

DUNCHURCH PARISH COUNCIL

S. C. TURNER
Clerk to the Council
54 Cawston Lane
DUNCHURCH

Minutes of Special Meeting of the Parish Council
held at the W.I. Hall, Southam Road on Tuesday
29th June at 7.30 p.m.

PRESENT Cllr. Mrs. J. Coling, Chairman
" J.E.F. Barford
" Mrs. W.L.S. Douty
" F.W. Miles
" B. Spann
" D.J. Walker
" H.J. Wiggins
Mr. S.C. Turner - Clerk

In attendance - Borough Cllr. C.F. Gimson
Police Constable J. Burrows
Mr. T. Fry

1) APOLOGIES

Apologies were received from Cllrs. T.R. Atkinson, P.H. Barnwell and D. Cale-Morgan.

2) PARKING AND ASSOCIATED PROBLEMS

The Chairman opened the discussion by outlining the events leading up to the "site meeting" held on Saturday 19th June. They had considered the alterations to the parking restrictions outlined in the Borough Surveyor's letter dated 11th June, 76, and once again reviewed sites for possible parking areas, i.e., the Dun Cow, Green Man, Warwickshire County Council Depot, Southam Road. The Chairman invited Cllr. Gimson to speak on subsequent events.

Cllr. Gimson said that the County Council Depot seemed the best possibility. The Dun Cow was on the opposite side of the village centre from the shops and, in any case, already provided a substantial amount of unofficial free parking. There was no way through from the land at the rear of the Green Man to Southam Road, other than by coming back up Daventry Road. There was, however, an area of land, used as a planted space, at the Depot, which would take about 50 cars. It was considered that the main gate to the Depot could be altered to accommodate a separate entrance to the car park. It also seemed possible for a pedestrian footpath to be made at the rear of the houses through to Southam Road just west of Sandford Way. Cllr. Gimson went on to refer to a telephone call he had from Mr. Fry of 13 Southam Road, the following day, who had prepared a plan for a traffic scheme through Dunchurch based on an island replacing the traffic lights and a standard 7½ metre carriageway throughout the central area. Cllr. Gimson had then contacted the Parish Council Chairman, and it was agreed that he should present the plan to the ~~Policy and Resources~~ ^{Policy and Resources} Committee which he was attending that Monday night. He apologised for not putting it before the full Parish Council, but felt that it was in the best interests to keep things moving. He proposed therefore that -

- (a) The Parish Council should accept the Borough Council proposals outlined in their letter dated 11th June, 1976;
- (b) That the proposal to provide car parking at the County Council Depot should be pursued on a basis of co-operation between the County, Borough and Parish;
- (c) That Mr. Fry's plan should be supported, although this obviously could not come into being in the short term.

A. Coling

The Chairman then asked for observations from other Councillors. Cllr. Barford said that so far as car parking sites were concerned they had merely gone over the same ground as before. They were perfectly well aware that the Dun Cow and the County Depot had both been turned down on more than one occasion.

The Chairman then asked Mr. Fry to speak regarding his traffic flow plan. Mr. Fry said that he was a designer of vehicles and, as such, had a great interest in the subject. He had had a 1/500 scale map of the village made and found that there were large variations in road widths etc., which were very distracting to a driver. He had, therefore, examined the critical points such as outside the Post Office and in Southam Road, and found that it was possible to have a 7½ metre carriageway standardised in the village area bounded by the Motor Way Bridge, Adkinson Avenue, The Police Houses and Bilton Grange. He suggested that this standard road could be achieved without moving any building or tree, but merely by altering the kerbs. As a result of this car parking bays would be possible in those parts of the streets now reasonably wide. He pointed out that large lorries cannot turn from Coventry Road into Rugby Road without going over the kerb or on to the wrong side of the road. The suggested island would enable the largest lorries in use to go around it without going over the kerb. He also suggested buses turning in by the greens opposite the old Post Office and providing a waiting area for them alongside the existing telephone kiosk. The bus shelter would have to be moved to this location which would improve the visual appearance of the green from the village centre. He said the largest buses in use in this country could pull into this location without difficulty.

In total his plans would provide parking places for 9½ cars in the central area, which would be a great asset to those who lived in the small houses without parking facilities. There would also be parking spaces for ten cars in front of the small houses further along Southam Road. Mr. Fry went on to say that the optimum site for a car park was in front of Winton Hall. He felt it would be achieved by setting back the wall which was not in good condition anyway, and could improve the amenity of the front of Winton Hall. Cllrs. Barford and Spann and others immediately asked that it be recorded that they would not support taking any land or interfering with Winton Hall.

Cllr. Barford thanked Mr. Fry, but said he felt the problem was not of traffic flow, but of car parking. He went on to criticise the roundabout, the carriageway widths, the proposed increased car parking in the centre, and the fact that in proposing the County Depot the Council were going back on the traffic danger arguments they had used against the development of the Depot.

In reply the Chairman said that we have always had a car park in the centre, and surely we always will. Many ladies shopping wanted to have cars near so that they did not have far to carry loads, or so that they could leave their children but keep them under observation. Cllr. Mrs. Douty commented that in Rugby the Council had eliminated the car parks and put nothing in their place. Adequate parking like they had at Leamington was essential to attract trade. Cllr. Barford then said that what ever was said in the Parish or Borough Councils, the ultimate decision will be with the County Council. Cllr. Spann said that any proposals should be put to a Parish Meeting, but they should wait to see what the County's reaction is first.

Cllr. Gimson pointed out that they must recognise two classes of parking, those residents without garage facilities who need to park overnight, and the short term parking during the day for shoppers. There must, therefore, be suitable restricted parking and residents long term parking. A survey of properties without garages was proposed, but Cllr. Miles said that if you went all round the village after midnight you would not find twenty cars parked on the road.

J. A. Coling

The point of providing car parking for these people at the ratepayers expense was also made. It was resolved that the Rugby Borough Council recommendations, outlined in their letter of 11th June 1976 be supported, and that the question of off street parking and Mr. Fry's plan lie on the table as they had, in fact, already been put forward to the Borough and County Councils by Cllr. Gimson at the Policy and Resources Committee.

3) PLANNING APPLICATIONS

The Chairman said the Clerk had information on four planning applications which he and the Chairman of the Planning Committee would like discussed. The main one was a revised layout in respect of Phase III of the Bryants Daisy Meadow Estate. Cllr. Barford pointed out that the outline planning for the estate in three phases had been given by the Rugby R.D.C., but the present authorities were concerned with the density which Bryants had now cut down to 55 further houses. The Parish Council were concerned basically at the play area situation. This was now given at 20% against a minimum recommendation of 10%. He pointed out, however, that various small areas of land outside the curtilage of the houses were included. He went on to say that there were 2.10 acres of land owned by the Borough Council to the west of this site which had formed the old sewage plant. The remaining land in this area was owned by either Bryants Ltd., or Thos. Bates, and he felt that there was a strong case for this 2.10 acres being turned into a recreation area in due course.

Cllr. Barford proposed and Cllr. Walker seconded that there be no objections to Bryants Ltd., application. There was, however, a serious lack of play area in this part of the village and the Development Planning Committee should take the opportunity of allocating this land for recreational purposes while it is still available.

There were no objections to single storey extension to 6 Russell Avenue and 10 Northampton Lane.

The Clerk said that development plans had been received from Yates Ltd., in respect of the planning permission granted some years ago by Rugby R.D.C., for a petrol station and garage along the Coventry Road. Cllr. Miles requested a sight of the plans when received.

J. A. Coling