

Your ref: R11/0330  
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Your letter sent: 12/09/2011



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Mrs Anna E Rose  
Head of Planning & Culture  
RUGBY BOROUGH COUNCIL  
Town Hall  
Rugby  
CV21 2RR

**FAO : Matt McConville**

20 September 2011

Dear Mrs Rose

**PROPOSAL: Proposed Cemetery and Crematorium**  
**LOCATION: Land south of Ashlawn Road, Ashlawn Road, Rugby**  
**APPLICANT: Daventry District Council**

Further to the above, the Highway Authority's response to your consultation in regard to the above application which was received by the Council on 12/09/2011, is one of OBJECTION, for the following reasons:

There are issues relating to the Transport Statement that has been submitted, that need to be addressed.

4.2.5 - The swept paths for all vehicles (inc Limo that has been used to simulate a hearse) are required to cross the centre line of the Ashlawn Road. Therefore, the radii to the west/left of the access should be increased.

4.2.6 - Explanation of why it is not likely there will be a conflict between users on the site, especially if the site is to be accessed on Saturdays. 4.2.7 refers to matches on Saturday afternoons, however, are events carried out in the morning (eg Training or other activities using the pitches). A table showing the summary of uses including days and times the activities take place would be helpful.

4.2.10 - If it is envisaged that a traffic management scheme will be required for the access to ensure it operates safely, this should be carried out now and submitted to support the current application.

4.2.11 - It states that a passing place is not required, yet it then states if it is needed, it can be implemented. Which is it? if it is required then it should be looked at in

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conjunction with 4.2.10 and details should be submitted to support the current application.

4.2.12 - Could a coach about to leave the site clearly see a coach accessing the site? Eg Could a coach leaving the car park towards the access road see a coach turning off the Ashlawn Road?

4.3.1 - Refers to peak demand periods being "recorded" and 4.3.2 refers to information provided by the applicant for other sites. This information should be provided to support the assumptions in this section.

Using this information and other information collected from funeral directors (referred to later in the document) and demand profile for the car park should be formulated, it will then be clear what the peak use of the site could be and what headroom would be left in available parking.

5.2.4 - Is the original data available? as appendix D shows no more than random traffic counts. The information should be shown to what was provided by each location.

5.2.5 - It is considered that an assessment of a worse case scenario is required for vehicle trips to and from the site.

5.2.7 - Has the applicant clarified with the LPA that a restrictive condition will be placed upon the development should it be granted, to not permit services on weekends except for Saturday mornings? If not, an assessment of all uses on weekends should be included.

5.3.5 – Why is this likely? Aren't people just as likely to visit on the day of the anniversary which could be any day within the week and therefore, could be after work at 5.30 for example?

5.6.9 - While this point is generally accepted, local residents and users of the local highway network, may become frustrated with having to give way to corteges' daily and may not be so willing to let the full cortege through. Therefore, is there possibility to increasing the right turn lane harbourage on the A428 to cater for more vehicles? also it is stated that the right turn lane can cater for 5 cars, are these normal cars? or 2 funeral cars (limos) and 3 normal cars?

6.1.2 - The traffic counts should be undertaken in a neutral month (the first soon to be October).

6.1.3 - While this may be true, it will also have the effect of reducing traffic flows through the existing junctions, thereby possibly highlighting spare capacity in junctions that is not there. The counts should be carried out in October and the Transport Statement updated to reflect the new information.

6.1.9 - As the Rugby Radio Station site now has status in Rugby Borough Council's Adopted Core Strategy, the percentage impact could be even lower, however, the impacts of the development on the Ashlawn Road / A428 junction could be worse due

to future increases in traffic flows. Reference should be made in section 2 of the Transport Statement to LDF allocations etc.

6.1.10 - The figures used in this section may change when the new traffic counts are carried out.

Until the above points have been satisfactorily addressed I will not be able to support the application.

### **General Comments for information**

For your information I attended the Eastlands and Hillmorton Community Forum last week and the following points were raised as concerns. The main one I intend to look into further, is that of the parking issues associated with when the school pupils are arriving and leaving. Therefore, I intend to visit the site at various times next week to see what impact parked cars have on the free flow of traffic on the Ashlawn Road.

- The site also runs other activities, an example was given of dog agility club and a reported 300+ cars and caravans
- Bus over turned at the Only Lane crossroads in July 2011
- Car parking levels. Has the assessment taken into account cumulative use due to other activities on site
- School run issue with parked cars (any time from 2.45pm onwards)
- Faith Based services on Saturdays conflicting with Rugby Club training if not matches

Yours sincerely

Dave Neale  
Development Group