscape response dated 04/08/23.

Applicant's LVIA document

The LVIA references local planning Policy NE3: Landscape Protection and Enhancement where "*new development which positively contributes to landscape character will be permitted*". The site lies within the Warwickshire Landscape Guidelines (WLG) Feldon, Ironstone Fringe local landscape type and as defined in the Landscape Assessment of the Borough of Rugby (2006).

Although the Feldon Ironstone Fringe landscape has significantly altered following large-scale developments to the north and east of the site area it is a remnant part of this local landscape type with a maturing vegetated framework which links into the wider Green and Blue Infrastructure network and functions as a transitional landscape between the urban edge of Rugby and the countryside to the south. As stated, retention of existing vegetation along the north and east boundaries will help to filter the majority of the site from views. Any new structure planting should utilise native species of local provenance and reference the species list contained within the WLG to help ensure the existing and proposed planting is of a similar appearance.

**2.12 Warwickshire Police** – No Objection

**Neighbour Notifications**

2.13 Site notices posted – 21 December 2023

2.14 Press notice posted on - 21 December 2023

2.15 139 nearest residential properties individually notified on 21 December 2023

**3. Representations**

**3.1 Anon Address** - I still have concerns re traffic, there is always a lorry stuck under the bridge on a daily basis, we have major issues with speeding along Crick Rd, concern about air quality with increased vehicles, about increase in crime and anti-social behaviour.

**3.1.1 Officers Response** - The advice from County Highways that the level of traffic generated by the proposed development would be acceptable subject to conditions.

**3.2 No.2 Moors Lane** – We object on grounds of not wanting commuters parking in our quiet road as this is not a fast track into London it's a pointless idea in the first place.

**3.2.1 Officers Response** – An appropriately worded condition requiring assessment of parking capacity with a regular review and mitigation via Traffic Regulation Order to implement a Residents Parking Permit Scheme will ensure that parking within an area of circa 450 metres will be monitored and approved.

**3.3 4 Beverley Close** – Mr Gough rang about the current consultation on the planning application for Rugby Parkway. He agreed that the call would amount to his response to the application.

He said that he raised at the Open Evening held in the locality in February 2023 the issue of parking for the new station. He asked if the parking proposed (325 spaces) was to be provided free of charge or subject to parking charges. He said that the reply from those present was that the issue had not been looked at and when pressed was told nothing was planned. This was not satisfactory.

He felt that WCC would charge because it was a potential source of revenue. He had looked at a similar scheme in the Wirral and there the authority did not charge.

He said that if charges were made people would not park at the station but instead on local estate roads nearby one of which could be Beverly Close. He wanted to know if parking restrictions on nearby streets was to be imposed as part of the proposals to ensure there were no problems in terms of road safety and general disturbance.

I said that I had noted the comments made and that these will be considered during the determination of the planning application. (PW)

**3.3.1 Officers Response** – As discussed above the impact of parking pressure on the local residential highway network will be monitored by condition with solutions to overburdened unsafe local parking controlled by a residents Permit Scheme delivered via a Traffic Regulation order(s). Charging for cars parked has not been considered at this stage.

**3.4 5 Beverley Close** – My concerns can be broadly categorised as follows:

**Overall necessity**

I understand the proposal is that this station is situated on the Northampton branch of the main line. I would be interested in understanding what passenger modelling data formed the basis of the strategic decision making for this proposal in the first place, when: a) both Avanti and London Northwestern offer quicker services to London from Rugby on the main line and; b) given the greater number of carriages London Northwestern provides for its main line services to London compared with its service via the Northampton branch, which indicates they expect more commuters to use the faster, more direct route. This suggests that time-saved rather than cost-of-travel is more important to commuters when considering which route to use and the proposed new station would not have a main line platform.

There also seems to be no obvious advantage if you want to commute north to Birmingham, given Rugby station is further up the line and will therefore be slightly quicker and presumably a little cheaper.

**3.4.1 Officers Response** – the Rugby Parkway Proposal is part of the Development Plan so it has been considered as part of the planning process, as such the principle of the development is acceptable. Factors such as need for the station and costs are not material planning considerations

**Impact on local residential properties**

Lack of planned Parking Restrictions From the public engagement that has already taken place, I understand that there are no plans to put yellow lines on the surrounding residential streets. This is what concerns me the most and neighbours with whom I've discussed it. Why would anyone pay to park in a station when there is plentiful free parking on residential streets only a few minutes' walk away? I am really concerned that our quiet residential area will be blighted by cars parked up on the kerbside leaving no room for residents and their visitors. If you want to have the support of more of the local community, mitigating this by the provision of yellow lines and permits would be an obvious step to take.

**3.4.2 Officer Response** - – An appropriately worded condition requiring assessment of parking capacity with a regular review and mitigation via a Residential Parking Permit Scheme delivered through a Traffic Regulation Order(s) will ensure that parking within an area of circa 450 metres will be monitored and approved.

**Noise pollution**

Railway station Tanoy announcements travel a long way, and residences are situated directly across the Crick Road. I have had no assurance that steps taken to ensure noise pollution will be kept to a minimum are sufficient.

**3.4.3 Officers Response** – conditions designed to assess the impacts of a annoy or public address system as well as noise generated by the development as a whole have been imposed so that the level of noise and vibration does not negatively impact nearby residents described as sensitive receptors.

**4. Previous Planning History**

4.1 There have previously been three other EIA Screening requests on the site relating to the proposed development (2 August 2019, 11 January 2021, and 7 May 2021). The outcome of these requests was to recommend that an EIA was required, as each proposal would be likely to have significant impacts on the environment by virtue of factors such as its nature, size, location, emissions, and operation. The proposed development has varied slightly between each iteration of the EIA Screening, but fundamentally the development has consistently been for a new railway station with associated infrastructure.

- 4.2 The subsequent fourth screening request includes a plan sufficient to identify the land, plus a supporting email stating the site area as 6.5 hectares. The proposed development under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 is considered to be Schedule 2 Development as defined within Section 10: Infrastructure Projects as:
- (b) Urban development projects of more than 1 hectare.
  - (c) Construction of intermodal transport facilities where the area of the development exceeds 0.5 hectare.
- 4.3 In consideration against the selection criteria in Schedules 2 and 3 of the 2017 EIA Regulations, given the documents as submitted, I conclude that your proposal would not be EIA development as no significant adverse impacts have been identified from the evidence stated in the Request for a Scoping Opinion at this time. However, on submission of a planning application, the validation process would require the re-evaluation by WCC of all of the material points in my letter. In the absence of the outstanding surveys and the impact, there would remain a requirement to consider EIA Regulations 2017 Schedule 3 and 4 in preparing the outline planning application prior to determination in accordance with the planning legislation.
- 4.4 The proposed schemes impacts are stated to be predictable and can be adequately mitigated and controlled using conventional planning conditions and methods of controlled working through a Construction Environmental Management Plan.

## **5. Assessment and Observation**

### **5.1 Location**

- 5.2 The site relates to a former Rugby FM site which is vacant and has been left to natural growth of the existing grassland edged by boundary hedging and trees. Without an existing highway access, the site is bound to the North by the A428 Crick Road an adopted Classified A Road, and to the South by arable farmland bisected by a rail line running West to East across the site and a boundary treatment of palisade fencing.
- 5.3 To the northern side of Crick Road, sits a housing development known as the Moorings and Holton Meadows collectively the Holton Estate. The housing development is in the process of being completed with many of the internal roads such as Station Avenue opposite the proposed access to the application site, being partially finished, with the further reaches laid to base and intermediate layers only and yet to be adopted.
- 5.4 Station Avenue has a Traffic Regulation Order in place at the entrance from Crick Road forming a tree arm junction with pedestrian crossing



and traffic lights controlling the flow of traffic via marked turning lanes northward into and out of Station Avenue.

## **6. Amenity**

### **6.1 Landscape and Visual Impact**

6.2 The landscape impacts are judged to impact on Landscape Character and Visual Amenity by virtue of the construction of the scheme and operation as a new station. The landscape has a low sensitivity to change, and local area to the north urbanised by the sustainable urban extension known as Holton. The views from those new residential properties to the north of the site are described as having the potential to experience a slight change as a consequence of the Scheme, nevertheless boundary hedgerows are proposed to be retained and enhanced.

6.3 The most significant changes to the landscape will be at the station site and associated car park, the highest element of the Scheme is likely to be the footbridge and pedestrian lifts albeit the details submitted are indicative. Based on the scale and location of the indicative scheme, a detailed design will be considered via a reserved matters application. The indicative design suggests that an adequate degree of mitigation can be achieved and that the proposed impact upon the visual amenity of the locale is not likely to be adversely impacted.

6.4 A landscape and visual impact assessment will be required to be submitted as a reserved matter and a suitably worded condition shall secure the submission of that assessment as a matter reserved.

### **6.5 Noise and Vibration**

6.6 The outline application would require a public address and information system. This provision requires a detailed appraisal of the impacts of the system on the sensitive receptors to the North and West of the site. The submitted Noise assessment recommends that a suitable condition which requires that the proposed address system complies with the standards set in the World Health Authority Community Noise Guideline Values/BS8233 “good” conditions given below:

- Dwellings indoors in daytime: 35 dB LAeq,16 hours
- Outdoor living area in day time: 55 dB LAeq,16 hours
- Inside bedrooms at night-time: 30 dB LAeq,8 hours (45 dB LAmax)
- Outside bedrooms at night-time: 45 dB LAeq,8 hours (60 dB LAmax)

6.7 To secure an adequate enjoyment of residential amenity by those residential sensitive receptors in accordance with Policy HS5: Traffic

**6.8 Impact on Existing Safe Highway Parking**

6.9 Safe parking has been raised by an objecting neighbour during public consultation. The amenity of safe passage without pedestrian/cyclist and vehicular conflict requires that the pedestrian routes and parking beat surveys will be required so that issues of safe parking are not impacted by the capacity of the proposed carpark on the surrounding highway network. Suitably worded conditions are proposed to secure that those surveys and assessments are undertaken, and inform the reserved matters for layout and design of the proposed carpark in accordance with LTP4 of the Warwickshire County Council Local Transport Plan 2023

**6.10 Impact on Highway Safety**

6.11 the County Highway Authority have reviewed the data supplied through transport modelling for both the strategic Network and the local highway network and have raised no objection subject to conditions imposed on an approval of the Outline Application with Access Considered.

6.12 The Access Junction will be subject to Stage 2, 3 and 4 Road Safety Audits that will inform the final design of that junction its crossing points the timing of crossings and the widths and lengths of the crossing points.

6.13 The scheme has been amended to show the measurements of the pedestrian/cyclist highway guaranteeing a width of no less than 3 metres in width. The detail of the crossings on each arm of the created junction have been updated albeit the final design will be dictated by the Road Safety Audits guaranteed by Condition.

6.14 With Parking on the surrounding road network being raised by more than one neighbour in response to the application has underlined the need for a series of regular parking beat surveys to assess the baseline initially then measure the impact of the proposed parkway on the local residential areas. The need for mitigation will be delivered by a suitably worded condition that would see solutions employed to prevent the impact on highway safety by inappropriately parked vehicles such as Resident Parking Permit Schemes delivered through Traffic Regulation Order(s).

6.15 A requirement from Highways England for a travel plan mirrors that of the County Highway Authority hence a single condition is recommended to satisfy the needs of both. Highways England have requested assessment of the impact on the A5 that is a strategically important road, it is considered appropriate to coalesce the requirements of both authorities rather than have two conditions

repeating the obligation each required to be discharged by the applicant.

- 6.16 conditions requiring the control of dust and noise during construction of the highway access junction will guarantee that the highway Crick will operate as efficiently as is possible during the construction phase.
- 6.17 A detailed Construction Traffic Management Plan (CTMP) is required by condition as is a Construction and Environmental Management Plan (CEMP) which will need to be approved in writing by the County Planning Authority in consultation with the Highways Team.
- 6.18 The details hence recommended for approval under the matter of Access will require a number of obligations to be fulfilled before that part of the scheme can be delivered. As a result, the proposed access junction is in accordance with LTP4 of the Warwickshire County Council Local Transport Plan 2023 and the aims of the National Planning Policy Framework.

## **7.1 Heritage/Archaeology**

- 7.2 The magnitude and extent of archaeology on the site has been investigated by a submitted Archaeology Desk-Based Assessment & Heritage Statement, Rev 4.0, with trial trenches that having been completed. The result of site findings and consultations with the County Archaeologist.
- 7.3 There is a potential for moderately significant impact from the proposal upon archaeology on the site mitigation will be addressed in a Written Scheme of Investigation and supported by an appropriately worded planning condition.

## **7.4 Air Quality**

- 7.5 The Site is within an existing Air Quality Management Area, which could be impacted by additional traffic from the construction and operation of the scheme. Potential increases in emissions during construction and changes in emissions levels caused by the re-distribution of traffic have the potential to cause significant effects locally. A suitable condition suggested by the RBC Environmental Heath Officer is recommended at Condition 17.

## **7.6 Ecology**

- 7.7 The ecology surveys on the site suggest suitable mitigation to support habitats on the site due to the established hedgerows and current greenfield use. The principle of this past report can be applied to this site in part, as the ecology site surveys show what is existing within the proposed scheme's redline boundary. However, ecology surveys will need to be repeated if they have been undertaken more than 3 years ago.

7.8 On advice from the County Ecologist, although the surveys submitted will be out of date at the determination of this application, updated surveys can be submitted prior to the site clearance for construction of the access and submission of the reserved matters applications those ecological surveys can be secured with a suitably worded condition.

## **7.9 Indicative Layout and Design**

7.10 Rugby Borough Council commented that there is no sense of arrival at the proposed Parkway Station, it is considered that those comments will inform the reserved matters of design and management of the site to provide a sense of arrival for rail commuters using the Parkway station.

7.11 The basic indicative plan identifies the minimum infrastructure to operate as a Parkway Rail Station, as with Warwick Parkway and Stratford upon Avon Parkway have proved to develop over time as modal shift operates successfully delivering alternatives to the private motorcar.

7.12 The proposed parkway will be assessed against those comments through reserved matters consideration. For outline consideration the site is capable of providing all of the necessary operational development and potential for growth and development opportunities will become apparent through the consideration of the reserved matters.

## **8.0 Planning Policy Context**

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise. This recommendation will consider the following policies within the Development Plan listed below.

### **8.2 Rugby Borough Council Local Plan (2011-2031)**

8.3 Policy GP1 – Securing Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions, which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social, and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans)

will be approved without delay, unless material considerations indicate otherwise.

#### 8.4 Policy GP4: Safeguarding development potential

The Local Plan references specifically the Rugby Parkway Railway Station Scheme, which may come forward in the future, led by Warwickshire County Council with a view to ensuring that the Borough has the connectivity necessary to secure the long term economic and residential development of the area, served by sustainable modes of transport. The policy states that land for the Station requires safeguarding for its future success and Policy GP4 aims to provide this protection.

#### 8.5 Policy D2: Parking Facilities

Planning permission will only be granted for development incorporating adequate and satisfactory parking facilities including provision for motorcycles, cycles and for people with disabilities (or impaired mobility), based on the Borough Council's Standards included at Appendix 5 of this Local Plan. Electric and/or hybrid vehicle charging points are required to be provided as part of development as outlined in Appendix 5 unless it can be demonstrated that it is financially unviable.

#### 8.6 **Warwickshire Local Transport Plan 2011 - 2026**

#### 8.7 Policy AS1: Integration,

The County Council will, where appropriate, deliver accessibility improvements through Local Transport Plan programmes. Improving travel choice to employment sites through travel planning techniques and improving the awareness of transport options to key destinations through provision of travel information to target groups or users; and

#### 8.8 Policy LUT3

will serve to promote sustainable development, promote modal shift, and help reduce single occupancy travel throughout Warwickshire.

#### 8.9 Policy LUT8:

Road safety audits The County Council will require an appropriately staged Safety Audit to accompany any planning application that requires certain works within the highway to be carried out.

#### 8.10 Policy LUT8

will ensure that all works within the highway are carried out to an acceptable standard and will not be to the detriment of highway safety.

8.11 Policy P8:

Cycle parking The County Council will continue to provide dedicated secure cycle parking facilities in town centres, public transport interchanges and other key service destinations.

8.12 Policy P9:

Powered Two-Wheeler parking The County Council will continue to work with local Powered Two-Wheeler users and its internal Motorcycle User Group to identify issues relating to their safe and secure parking.

8.13 Policy P10:

Rail station parking The County Council will continue to work with Network Rail and Train Operating Companies across the County to ensure that parking is safe, accessible and sufficient to meet the demands of those travellers who are unable to access the station by other sustainable modes, The County Council will continue to promote more sustainable car based station access, and will encourage the station operators to provide dedicated parking spaces for those who car-share or kiss 'n' ride.

8.14 Policy PTPR5:

New rail services and stations The County Council will develop proposals for new rail services and stations (including strategic park & ride / parkway stations) to increase the accessibility of the rail network to existing and potential passengers.

8.15 It is recognised in the WCC LTP3 that the provision of excellent public transport interchange is fundamental in achieving the objectives of increasing patronage, improving passenger satisfaction, encouraging modal shift onto public transport, and tackling climate change.

8.16 The aim of the County Council is to continue to ensure that passengers can interchange onto other bus services or different public transport modes using high quality facilities that provide comfort, safety, information, and a user-friendly environment.

8.17 A relevant opportunity for Rugby Parkway is the diversion of bus services. The relevant themes of the Strategy are:

- To improve existing public transport interchange facilities, including enhancements to walking and cycling accessibility;
- To improve integration of bus and rail services;
- To provide new multi-modal interchange facilities; and

- To improve the quality of passenger information in order to encourage integration between different public transport modes.

#### 8.18 Policy PTIS2:

Quality of interchange facilities The County Council will encourage the provision and quality of interchange facilities that are:

- a. Accessible
- b. Acceptable
- c. Simple to Use

#### 8.19 Policy PTIS4:

New public transport interchange facilities The County Council will develop proposals for public transport interchanges in order to increase the accessibility of public transport services for existing and potential users and to encourage car users to change to public transport for the whole or a substantial part of their journeys.

### **8.20 Warwickshire County Rail Strategy 2019-2034**

8.21 Rugby Parkway Station is a part of Warwickshire's Rail Strategy and within those proposals set out within the 'Proposed Station and Service Enhancements' in the 'Warwickshire Rail Strategy, 2019-2034'. These strategic policies and commitments confirm that the 'Proposed Service Improvements' and services for Rugby Parkway will initially be served by trains currently providing services on the Northampton Loop Line.'

8.22 The Warwickshire Rail Strategy document confirms that WCC intends to 'include significant improvement to rail facilities with the addition of a new station – Rugby Parkway.' The Strategy goes on to describe that current service frequency and journey times to key economic centres (London / Milton Keynes) do not satisfy the current and future needs for rail services and are not in line with the growing demand for travel by rail in the Rugby area.

8.23 The Rail Strategy sets out the aspiration for Rugby to include the addition of a new station, Rugby Parkway, with limited additional infrastructure for the delivery.

#### 8.24 Electric Vehicle Charging Infrastructure Strategy 2017 – 2026

EVCI3 Requires private developers and landowners to provide EVCI Warwickshire County Council will work with the Districts and Boroughs to ensure policies are in place requiring new developments to provide EVCI where appropriate.

#### 8.25 Warwickshire County Council LTP3, Passenger Strategy, Rail Station

The aim of the County Council is to continue to ensure that passengers can interchange onto other bus services or different public transport modes using high quality facilities that provide comfort, safety, information, and a user-friendly environment.

## **9. Conclusions**

- 9.1 The development will provide a safe and secure railway station, with appropriate lighting and CCTV camera provision to encourage all parts of the community to use the transport services and the railway station.
- 9.2 The development, which would encourage modal shift to more sustainable use of the transport network. Providing needed transport infrastructure within that network to accommodate that modal shift. The proposal would be expected to accommodate projected future growth in Rugby in terms of population, employment, and housing.
- 9.3 The development proposal would contribute to supporting strong, vibrant, and healthy communities by encouraging social inclusion, improving the accessibility of local services.
- 9.4 The development will make it physically simpler and more convenient to use and access public transport infrastructure in Rugby, with the consequential improvement of regional air quality as a direct result of that modal shift.
- 9.5 The application is considered to be in direct accordance with Policy GP4 of the Rugby the aforementioned development plan policies and the aims of the National Planning Policy Framework.
- 9.6 The Outline Scheme expects to deliver the following development through the Reserved Matters, which will be subject to a detailed design process informed by the reports and surveys required to consider those matters hereby reserved.
  - 2 platforms of sufficient length and width to accommodate 12 car Class 350 (20.4m)
  - units and 10 car Class 730 (24m) units and passenger numbers.
  - Car parking space meet forecasted demand.
  - Compliance with all associated standards for accessibility, including entrances, platforms, lighting, stairs, lifts, ramps, and footbridge access.
  - Clearances shall be in compliance with the relevant standards.
  - Structures will be designed for the relevant loading, geotechnical requirements, and relevant Standards.
  - The specifications for the construction methods and materials shall be prepared in accordance with Network Rail Standards and British Standards.
  - Requirements associated with the platforms including access (stairs, footbridge, lifts and ramps, public address, and lighting)



required to comply with Persons of Reduced Mobility (PRM) National Technical Specification Notices.

- Secondary means of escape on each platform to meet fire and security requirements and standards.
- Customer information and security systems.
- Wayfinding and signage
- Surface Water Outfall.

9.8 The proposed layout, scale, height, and other design elements of the railway station are reserved matters and will be based on detailed appraisal of the site, the existing railway and highway infrastructure and the proximity to adjacent land uses.

9.9 Notwithstanding, an illustrative landscape plan and layout have been prepared to demonstrate the ambitions of the scheme and that the quantum of development proposed is capable of being delivered on the site. The illustrative landscape and site layout plan submitted in support of the outline planning application do successfully indicate how the proposal will integrate the access junction considered in full for sustainable modes of travel safely into and around the site.

9.10 The highway access design has provided details of crossing points for pedestrians and cyclists to integrate with the shared use cycle/footway, along to the north of the A428, Crick Road. A series of recommended conditions relating to further Road Safety Audits Stage 2, 3, and 4 along with detailed designs of the crossings and controls over the flow of vehicular and pedestrian/cyclist conflict and parking will secure safe access to the proposed development which will be expected to provide secure cycle parking located within the station forecourt area.

The application has been assessed taking the objections of neighbours and the advice of the council's technical officers. The application is considered acceptable in terms of its affects upon the nearby residential properties, highway network. The application as amended is recommended for approval subject to the following conditions.

## **10. Background Papers**

10.1 Submitted Planning Application – Planning reference RBC/23CC003

10.2 Appendix A – Map of site and location.

10.3 Appendix B – Planning Conditions.

	<b>Name</b>	<b>Contact Information</b>
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