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- 2.9 **WCC Flood Risk and Water Management** initially objected to the development on the grounds that an acceptable Flood Risk Assessment (FRA) had not been prepared. That matter has now been rectified and an acceptable FRA has been submitted. Thus no objections are raised to this development subject to the imposition of appropriate planning conditions securing the installation of an appropriate surface water management system.
- 2.10 **WCC Chief Fire Officer** has no objections provided a condition is imposed requiring the provision of adequate water supplies and fire hydrants to allow the necessary fire fighting equipment to operate on the site.
- 2.11 **WCC Public Health** advise that:
- The increase in traffic generated by the two schools has the potential to exacerbate air quality concerns in Rugby Town. On this basis we recommend that a full Air Quality Assessment is undertaken and Mitigation Plan set out before the application can progress further.
  - The National Institute of Clinical Excellence (NICE) have produced [draft air quality guidelines](#) for local authority staff. The aim of the guidelines is to improve air quality and so prevent the development of a range of health conditions. We recommend that these guidelines are utilised by the local planning authority when assessing this application.
  - Embedding and promoting active travel routes to and from school can help alleviate poor air quality, as well as positively impacting on mental and physical health and wellbeing. Public Health are pleased to see that walking and cycling routes have been included in the Travel Plan, and that the Plan recognises that needs and expectations for active travel differ between the proposed Secondary and SEN school. We advise that the applicant considers the recommendations set out within our [Healthy Travel Choices](#) document where it is deemed appropriate.
  - Inadequate cycle infrastructure can be seen as a barrier to cycling. To encourage staff and students to cycle to school Public Health recommend that sheltered, secure, and convenient spaces for cycle parking are provided on both school sites.

- The applicant should ensure that appropriate public transport schemes are in place to support the influx of students travelling to and from the schools daily. This has the potential to reduce car dependency, thereby alleviating air quality concerns, whilst benefitting health and wellbeing as a by-product of increased physical activity.
- Good quality green spaces and places can have a positive impact on people's mental and physical health and wellbeing. Public Health supports the Accessible Natural Greenspace Standard (outlined in Chapter 4.4.1, [Neighbourhood Development Planning for Health](#)) that everyone, wherever they live, should have an accessible natural greenspace. We recommend that the applicant abides by these standards.
- A loss of green space could have a detrimental impact on the health and wellbeing of residents. As the proposed development will lead to a loss of Open Space, Public Health recommend that the applicant produces a plan on how this loss will be mitigated before the application continues.
- Providing opportunities for sports and recreation can impact positively on mental and physical health and wellbeing, as well as improve community cohesion. Public Health is pleased to see that the proposal contains plans for a new sports pitch and playing field which will have managed community access for formal games. We would encourage the applicant to consult with local residents on the practicalities of this opportunity.
- The proposal should ensure there are reasonable distances for travelling or walking to key amenities and the opportunity to choose a healthy lifestyle. This includes adequate access to green spaces, education and health facilities, reasonably priced healthy food choices and limitations on unhealthy lifestyle outlets.

2.12 **WCC Rights of Way** - Advise that public bridleway RB30 runs adjacent to the western boundary of the application site. I understand that the bridleway is to be retained along its current recorded alignment but would be separated from the new school site by a fence line or hedgerow. This will effectively enclose this section of public bridleway. Where a public bridleway is to be enclosed we generally seek a width of at least 5 metres to remain available to accommodate the public bridleway (the enclosed width required for a new or diverted public bridleway in policy RW5c of Warwickshire County Council's Rights

of Way and Recreational Highway Strategy). This would help avoid the route becoming a narrow alleyway and could help to reduce the risk of conflict between users. The Illustrative Masterplan appears to show a gap of at least 6 metres between the site boundary and the existing boundary to the west of the public bridleway, suggesting that an adequate width could be made available. The Rights of Way team therefore has no objection in principle subject to confirmation that a width of at least 5 metres would indeed be provided to accommodate public bridleway RB30 if enclosed by a fence or hedge. This should preferably be stated as a condition on any consent, if granted, and we would also request a condition stating that any new vegetation of a type likely to grow more than one metre in height must be planted at least two metres away from the edge of the public bridleway to help ensure that mature growth will not encroach onto the public bridleway.

However, we believe that the 5 metre width should be considered as a minimum, and an even broader width would be highly desirable in terms of minimising the impact on the amenity of the public bridleway, especially as we are aware that local users have expressed concerns regarding the impact of the proposals on the character of the public bridleway. Therefore, if outline consent is granted, we believe that consideration should be given at the detailed planning stage to providing a broader green corridor to accommodate the public bridleway. Consideration should also be given to whether this section of public bridleway would require any improvement to support any increase in use, given that the public bridleway is proposed to serve as a pedestrian access to the new school. Specifications for any proposed improvements should be discussed with the Rights of Way team in due course and the needs of all types of public bridleway users should be taken into account, including equestrians

2.13 **WCC Highway Control** have the following comment to make on this application:

1. The Highway Authority requests that a locally-derived trip figure is used to estimate pupil car trip arrivals and that a further allowance is made for staff trips. The Transport Assessment (TA) uses trip data from a Catholic Grammar school in West Cumbria.
2. The Highway Authority in association with its traffic modelling consultants has developed a methodology which it requests is used for both the localised junction assessment and the off-site S-Paramics analysis.
3. Paragraph 6.2.1 of the Transport Assessment (TA) notes that "...all development traffic will be encouraged to approach and depart the school via Long Furlong, as the proposed/existing road widths are deemed more suitable to accommodate additional traffic". However, without physical measures to

prevent vehicles using Anderson Avenue, a proportion of vehicles will use it to access the school as it is likely to represent the most direct route from Kingsway particularly for inbound trips. In the absence of such measures, the Highway Authority therefore recommends that an appropriate allowance should be made for this in the trip assignment assumptions.

4. Access is proposed to Anderson Avenue. Vehicle speeds are likely to be relatively low at the junction, and that it is considered likely that the Highway Authority would be able to implement Traffic Regulation Orders to restrict or prohibit parking in the vicinity of the junction as shown in the junction design. The Highway Authority nevertheless considers the issue of forward visibility to be relevant for vehicular, pedestrian and cycle safety and, given the additional concern raised above, considers that the vehicular access arrangements should be further reviewed.
5. The TA estimates that there will be a significant number of trips by walking and cycling associated with the proposed development, and provides some commentary on existing walking and cycling infrastructure, however the Highway Authority does not consider that sufficient information has been provided to fully assess the likely impact of this walking and cycling. More information should be supplied.
6. For each of the above pedestrian routes assessments should be made of the appropriateness of the existing infrastructure. The Highway Authority considers that in the case of Kingsway consideration should be given to whether the existing Puffin crossing should be upgraded to a Toucan crossing. For other routes significantly affected a pedestrian crossing assessment should be undertaken.
7. With specific reference to cycling, it is stated in the TA (7.1.21) that the nearby residential roads are “quietly trafficked and speeds are generally slow making it ideal for cyclists”. The Highway Authority considers that this should be expanded upon, making reference to the additional traffic anticipated to use the nearby roads as a result of the development, and making recommendations for cycle routes.
8. The TA states that pupils attending the proposed schools will have access to the existing local school bus services, however no amendments to the existing services are proposed or detail provided on capacity to accommodate additional passengers. It is acknowledged in the TA that the closest stops for these services are approximately 760-840 metres from the proposed school entrance. The Highway Authority considers that this distance is likely to be a factor that discourages the use of these











oversubscription criteria, typically children with the same criteria will be ordered by distance from the child's home address to the school.

7. Forecast pupil numbers confirm an additional new secondary provision needed in Rugby North. The Avon Valley School is oversubscribed and forecast to remain so, meaning children residing in Rugby North are currently attending schools in Rugby South. This need is additional to the proposed Free School at Rokeby.
8. The Transforming Lives Education Trust who operate Ashlawn School, were granted permission in 2016 to open a new free school as part of governments Free School Programme (Wave 11). The trust is currently working with the EFA to identify a site for the new free school in the North. This provision will potentially meet the requirements of the draft local plan.
9. New schools are also planned to meet the demand from the continued growth across the Rugby area. Within permitted developments and draft Local Plan allocations, these will be self-serving<sup>2</sup>, sized accordingly and opening phased in line with respective development and need. Secondary schools are agreed / proposed on the Mast Site and South West Rugby.

2.18 **WCC – Equality and Diversity** advise that Under the Equality Act 2010, Councils must have due regard to the need to (a) eliminate discrimination, harassment and victimisation, (b) advance equality of opportunity and (c) foster good relations. Members must consider the effect that implementing a particular change will have in relation to equality before making a decision and must have an adequate evidence base for its decision making. Careful consideration of the outcomes of consultations and an Equality Analysis is one of the key ways in which members can show “due regard” to the relevant matters, this even applies in situations where no objections have been received.

2.19 **WCC Cllr Kam Kaur (Bilton & Hillside)** – Cllr Kaur has indicated that she will be making her comments at Committee.

2.20 **RBC Councillor Noreen New (Paddock Ward)** - advises that she has live in Rokeby for over 30 years and has serious concerns about the above proposals for the following reasons:

- **Road Safety** - The area surrounding the existing Rokeby Primary School is already suffering from vehicle congestion during the school run. This has recently been exacerbated by the introduction

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<sup>2</sup> Your officers understand this term to mean that a school is intended to provide pupil places to match the level of demand expected from the development in which it is located. Objectors have pointed out that parental choice means that some pupils from the development will go elsewhere and some pupils attending the school may come from elsewhere.

of a temporary secondary school on the old school site. Many primary school children walk to school, often unaccompanied by an adult. The increase in traffic that the much larger secondary school will encourage, will make the surrounding roads a lot busier and therefore far more dangerous for vulnerable young children, families and elderly residents trying to cross the roads.

- **Air Quality** - This area will become more congested by the extra buses and cars the proposed school will encourage and the vehicle emissions will have a serious impact on air quality in the surrounding area. This will create a heavily polluted environment which will have an adverse impact on the health of vulnerable receptors such as young children, the elderly and people suffering with respiratory problems. As someone suffering from asthma myself, I fear this will have a severe impact on my personal health and well being.
- **Local Need** - This area is already well provided for in terms of secondary school provision. We have Ashlawn School, Harris High School, Bilton High School, Rugby High School and Brooke School in very close proximity to each other. If common sense is to prevail, the secondary school provision should be provided towards the North of Rugby and in the Cawston area, which are the housing growth areas outlined in the Local Plan and which have been identified as having a serious lack of secondary school provision. Providing secondary schools in the new housing growth areas would help to avoid further traffic congestion by vehicles having to cross Rugby to get to the proposed schools every morning and afternoon.
- **Encouraging safer routes for walking and cycling to school** - We are continually hearing about childhood obesity and the lack of exercise young people are having. School provision nearer to the new homes would provide shorter and safer distances for walking and cycling to school and would help to reduce traffic on the existing seriously congested routes through town.
- **Loss of Amenity/Green Open Space** - The Rokeby Fields are regularly used for safe sports and exercise by the local community. The loss of this valuable amenity will have an impact on local residents health and well being. Young people and families who regularly use this site for exercise and leisurely pursuits, will have to travel further to sites which are not safely enclosed and are very close to busy roads.
- **Road Access and Traffic Provision** - Dunchurch Road, Kingsway Junction, Charlesfield Road, Long Furlong and Anderson Avenue will require substantial improvements if the the proposed secondary school is built. Anderson Avenue cannot cope with the traffic flow from the present schools. There have been several near misses

with cars having to reverse to allow oncoming traffic to get through. Charlesfield Road has suddenly become a 'rat run', making it dangerous for young children and families to cross. If the school is built on this site, a one-way system would have to be introduced and traffic calming measures would need to be provided towards the top end of Charlesfield Road and at the end of Long Furlong to slow down traffic accessing the site. There would also need to be a substantial area provided on the school site for parents, staff and student parking. Kingsway/Dunchurch Road junction would need to have a proper roundabout installed to cope with all the extra traffic, as this junction is already dangerous and very busy at peak times. A crossing would also need to be installed along Kingsway as the road would become dangerous to cross during the school run.

- Several years ago, we had a small but very well used green space at the top of Charlesfield Road. Sadly we now have three houses and an access road built there. This loss of this green space, needs to be seriously considered when the decision on this development is made, as children in this area, which is predominately social housing, will have nowhere near their homes to play safely away from the roads. At a time of increasing concern about childhood obesity and the lack of exercise children are having, we need to retain a place for children to be able to play safely near their homes.

In summary, the proposal for a secondary school on this site needs to be seriously re-considered. The impact on Road Safety, Air Quality, Road Congestion and the quality of life for local residents will be immeasurable.

**2.21 RBC Councillor Marion Nash (Rokeby & Overslade Ward) –**  
Advises that

1. I want to start by expressing my regret that the Education Funding Agency has not made separate planning applications for its proposals for Quest Academy and the Rugby Free Secondary School. I am sure a way could have been found of accommodating the needs of Quest Academy in my ward but the EFA's addition of a seven-form entry 11-18 secondary school overloads their proposal.
2. You will have heard the concerns of many of my constituents regarding additional traffic and the loss of open space. The proposed siting of the sports hall is intrusive and the EFA intend to convert the context of many of those living in Fawsley Leys from backing onto a bridleway and an open field into a backing onto a heavily used and narrow pedestrian thoroughfare with the blank wall of a Sports Hall beyond. I therefore wish to oppose this application.

3. Even when Rokeby Playing Fields are counted my ward suffers from a lack of open space. It fails to meet Rugby Borough Council standards. Whilst the fields have been used more intensively for organised sports in the past and still retain a couple of goalposts the greatest current use of the fields is less formal. Children kicking a ball around, teenagers sitting under a tree, people flying kites and model airplanes, golfers practising their strokes [despite the notice] and so on. Therefore should you decide to recommend to the Regulatory Committee that they should approve this planning application I hope that you will attach a proposed planning condition requiring the applicants to enter into a very strong community use agreement which enables local residents, without charge, to access the new playing fields at the weekends, during school holidays and outside school time for the very types of informal recreation that the fields are currently used for.
4. The only road safety audit was conducted of the Long Furlong entrance and the people who conducted this did so at midday and did not observe the chaotic parking which takes place at school start and finish times due in part to the existing temporary accommodation for Rugby Free Secondary School (which would move) but also to Rokeby Primary School which will remain.
5. The EFA propose that a large number of pupils will leave the school via a bridleway which runs down to the A426 (Dunchurch Road) at the very place where we have seen two serious injury accidents in the last twelve months. No safety audit has been performed of this part of their proposal. If this scheme is to proceed it seems to me that we will need a Toucan crossing close to the bridleway exit and safety rails to guide pupils to use the crossing.
6. I believe you should request:
  - (1) Details of the proposed access from Ecton Leys;
  - (2) A road safety audit of the proposed Ecton Leys access;
  - (3) A road safety audit of the proposed exit onto the A426; and
  - (4) A revised road safety audit of the proposed Long Furlong entrance (to be conducted at school opening and closing times).

Furthermore I believe this work should be completed and reviewed before the Regulatory Committee make their decision.

As the archaeologists have yet to start their investigations this extra work should not result in any delay to the planning application.

**2.22 RBC Cllr Carie-Anne Dumbleton (Rokeby & Overslade Ward)**

states that she has no objections to the location of the SEN school in the ward but the 1,479 pupil secondary school would overload our roads and result in a severe loss of open space in a ward already suffering a shortfall. The development is contrary to the local plan and key elements of the NPPF sufficient to justify refusal of the application. However should you disagree with RBC and local residents and their councillors and resolve to approve this application then the following conditions / obligations should be imposed. The applicants should pay to:

1. upgrade the crossing north of Kingsway to a toucan and install a pegasus crossing where Dunchurch Road crosses the RB30.
2. Install a toucan crossing at the junction of Dunchurch Road and Shakespeare gardens.
3. Upgrade the permissive path across Rugby School land between the Southbrook Road Play area and Barby Road by the installation of lighting and a hard surface
4. Undertake a road safety audit of the crossing of Long Furlong and RB30 bridleway.
5. A seven metre strip of land should be reserved for the bridleway and space made available to accommodate both a cycleway and the bridleway.
6. In order to facilitate community access to the new sports fields access should be created from RB30 through the less valuable western hedge.
7. A public right of way should be provided along the western edge of the agricultural field. (If consent is granted for housing on adjacent land this would link into the new network).
8. A condition is required to protect the root zone and canopy of the ancient hedge
9. A condition needs to prevent light spillage onto the ancient hedge or landscape areas in order to protect ecology
10. Views of Rugby Water Tower from Anderson Avenue should be protected.



11. As the EfA are adamant that they do not need a pumping station foul and storm water should be gravity fed.
12. A flood risk assessment should be completed before any works to the agricultural field to provide a measure of protection to Holcot Leys residents.
13. Any construction work close to Rokeby Primary School should occur out of term time to protect pupils from dust pollution.
14. A travel plan should be required to minimise motor traffic to and from the new development.

2.23 **RBC Cllr Tim Douglas (Paddock Ward)** advises (in summary) that as councillor for a neighbouring ward he would like to bring the following matters to committee's attention.

1. Where policies of the draft local plan do not have significant unresolved objections they may be given some weight.
2. Draft policy GP2 reflects a continuation of CS1 and policies DC7, DS8 and DS10 allocate land for schools. This site is contrary to these policies.
3. Policies HS3 (protection of local shops & community facilities), HS4 (open space & recreation), HS5 (traffic generation and air quality), NE2 (biodiversity), NE4 (landscape protection), SDC1 (sustainable design), SDC2 (landscaping), SDC4 (sustainable building), SDC6 (SUDS), D1 (transport) and D2 (parking) are all not subject to significant challenge and thus should be taken into account.

2.24 **RBC Cllr Bill Lewis (Rokeby & Overslade Ward)** advises that he is placing on record his opposition to the planning application and asks that the Regulatory Committee should refuse the application for the following reasons.

1. There is a shortage of secondary school places in Rugby. That the shortage of secondary school places is in the north of Rugby. Rokeby Playing Field is in the south of Rugby.
2. When I refer to the north or south of Rugby I take the West Coast Main Line as the dividing feature. The railway line restricts the movement of persons and vehicles between the two sides of the town. The greater part of Rugby's expansion in recent years has been in the north. That includes housing, employment, shopping, leisure and entertainment. Housing has increased hugely with the Brownsover, Boughton Vale, Coton Park West and Eden Park Phase 1 estates plus the housing developments on the old GEC/AEI sites. Further housing is proposed for Coton



































































































































