



**Rugby Borough Council**

**Draft South West Rugby**

**Supplementary Planning Document**

**Consultation Draft**

October 2019

## Consultation Draft

This Supplementary Planning Document is issued for a six week public consultation. The consultation begins on **Thursday 17<sup>th</sup> October 2019** and runs for just over six weeks, closing at **5pm on Friday 29<sup>th</sup> November 2019**.

Comments can be submitted by the on-line consultation form. This is the quickest and easiest to respond to the consultation and the Council's preferred approach. You can also email or post your responses if you would prefer. If you submit by email it is not necessary for you to submit a paper copy as well.

Please note, all comments will be available for public inspection.

### Either

**Online form:** The online form can be found at:

[https://customer.rugby.gov.uk/en/AchieveForms/?form\\_uri=sandbox-publish://AF-Process-b539f8e7-3594-4e13-8e24-65c82460cc15/AF-Stage-22d9d621-2735-4c1a-862c-4219b6e43b55/definition.json&redirectlink=%2Fen&cancelRedirectLink=%2Fen&consentMessage=yes](https://customer.rugby.gov.uk/en/AchieveForms/?form_uri=sandbox-publish://AF-Process-b539f8e7-3594-4e13-8e24-65c82460cc15/AF-Stage-22d9d621-2735-4c1a-862c-4219b6e43b55/definition.json&redirectlink=%2Fen&cancelRedirectLink=%2Fen&consentMessage=yes)

### By email:

Comments should be sent to [LocalPlan@rugby.gov.uk](mailto:LocalPlan@rugby.gov.uk) with 'SW Rugby SPD Consultation' in the title box.

### Or

### By post:

SW Rugby SPD Consultation  
Development Strategy,  
Rugby Borough Council,

Town Hall,

Evreux Way,

Rugby CV21 2RR

**By 5pm Friday 29<sup>th</sup> November**

If you have any queries about this consultation please contact [peter.heath@rugby.gov.uk](mailto:peter.heath@rugby.gov.uk) or via 01788 533735.

To view the Council's privacy notice, please visit;

[www.rugby.gov.uk/planningprivacy](http://www.rugby.gov.uk/planningprivacy)

## Status of this document

0.1 The Rugby Borough Local Plan was adopted by Rugby Borough Council on the 4<sup>th</sup> June 2019. The Local Plan replaces the Core Strategy adopted in 2011 and other elements of the statutory Development Plan. The Local Plan outlines a strategic vision for Rugby Borough in response to the economic, social and environmental issues facing the area. Allocations and policies in the Local Plan direct development and support the growth of the Borough to 2031.

0.2 The adopted Rugby Local Plan forms part of the statutory Development Plan for Rugby Borough along with the Warwickshire Minerals and Waste Plans. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 (as amended) planning applications are required to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

0.3 The adopted Local Plan allocates the South West Rugby urban extension for around 5,000 homes and 35 hectares of employment land. Policies DS3, DS8 and DS9 of the Local Plan set out the policy requirements for the South West Rugby allocation (see Appendix A of this document). The principle of development of the South West Rugby allocation is established through the adoption of the Local Plan. This SPD cannot revisit the principle of development of the allocation and as such comments seeking to reopen this debate will not be considered. This Supplementary Planning Document (SPD) builds upon the Local Plan policies, providing more detailed guidance to both interpret and implement the policies in the Local Plan that are relevant to this allocation. This SPD does not form part of the statutory Development Plan but is a material consideration in planning decisions. All the appendices annexed to this document form part of the SPD.

## SPD Timetable

0.4 The production of an SPD has a distinct consultation process which needs to be in compliance with its own separate regulations<sup>1</sup> and the Council's adopted Statement of Community Involvement. The South West Rugby allocation SPD has to be in accordance with the Local Plan and the National Planning Policy Framework, but it is not examined by an Inspector. A SPD can only be adopted once a Local Plan has been adopted. The table below shows the anticipated timetable to adoption of this SPD.

Stage	Date
Consultation	October – November '19
Consideration of Consultation Responses and SPD Changes	November '19 – January '20
Adoption of the SPD	February '20

0.5 There has already been substantial engagement between Rugby Borough and service delivery providers (Warwickshire County Council/the NHS/Health Commissioning Group etc.). There has been

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<sup>1</sup> [http://www.legislation.gov.uk/ukxi/2012/767/pdfs/ukxi\\_20120767\\_en.pdf](http://www.legislation.gov.uk/ukxi/2012/767/pdfs/ukxi_20120767_en.pdf)

a series of facilitated workshops between the council/Infrastructure Providers and the developers to inform the production of this SPD.

0.6 The locations for features are indicative and further information is provided in this SPD providing criteria for the location of features. Any application which differs from these indicative versions will be considered on its own merits as part of the assessment of the application against the policies of the adopted Local Plan. The masterplan is contained within Appendix E.

0.7 As noted above, this allocation is part of the adopted local plan for Rugby. The site allocation was tested through the Local Plan process and forms part of the adopted Local Plan. This consultation is not an opportunity to re-open the debate about the merits of this allocation and representations seeking to do this will not be considered.

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## 1. Introduction

1.1 This Supplementary Planning Document (SPD) relates to the South West Rugby allocation. It principally fulfils the requirements of Local Plan Policies DS3, DS8 and DS9 which require that proposals within the allocation must be built out comprehensively in accordance with the South West Rugby SPD.

1.2 Policies DS8 and DS9 are contained in Appendix A of this document and detail the policy requirements for the site. Policy DS8 allocates the site for around 5,000 dwellings and 35Ha of employment land and sets out requirements for ecological, physical and social infrastructure to deliver these amounts of development. As set out in Appendix A, the Local Plan allocates South West Rugby and sets out the development provisions. The Local Plan therefore establishes the principle of development. This SPD builds upon this by providing more detailed guidance to the implementation of the Local Plan when determining relevant planning applications. It does not revisit the principle of the allocation for development. Subsequent applications will take the form of full or outline. Full planning applications deal with all matters at once, however, these are usually for smaller schemes. Outline planning applications consider a limited number of factors relating to an individual site, such as the number of homes that could be accommodated. Matters not resolved through outline planning applications will be finalised through the 'reserved matters' application process. Reserved matters can include appearance, landscaping, access, layout and scale.

1.3 Given the multiple ownerships on-site the site is likely to be developed through multiple planning applications coming forward at different times. In these circumstances the need for comprehensive development is paramount. Policy DS8 is clear that development proposals within the site must be comprehensive and informed by this SPD and the Infrastructure Delivery Plan. Policy DS8 clearly states that the Council will not support ad hoc or piecemeal development which is contrary to the aim of the policy or inconsistent with this SPD. This SPD sets out specific requirements of the local planning authority, the local highway authority, the local education authority and health providers to ensure those submitting applications are clear about these requirements from the outset. The location of proposed infrastructure shown on maps is purely indicative and actual locations may vary as the result of detailed work that emerges through the development management process.

1.4 Policy DS9 allocates land to facilitate the full alignment of the South West Rugby spine road network to support and enable the South West Rugby allocation to develop comprehensively. Appendix B sets out other relevant adopted Local Plan policies that those bringing forward applications will have to have regard to. It is worth noting that this is not an exhaustive list. This document sets out expectations on master planning and infrastructure requirements to deliver the South West Rugby allocation. It sets the phasing and spatial distribution of land uses to realise the adopted policies of the Local Plan.

1.5 As required by DS8 this masterplan has been produced to guide comprehensive delivery of the site by laying out the indicative locations for open space, access, play areas, the school or schools, primary roads and other features. More specifically the masterplan identifies the location of the existing onsite asset of Cawston Spinney within the allocated site and also the indicative location of the spine road network as required by DS9 of the Local Plan. Appendix E to this SPD details those indicative locations. To achieve a sustainable pattern of development onsite services and facilities, such as the schools and the district centre, require a central and accessible location which is

articulated in Appendix E. The masterplan approach required by DS8 and DS9 requires the site to be considered as a whole allocation rather than separate development sites – that is the purpose of this SPD.

1.6 This SPD has been developed iteratively, particularly in relation to phasing and infrastructure delivery. It has been developed in partnership with the site promoters, landowners and developers, service providers and statutory bodies, such as Warwickshire County Council’s Education, Ecology, Flooding, and Highways services, the Environment Agency, Historic England, Natural England, as well as Rugby Borough Council services including Parks and Development Management.

1.7 Figure 1 overleaf shows the extent of the Local Plan allocation DS 8. Part of the Local Plan allocation applies to an area of land (23.7 Ha) to be safeguarded for development until after 2031 which is the end date of the adopted Local Plan. As this area of safeguarded land is to be brought forward after 2031 it is not considered as part of this SPD. However, if an application were to be submitted for this safeguarded land before 2031, the guidance set out in this SPD would be a material consideration for the authority. Likewise, any applications submitted before the adoption of this SPD will be considered against this SPD as Policy DS8 requires. However, those applications approved before the adoption of this SPD, shown on Figure 1, the Ashlawn Road scheme (860 units) and the Coventry Road scheme (150 units), a total of 1,010 units, will not be required to comply with this SPD. However, if these approved schemes are superseded by new applications, these new applications would be subject to the requirements of all relevant development plan policies and this SPD.

1.8 In order to secure the comprehensive development of the site DS8 requires the site to be phased with the detail be contained within this SPD. The indicative phasing plan is contained within appendix G. Planning applications for development within the allocation site must be informed by this SPD. Appendix F sets the indicative phasing of development of the site and suggests that over the lifetime of the local plan c.3,235 units out of the remaining c.3,990 units will be delivered, with the other c.755 being delivered beyond the current local plan. If applications bring forward more units than those anticipated by appendix F those units will be subject to the requirements of all relevant development plan policies and this SPD.

## **Objectives**

1.9 This SPD seeks to provide developers with guidance to deliver a quality place where people want to live and work, designed according to sustainability principles. Whilst this SPD is an important material consideration in the assessment of development proposals, it is not intended to unduly restrain the creativity and design of development by being overly prescriptive, provided that development takes place in a co-ordinated and consistent manner, taking into account the area’s constraints and opportunities. This SPD provides greater detail on the requirements of Policies DS3, DS8 and DS9 to ensure policy compliance.

1.10 Given the scale of the project there is a need to ensure a coherent and co-ordinated approach to infrastructure delivery (especially the spine road network), construction management and development phasing between land ownerships to ensure that the overall policy aspirations are met. This SPD sets out requirements from the development industry to deliver the following (these are not in order of priority):

- A new neighbourhood, comprising a mix of uses that incorporate current best practice in sustainable and urban design (in line with Section 12 of the NPPF on achieving well-designed places). To design the neighbourhood centre and other movement generating uses so that they prioritise pedestrian and cycle movements incorporating pedestrian permeability and cycle friendly streets and routes, maximise public transport access and integrate open space and biodiversity within the built form and green infrastructure network. To ensure this is a new neighbourhood that maintains its own sense of identity by safeguarding a significant buffer of land that retains the existing physical and visual separation between Rugby and the village of Dunchurch. This landscaped buffer will, as part of the site wide Green/ Blue Infrastructure network, create a new Green Infrastructure corridor that:
  - retains and strengthens the existing hedgerow and tree planting;
  - introduces new hedgerow and tree planting;
  - creates new habitats including a continuous tree canopy between Cock Robin Wood and Cawston Spinney for bats;
  - creates recreational routes for walking, cycling and running, and informal/ semi-natural open spaces and play areas; and
  - incorporates small-scale drainage/SuDs where appropriate;
- Green/Blue Infrastructure - The site contains areas of important habitat, including ancient woodland, that have ecological, cultural and amenity value. This SPD seeks to ensure new development protects, enhances and secures the future of these important habitats and the species that inhabit them. This SPD also seeks to protect and enhance corridors to enable current and future species to move in, out and through the development area (in line with Section 15 of the NPPF on conserving and enhancing the natural environment). This SPD will also ensure that a measurable Biodiversity Net Gain is secured that promotes onsite conservation and mitigation within the development area boundaries and compensation elsewhere within the Borough as a last resort;
- Physical Infrastructure – The site is largely open countryside. In order to deliver the adopted Local Plan allocation for employment and housing at South West Rugby, highways, walking, cycling and public transport infrastructure needs to be put in place, to enable the developments to function effectively (in line with Section 9 of the NPPF on promoting sustainable transport). Establishing the spine road network through the site, connecting to the existing road network to alleviate the traffic impact of the development on the Dunchurch crossroads and surrounding area, will be key; and
- Social Infrastructure – As it is being implemented the South West Rugby allocation will be effectively creating a new community that will require health services, education, shops, local play space, policing and fire services. These will be needed to create sustainable developments, the key aim of the NPPF (and more specifically Section 8 – promoting healthy and safe communities). This also relates to habitat and ecological enhancement as the provision of green infrastructure will also contribute to active lifestyles.

## Allocation wide documents

1.11 The Local Planning Authority views the south west Rugby allocation as a single strategic development to avoid piecemeal development. However, it is likely to come forward as multiple planning applications, due to the nature of the land ownership. It is important that these planning applications accord with an allocation wide masterplan, an allocation wide infrastructure delivery strategy and an allocation wide phasing strategy. This is necessary to secure a comprehensive approach to master planning and infrastructure delivery for the allocation area as a whole and to ensure that proposals for part of the allocation area help deliver a high-quality cohesive place that meets overall policy objectives and do not prejudice future phases of development within the allocation or infrastructure provision.

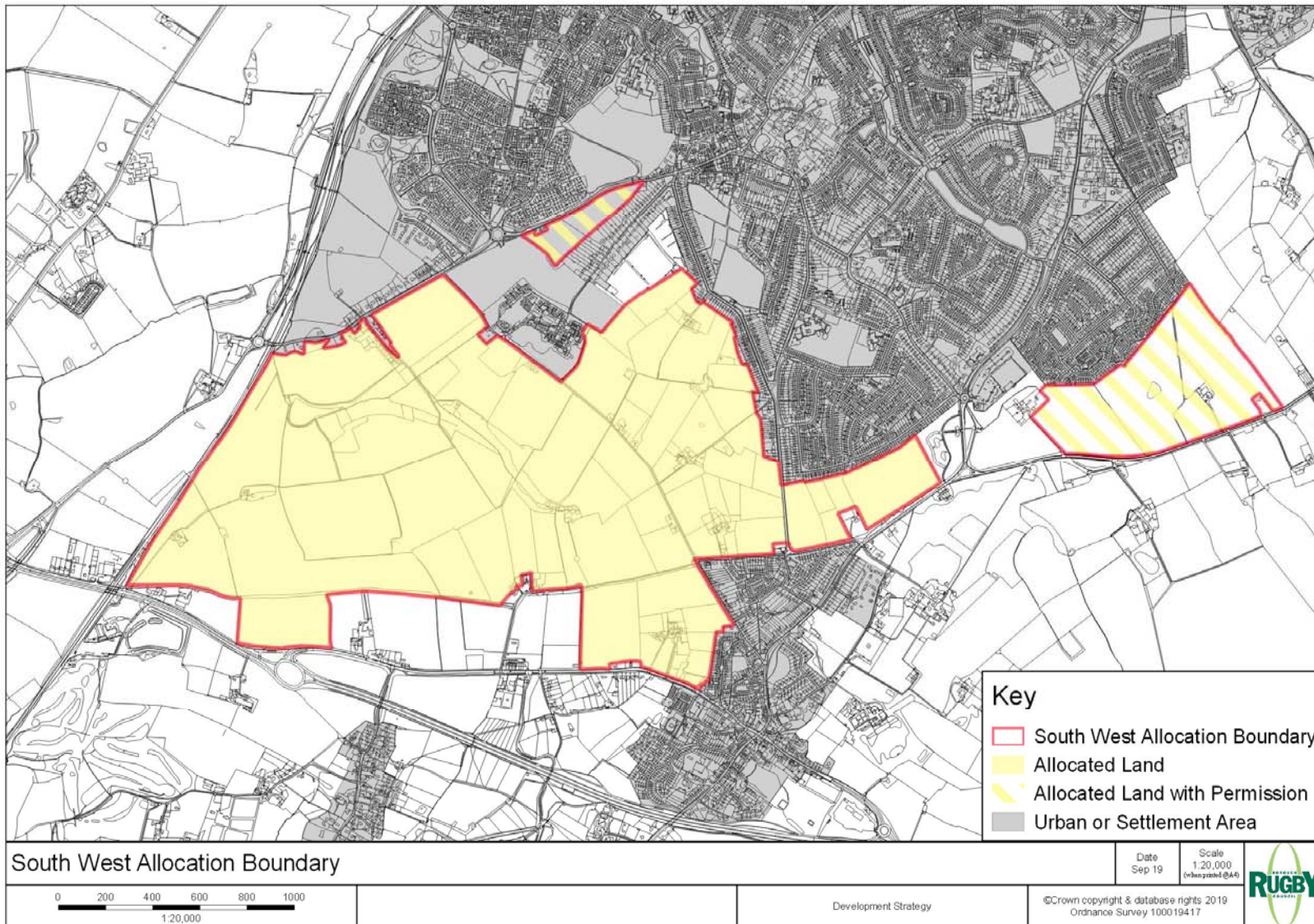
1.12 Prior to development of the south west Rugby allocation, an allocation wide masterplan, allocation wide infrastructure delivery strategy and an allocation wide phasing strategy will need to be prepared by the landowners and submitted to the Council for approval. Each planning application to be determined in relation to the south west Rugby allocation should accord with such approved documents unless otherwise agreed in writing by the Council. The allocation wide masterplan will set out the relevant land uses for each part of the allocation area, together with the location of the infrastructure to be delivered as part of this allocation. Such infrastructure to be as detailed in policies DS8 and DS9 of the adopted Local Plan, the Council's IDP (as reviewed and amended from time to time) and/or this SPD.

1.13 The allocation wide infrastructure delivery strategy will demonstrate that the development of the allocation area will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the allocation area as a whole and also mitigate to an acceptable level the effects of the whole development upon the surrounding area and community. This will include details of:

- a) the provision of the infrastructure detailed in the allocation wide masterplan and delivered in accordance with the allocation wide phasing strategy; and
- b) sustainable transport measures and other infrastructure requirements, including measures to mitigate impacts upon the local and strategic road network.

1.14 The allocation wide phasing strategy will set out the proposed phasing of the allocation area, including the relevant land uses and infrastructure delivery for each phase. This will include details of environmental, landscape and ecological constraints including where possible avoiding or minimising harm to sensitive receptors and appropriately responding to the landscape setting.

Figure 1: South West Rugby Allocation



## 2. Planning policy and legislative context

2.1 Once adopted, this SPD will be a material consideration in the determination of all planning applications within the site. In addition, applications for more than 10 dwellings on land in the vicinity of the site which would benefit from the site's infrastructure may be required to contribute to that infrastructure.

### Rugby Borough Local Plan

2.2 The adopted Local Plan is the development plan for the Borough and this SPD reflects relevant adopted policies. Any proposals for the site must be considered against the policies contained within the Local Plan. This includes, but is not limited to policies associated with housing, affordable housing, open space, flood risk, biodiversity, green infrastructure, flood risk management and transport. Appendix B shows the main policies that are relevant in considering applications within the South West Rugby area, but others may also be applicable.

2.3 As well as Policies DS8 and DS9 which set out the requirement for the South West Rugby allocation, proposal for the site will have to comply with Policy DS5: Comprehensive Development of Strategic Sites (referred to in Appendix B of this SPD). Paragraph 4.44 of the Local Plan, which is part of the supporting text to Policy DS5, requires all masterplan SPDs to clearly demonstrate how the mix of uses and infrastructure requirements will be planned for and delivered to ensure development is sustainable and meets the policies set out within the Local Plan. This SPD aims to provide further detail which will support compliance with Policy DS5 to achieve comprehensive development of the site.

2.4 This SPD does not require a sustainability appraisal (SA) and/or a strategic environmental assessment (SEA) because a SA, incorporating an SEA, was produced for the adopted Local Plan. In addition, it does not allocate the land; Policies DS3, DS8 and DS9 of the Local Plan perform that function. For clarification as part of the SPD consultation, a screening opinion is attached as Appendix I to this document.

2.5 This SPD does not require its own health impact assessment (HIA). Policy HS1 of the adopted Local Plan stresses the importance of health issues being addressed by new developments. This is taken forward in Policy HS2 by requiring large developments, such as those that will come forward on the South West Rugby site, to undertake Health Impact Assessments on their proposals. Policy DS8 stresses the need for the South West Rugby site to be developed in a comprehensive, not in an ad-hoc, manner. The same holistic approach should be taken on the health impact assessments. Guidance on undertaking Health Impact Assessments can be found here

<https://www.healthyrbandevelopment.nhs.uk/wp-content/uploads/2013/12/HUDU-Rapid-HIA-Tool-Jan-2013-Final.pdf>) and background health data can be found here (<http://hwb.warwickshire.gov.uk/jsna-place-based-approach/>)

## **Community Infrastructure Levy ('CiL') Regulations 2010 and Town and Country Planning Act 1990**

2.6 The Local Planning Authority has not yet adopted a CiL charging levy pursuant to the CiL Regulations. It is in the process of considering the introduction of a CiL as per the 2019 Local Development Scheme. The relationship between any adopted CiL and this SPD will be kept under review.

2.7 The statutory basis for entering into planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 (as amended). In brief, the Local Planning Authority will use Section 106 planning obligations to secure funding for the delivery of infrastructure, to safeguard land for infrastructure delivery, to safeguard access to land for infrastructure delivery, to control the direct delivery of infrastructure and to control the future use of land and access to it once the infrastructure has been delivered, in each case where it is appropriate to do so.

2.8 Regulation 122 of the Community Infrastructure Regulations 2010 (as amended) sets out the statutory tests of Section 106 planning obligations as follows:

Planning obligations must be:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

2.9 This SPD has been prepared in accordance with the Regulation 122 requirements. The contributions that will be sought by means of planning obligations from each development parcel within the site (or in to the vicinity of the site - see Paragraph 2.1 above) are directly, fairly and reasonably related to the impact caused by the development and are reasonably required to make the development acceptable in planning terms.

## **National Planning Policy Framework**

2.10 Under the National Planning Policy Framework (NPPF) there is a requirement to achieve sustainable development, with 'three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways' Net gains are sought for economic, social and environmental objectives. Paragraphs 124-132 of the NPPF set out the importance of achieving well designed places and confirms that "permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents". Paragraph 175 of the NPPF also requires the refusal of planning permission for development that would result in the loss or deterioration of ancient woodland and ancient or veteran trees. This SPD supports the implementation of these elements of the NPPF.

2.11 As required by Paragraph 34 of the NPPF, plans should set out the contributions expected from development, but such policies should not undermine the deliverability of the plan. This has been considered carefully by the Local planning authority in preparing this SPD, including in setting the tariff described in section 8.

### **3. The Site and its Context**

#### **Land Ownership**

3.1 The South West Rugby site has multiple land owners. Much of the land is either owned by residential and commercial developers or is currently subject to option agreements or other forms of land deals between the existing private or public sector landowners and residential and commercial developers. The majority of the landowners have put in place joint working arrangements and have expressed their clear intention to deliver development at South West Rugby within the timescales envisaged by the Local Plan.

3.2 This SPD provides a framework within which each parcel of land within the site can contribute towards the delivery of the wider allocation and infrastructure needs whilst adhering to a site wide design context that places comprehensive infrastructure delivery, including Green/Blue Infrastructure at its heart, and which has the capability to successfully mitigate the impacts of the development. In order for this to be successful, different landowners will need to have regard to the role their land has within the wider development framework and the need to achieve a coordinated approach to development and delivery of associated infrastructure. This may require land equalisation to achieve spatial objectives. In particular, the provision of the South West Rugby Spine Road network, as allocated through adopted Local Plan Policies DS8 and DS9 is a key requirement. Vital to this is an integrated approach to phasing and implementation of the development. Unless there is a co-ordinated approach to infrastructure delivery, planning applications for individual parcels of land within the site risk being refused due to the fact that the infrastructure required by Policies DS8 and DS9 not being satisfactorily delivered.

#### **Site Description**

3.3 The allocation, defined as 'South West Rugby', is approximately 390Ha (960 acres) and is predominantly in agricultural use, within the open countryside and lies generally between Cawston to the north, Bilton to the east, Dunchurch to the south, and the A4071 (London Road) and a disused railway line to the west. The allocation does extend eastwards to include the land north of Ashlawn Road, which was approved by the Secretary of State for 860 dwellings and the redline plan of which is shown in Appendix J to this document.

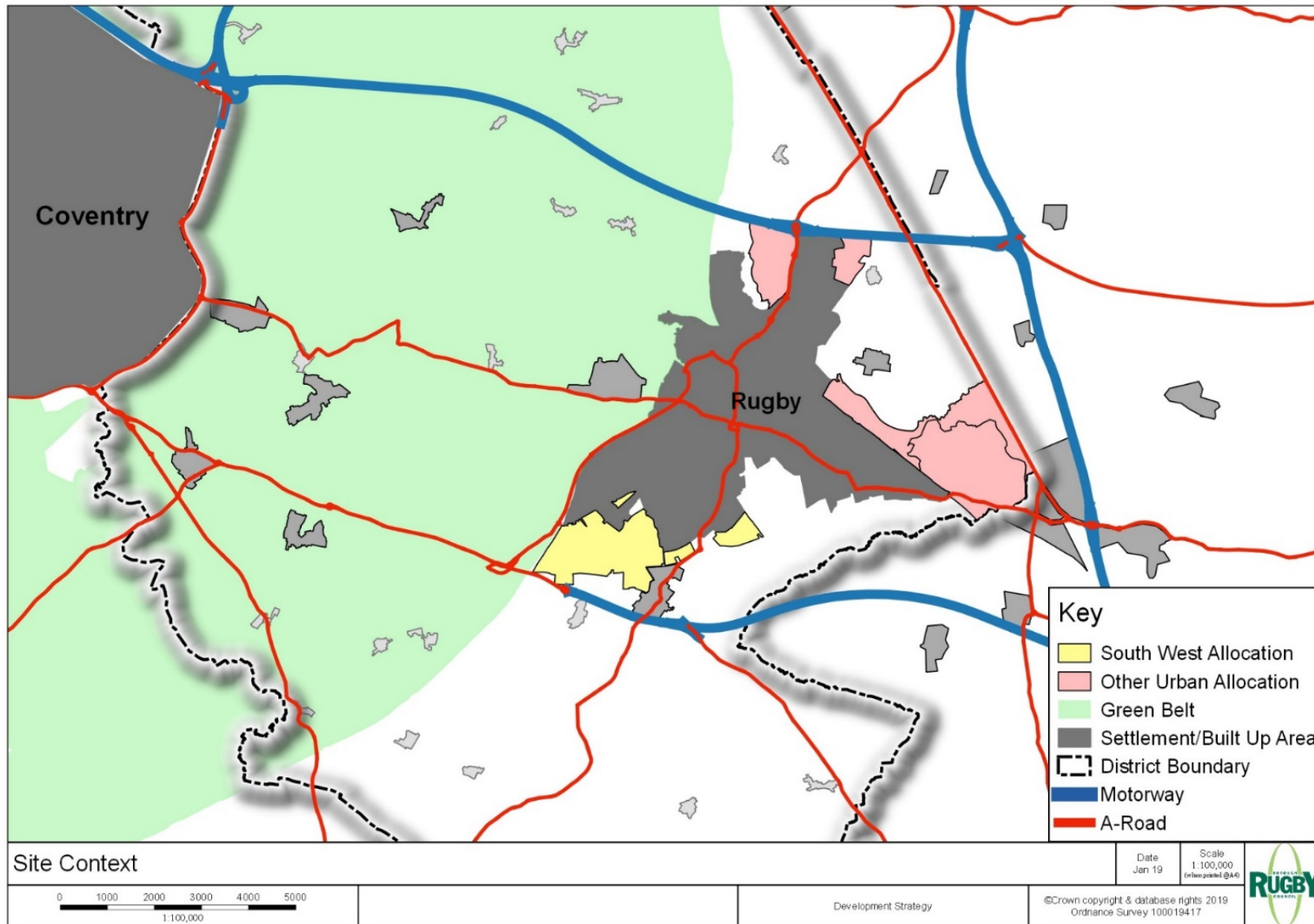
#### **Site Context**

3.4 The allocation adjoins the urban edge of Rugby and is well related to the town's existing services and infrastructure. Rugby town centre is approximately 3km from the allocation. The village of Dunchurch is in close proximity to the south, with its more limited range of shops and services in comparison. The junction of the B4429 and the A426 at the heart of the village is at capacity and its layout and the proximity of listed buildings renders it unable to be improved to increase capacity, making it a significant highway constraint in the locality.

3.5 The allocation is separated from the wider countryside to the south by the A45 (London Road) and the disused railway line to the west which form physical and permanent boundaries to development. Some employment uses are located at the edges of the allocation, including the Dunchurch Trading Estate located just off the A45. Figure 2 shows the overall context.

3.6 The grounds of Bilton Grange School, which are a registered Park and Garden, define the south eastern edge of the allocation, east of Dunchurch. The urban edge of Rugby is characterised by the new build estate at Cawston and the attractive residential streets of Lime Tree Avenue in the north east and Alwyn Road to the east.

Figure 2: Overall Context



## **Constraints and Opportunities**

3.7 As part of the background evidence to the Local Plan the council appointed David Lock Associates to provide information on the baseline opportunities and constraints for the SW allocation. This evidence is available here:

[https://www.rugby.gov.uk/downloads/file/1611/oth04\\_south\\_west\\_rugby\\_-\\_baseline\\_opportunities\\_and\\_constraints\\_report](https://www.rugby.gov.uk/downloads/file/1611/oth04_south_west_rugby_-_baseline_opportunities_and_constraints_report).

In addition, the landowners and the promoters of the development have undertaken a number of studies of the allocation and the implications of its development in order to help inform this SPD. Further detailed studies may be required prior to the submission of planning applications. Based on the current level of information the paragraphs below set out the identified constraints and opportunities.

## **Transport and Access**

3.8 The transport network in the south of Rugby is inter-connected. The strategic and local transport infrastructure in the south of Rugby is bound up and connected to the wider transport network to the south, and Rugby town as a whole. The site is well related to the local highway network with direct access onto Ashlawn Road, Alwyn Road, Cawston Lane, Coventry Road (B4642), Rugby Road (A426) and the M45/A45. Connections can be made to the urban area of Rugby via a number of transport routes. The Coventry Road (B4642) and A4071 provide main routes to the north, with Rugby Road (A426) and Ashlawn Road (B4429) providing the main routes to the south of the town. Cawston Lane crosses the allocation site and connects Coventry Road (B4642) to the north with Northampton Lane to the south. The strategic network (M45/A45) provides opportunities to travel further afield and to nearby centres of employment including Coventry and Northampton. These routes provide an opportunity to connect the allocation with the urban area of Rugby and the strategic road network.

## **Landscape and Coalescence**

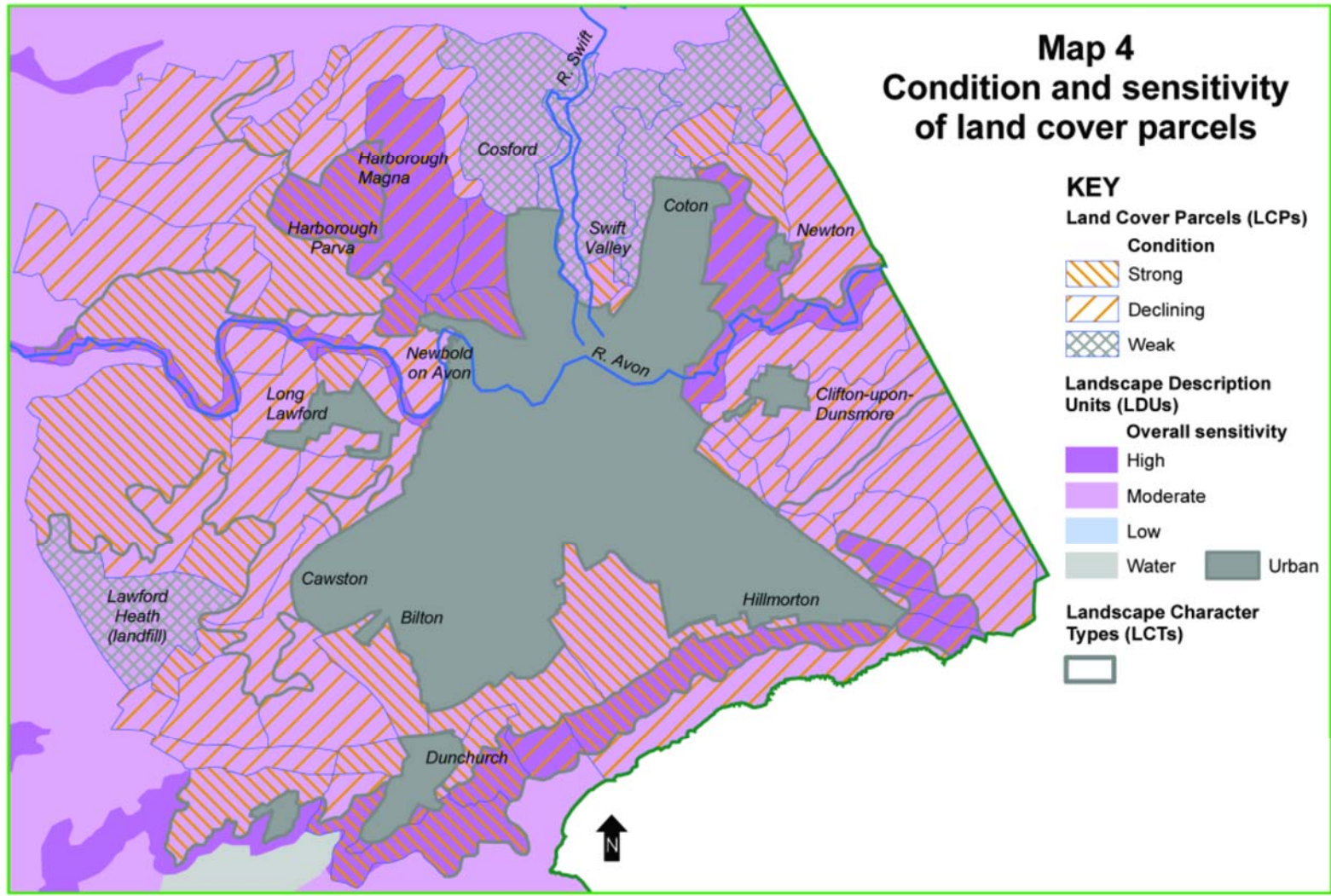
3.9 Much of the landscape of the allocation is characterised by open grassland and arable fields, with parts classified as grade 2 agricultural land and defined by a series of established hedgerows, together with individual mature trees (some of which are the subject of Tree Preservation Orders) and small copses. A network of ponds appear periodically within the fields. There is a well-vegetated public bridleway running east-west along Northampton Lane. Mature ancient woodland exists within the north of the allocation known as Cawston Spinney. Given the extent of green infrastructure assets on the allocation these features need to be taken into consideration in designing the layout of the development parcels, to reflect Local Plan Policy NE2 on green infrastructure, Natural England's standing advice on Ancient Woodland and Veteran Trees, and the structural landscaping requirement of Policy DS8, as part of this SPD. Part of this allocation has been subject to landscape sensitivity studies in 2006, and for the recently adopted Local Plan a Landscape Assessment of the Borough of Rugby Sensitivity and Condition Study 2017. Figure 3, from the 2006 Landscape study shows the

condition and sensitivity of the gap while figure 4 from the most recent study on the sensitivity of the Rainsbrook Valley Landscape (January 2017)<sup>2</sup>, shows its high level of sensitivity.

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<sup>2</sup>[https://www.rugby.gov.uk/downloads/file/1400/rainsbrook\\_valley\\_landscape\\_sensitivity\\_study\\_january\\_2017](https://www.rugby.gov.uk/downloads/file/1400/rainsbrook_valley_landscape_sensitivity_study_january_2017)

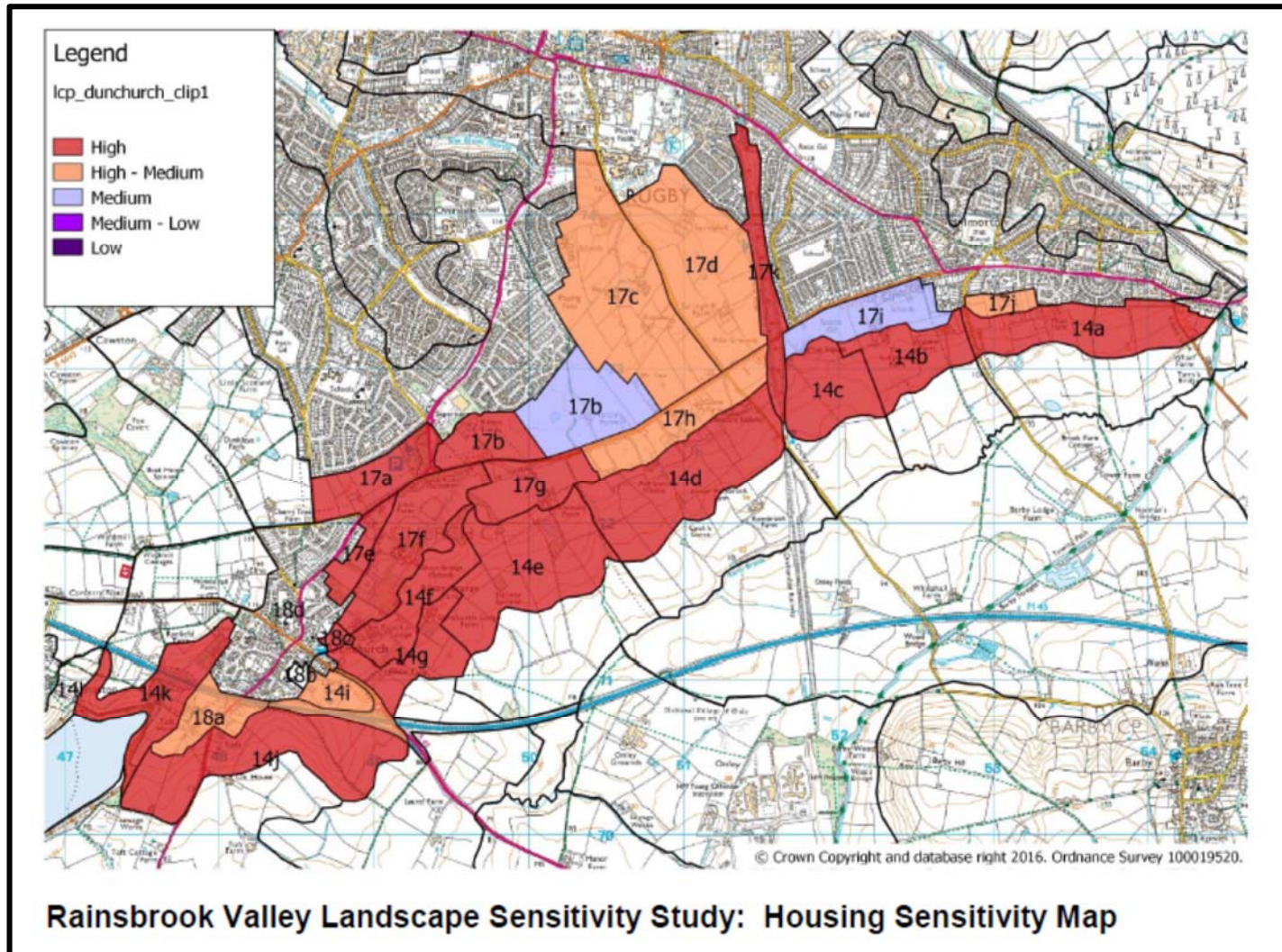
Figure 3: Condition and Sensitivity of land parcels (from 2006 Study)



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NOT TO SCALE

Figure 4: Housing Sensitivity Map (2017 Study)



3.10 Site 17a on the map above forms part of the South West Rugby allocation. This is the area to the south of Rugby in the eastern portion of the development area, in a strip of land which ranges between approximately 240m to 288m in width that separates Rugby from Dunchurch. The far eastern portion of the allocation comprises the Cock Robin Wood Local Wildlife Site. The study identifies an informal wooded 'walk', enclosed under a canopy of mature roadside and hedge trees (dense in places, scattered in others), adjacent to the public footway off the Rugby Road. The study goes on to say:

*"The settlement edge, set back by one field from the road, is only glimpsed through gaps in this vegetation. However, particularly within the eastern part of the zone, the settlement edge itself is abrupt and lacking a rural hedged/treed boundary. Generally field hedges are redundant and outgrown but where sections of roadside hedgerow to the reserve have been re-laid these are re-establishing."*

3.11 Site 17a was concluded to be of 'high sensitivity' because the zone comprises the last gap separating Rugby and Dunchurch. To be compliant with Policy DS 8 a buffer between Dunchurch and Rugby will need to be provided that is of a width significant enough to maintain a physical and visual separation between these two distinct settlements and prevent coalescence. The buffer will form part of the designated Green Infrastructure Corridor which runs from Cock Robin Wood to Cawston Spinney, and forms part of the allocation-wide Green Infrastructure network. This does not mean that there can be no development in the parcels within Site 17a of the Rainsbrook Valley Landscape Study but development in this area will be required to comply with the policy requirements and include a significant landscaped buffer between Dunchurch and Rugby. This landscaped buffer will extend from Cock Robin Wood in the east to the Coventry Road (B4429) in the west of the allocation.

3.12 The landscaped buffer will include the wooded walk along the Rugby Road (A426), between Northampton Lane and Cock Robin Wood. The Rainsbrook Valley Landscape Sensitivity Study recommends that the wooded walk along the Rugby Road should be conserved and enhanced, with hedgerows gapped up with hedgerow trees. Delivering this wooded walk would help to comply with the requirement in DS 8 that there is a continuous Green Infrastructure corridor between Cock Robin Wood and Cawston Spinney. The alignment of the Homestead Link will impact the existing wooded walk but this impact can be mitigated by the provision of the landscaped buffer and the design of the buffer, the Homestead Link Road itself and the development parcels adjoining the Link Road and the buffer. Along the whole of the landscaped buffer it is considered that strengthening the existing hedgerow and tree planting and the introduction of new planting of a similar type to the existing (in terms of height, depth and species mix) will maintain and strengthen the existing visual and physical character of the gap between Rugby and Dunchurch and ensure a gap is maintained in the future between the two settlements. This planting along with the creation of new habitats for biodiversity, new recreational routes and informal/ semi-natural open spaces and play areas will contribute to the Green Infrastructure network. This will provide opportunities to safeguard and enhance the Listed Buildings, Registered Park and Gardens and trees subject to Tree Preservation Orders that are adjoining or close to the allocation. It will also provide opportunities to create improved access to the Green Infrastructure network as well as the wider countryside by expanding and improving the walking and cycling environment for leisure and active travel, benefitting health and well-being and accessibility for both existing and new residents of the allocation, as well as enhancing biodiversity.

3.13 Although coalescence can occur anywhere, there is greater potential for the southern part of the allocation to lead to coalescence which would be contrary to Policy DS8. However, by implementation of the masterplan, through incorporating a significant landscaped buffer as part of the Green/ Blue Infrastructure network, as required by Policy DS8, and with the developable area restricted accordingly, then development can be delivered with appropriate mitigation. The key issues to consider are the size, form and function of the landscaped buffer to ensure that functional coalescence of the settlements of Rugby and Dunchurch does not occur. The buffer will need to be maintained in perpetuity and not be eroded by piecemeal development.

3.14 An essential piece of infrastructure in this location is the Homestead Link, which will traverse this section of the allocation. Policy DS9 shows an indicative alignment, supplemented by more detail in Appendix C of this SPD. This preferred alignment is considered to have the transport benefits of opening up the allocation, whilst also ensuring policy compliance with the need to prevent coalescence and strengthen the Green/Blue Infrastructure network in this location. The interaction between balancing infrastructure delivery, Green/Blue infrastructure and coalescence prevention, and its relationship with the developable area in this section is critical, and finely balanced. The aim is to maintain the separation the Local Plan Inspector sought in his report (see paragraph 108).

### **Green and Blue Infrastructure Assets and Biodiversity**

3.15 There are a number of Green/Blue Infrastructure and biodiversity assets within the allocation. These assets form a base that can be secured and enhanced to form a green infrastructure network of sites and corridors within the allocation boundary and into the wider countryside. These Green/Blue Infrastructure assets will contribute to healthy lifestyles, wellbeing and create a sense of place by providing access to high quality open space. The 'Sub-Regional Green Infrastructure Strategy (Warwickshire, Coventry and Solihull)' December 2016 <https://apps.warwickshire.gov.uk/api/documents/WCCC-863-513> identifies Rugby Borough as having a range of agricultural habitats, which include a significant amount of the sub-region's arable land and improved grassland. It also contains relatively high proportions of neutral grassland and semi-improved grassland. Part of the recommendations of the study relate to the South West Rugby allocation due to the presence of these features and are as follows:

#### *"Hedgerows and Field Boundaries*

*Enhance the structure of the landscape through replanting and regeneration of primary hedgerow boundaries; and*

*Reintroduce mixed native species hedgerows along primary boundaries*

*Enhance the age structure of hedgerow tree cover, particularly hedgerow oaks*

#### *Woodlands*

*Conserve and enhance the biodiversity of Ancient Woodlands and veteran trees through sensitive woodland management;*

*Identify opportunities for restoring Ancient Woodland on former sites; and*

*Identify opportunities for new planting, to strengthen the sense of landscape cohesion and connectivity"*

3.16 The landscape quality of the urban fringe countryside receives particular attention, and the document highlights that these sections have a key influence on how the overall characters of the Warwickshire landscapes are perceived and enjoyed. It goes on to say that:

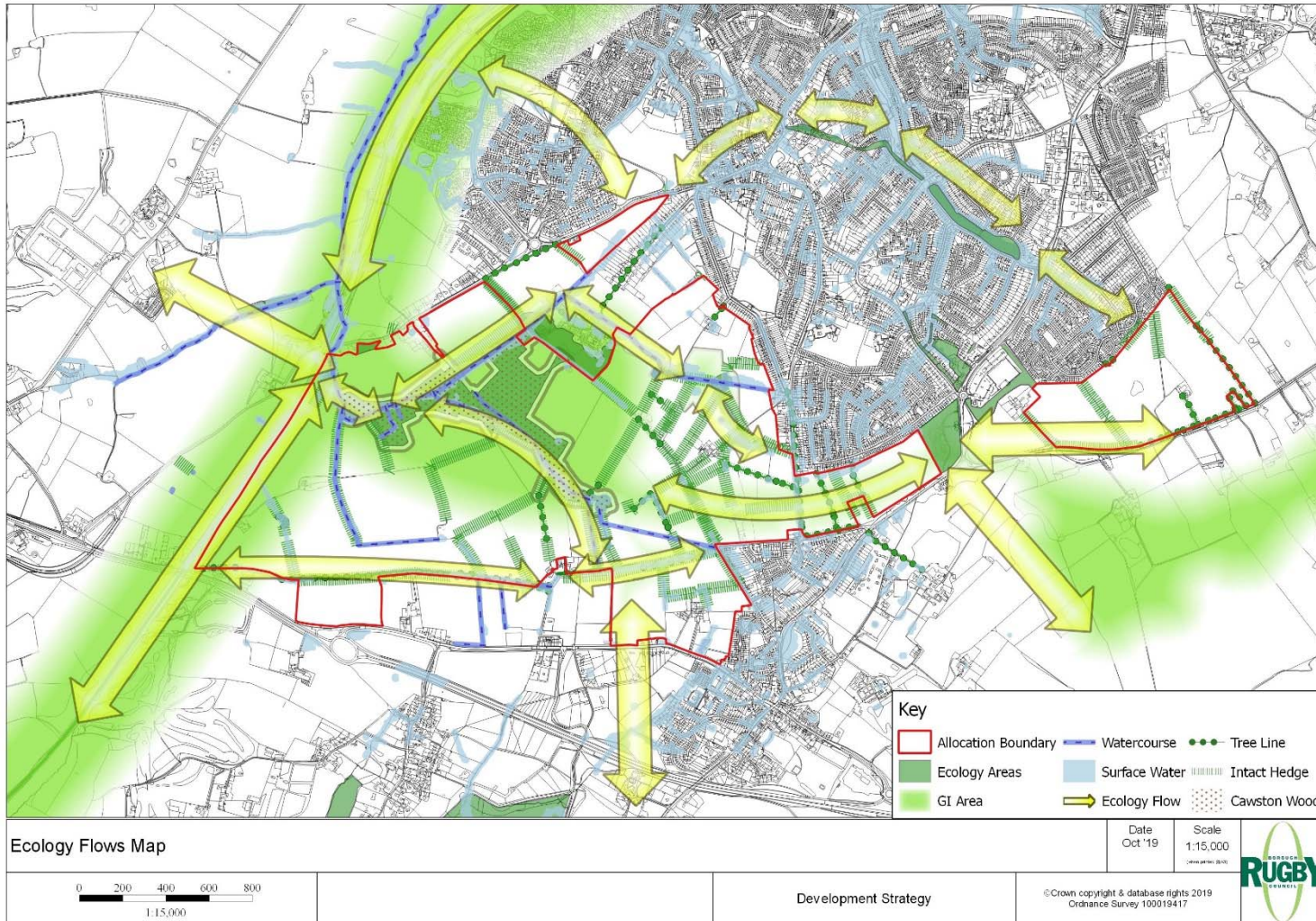
*“Rural urban fringe landscapes close to the main towns are widely recognised as highly important to people’s experiences and quality of life. Opportunities should be sought to reinforce and enhance landscape character, by creating new and maintaining existing Green Infrastructure, linking urban areas with the wider countryside.”*

3.17 The Strategy notes that new development has the potential to be visually intrusive, particularly in the early years before landscape mitigation schemes mature. Attention therefore needs to be paid to the way in which new development within the South West Rugby allocation can be sensitively accommodated in the rural-urban fringe in terms of siting and layout, materials, scale and design, together with landscape, biodiversity and green infrastructure mitigation. It is important, therefore, to ensure that key biodiversity assets are interwoven into the green infrastructure network, as well as in landscape terms to prevent coalescence, increasing connectivity in terms of pedestrian permeability and species transfer; in line with Policy NE3.

3.18 Development provides an important opportunity to secure Cawston Spinney’s long-term protection and habitat conservation, as well as the provision of managed public access, utilising the existing network of public footpaths. Essential to maximising existing biodiversity assets is the need to create a green/blue infrastructure network throughout the whole allocation and into the wider countryside. One such strategic Green and Blue Infrastructure corridor will extend from railway line in the west to Cawston Spinney, then Cock Robin Wood, Bilton Grange School grounds and south east to the disused railway line, as illustrated on Figure 5 below.

3.19 The enhancement of the multi-functional green and blue infrastructure network will improve access to open space within the allocation and provide biodiversity improvements. These spaces will need to positively integrate surface water drainage features and existing reservoirs/ponds designed to contribute towards the overall character, quality and amenity of the public realm. The existing landscape features and topography of the site, alongside future surface water drainage requirements will influence the creation of connected open and green spaces. Figure 5 below shows the existing ecological flows across the South West Rugby allocation to the wider countryside.

Figure 5: Ecological Flows across the allocation to the wider countryside



## Cawston Spinney and Cock Robin Wood

3.20 Cawston Spinney Local Wildlife Site is located in the middle of the allocation and is a key landscape and biodiversity asset. This is formed of the Cawston Spinney, Fox Covert and Boat House Spinney and includes an area of ancient woodland and an area Tree Preservation Order. There are no other statutorily designated Sites of Nature Conservation or other ecological areas on the allocation. However, as set out in Policy DS8 of the adopted Local Plan, the Green and Blue Infrastructure Network will be extended from Cock Robin Wood to Cawston Spinney. This is articulated in figure 5 above and incorporated into the overall masterplan in appendix E. This will be a key consideration in any planning applications that incorporate these areas.

3.21 Cawston Spinney will constrain parts of the allocation from development, including the need to incorporate an appropriate buffer around it, in accordance with Policy DS8, taking into account Natural England's standing advice on Ancient Woodland and Veteran Trees<sup>3</sup> to protect it from development in order to ensure that there are limited effects upon the protected ancient woodland. The buffer may be wider in places in order to deliver allocation-wide open space provision. The buffer is interpreted as being from the canopy edge of the trees given their height and canopy width at the boundaries. The detailed effect of development in proximity to the ancient woodland would need to be identified as part of an Ecological Constraints and Opportunities Plan submitted as part of any development proposals for planning applications in proximity to Cawston Spinney, demonstrating compliance with Natural England's standing advice on Ancient Woodland and Veteran Trees and paragraph 175 c of the NPPF. A Cawston Spinney Woodland Management Plan is set out in a separate document.

### **Cultural Heritage**

3.22 There are no Listed Buildings within the boundary of the South West Rugby allocation. There are a number of Listed Buildings in close proximity to the allocation:

- Cawston Farm House is a Grade II Listed building just off Coventry Road (B4642) close to the northern part of the allocation;
- Bilton Grange School is a Grade II Listed Building south of Rugby Road (A426) to the south east of the allocation. The grounds of the School are a Registered Park and Garden;
- Cock Robin Wood Cottages are Grade II Listed and on Rugby Road (A426) to the south east of the allocation;
- Rugby Road Lodge is a Grade II Listed Building on Rugby Road (A426) close to the junction with Northampton lane, to the south east of the allocation; and
- Lavender Furlong is a Grade II Listed Building on Coventry Road (B4429) to the south of the allocation.

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<sup>3</sup> <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>

3.23 In addition, to these buildings there are Conservation Areas located in Rugby, Thurlaston and Dunchurch. Policy SDC3 of the Local Plan states that 'development affecting the significance of a designated or non-designated heritage asset and its setting will be expected to preserve or enhance its significance'. Applications with the potential to affect the significance of a heritage asset will be required to provide sufficient information and assessment (such as desk-based appraisals, field evaluation, and historic building reports) of the impacts on the significance of designated and non-designated heritage assets and their setting at the planning application submission stage. Great weight will be given to the conservation of the Borough's designated heritage assets. Any harm to, or loss to, the significance of a designated heritage asset must be justified by the applicant / developer at the planning application submission stage so it can be considered by the council. The Local Planning Authority will consider any potential impacts on the significance of designated and non-designated heritage assets in accordance with the NPPF and the Planning (Listed Building and Conservation Areas) Act 1990.

3.24 Applicants are strongly encouraged to contact the County Archaeologist in advance of submitting planning applications to enable the need for and scope of further investigations to be considered prior to determination of planning applications.

### **Hydrology, Drainage and Flood Risk**

3.25 A sub-regional Water Cycle Study<sup>4</sup> undertaken by partner authorities (North Warwickshire Borough Council, Nuneaton and Bedworth Borough Council, Rugby Borough Council and Warwick Borough Council) provides evidence about the wastewater strategy, the water supply strategy and also water related policy recommendations. Upgrades will be required to certain wastewater treatment works across the study area which should be investigated at the planning application stage to ascertain if mitigation is required to accommodate the growth planned in South West Rugby.

3.26 A number of small ponds, ditches and watercourses exist within the allocation, and form part of the River Avon catchment. In addition, there is a small reservoir onsite associated with Cawston Spinney. These existing features should be retained as, apart from any biodiversity value, they are part of the current drainage regime and any proposals to alter/remove them needs to be considered as part of the allocation Flood Risk Assessment. The removal/ alteration of existing watercourses must not take place without the written consent of the Local Lead Flood Authority (LLFA). Developers should take the opportunity to enhance the blue/ green infrastructure corridors alongside these watercourses to provide multifunctional benefits. Redevelopment must mitigate flood risk to the satisfaction of the LLFA and ensure that the effects of development mitigate the effects on site watercourses, as well as enhancing their ecological value. Mitigation may be required by conditions to any planning permission and/ or in the detailed layout of schemes. See Appendix B of this document for a list of planning policies that are likely to be relevant to the consideration of any planning applications for development parcels within the allocation that come forward. Warwickshire County Council website contains guidance (August 2017)<sup>5</sup> on the issues for consideration in the design of a surface water system for developments.

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<sup>4</sup>[https://www.rugby.gov.uk/downloads/download/43/warwickshire\\_water\\_cycle\\_study](https://www.rugby.gov.uk/downloads/download/43/warwickshire_water_cycle_study)

<sup>5</sup> <https://apps.warwickshire.gov.uk/api/documents/WCCC-1039-73>

3.27 The use of national scale mapping suggests that the vast majority of the allocation - and all of the areas where built form will be provided - appears to fall within Flood Zone 1, which is the lowest flood risk possible. There are small areas of zone 2 and 3 associated with the watercourse and small waterbodies. However, each watercourse will have a flood plain associated with it and should be modelled to properly assess the flood risk to the allocation. Both development and SuDs features must be located outside of the modelled flood plains within the allocation. The overall design will need to take these areas into account. The framework masterplan appended to this draft SPD at Appendix E provides the strategic context for this.

3.28 Development should facilitate the delivery of an on-site Sustainable Drainage Systems (SuDS) network, off-line from the existing drainage network, to attenuate surface water flows from the development of the allocation. SuDS features will be located in combination with the allocation's topography and discharge rates will be reduced to Greenfield Qbar (the peak rate of runoff for a specific period) in order to align with Warwickshire County Council advice. The Lead Flood authorities' preference is for attenuation basins to be located close to the source of the runoff (i.e. within each development parcel). They should be located outside of any areas at risk of flooding from rivers or surface water (as shown here: <https://flood-warning-information.service.gov.uk/long-term-flood-risk/>). Basins should also have adequate space around them for gaining maintenance access. The size of attenuation basins may be minimised by providing storage for runoff throughout the development (such as underneath permeable paving and within swales). This approach can help ensure that attenuation basins are shallow features for the benefit of future maintenance, health & safety and amenity. Further design guidance is available in the CIRIA SuDS Manual C753.

3.29 It is likely that foul flows for the whole development area will outfall into the existing sewer network. However, there may need to be improvements/upgrades to the Rugby Newbold waste water treatment works. Detailed investigations with Severn Trent Water will be required. In accordance with the Water Industry Act (1990), Severn Trent Water will be required to provide capacity for the development of the allocation whilst containing the environmental impacts of the development and maintaining water quality. This may require specific local Section 106 contributions from developers of the allocation.

3.30 The underlying geology comprises bands of mudstone, siltstone, limestone and sandstone, with the whole allocation overlain with superficial deposits. Infiltration testing has indicated that infiltration rates across the allocation are negligible and therefore drainage via soakage would not be feasible. Individual parcels should still be tested, and if infiltration is not feasible, the next highest alternative on the drainage hierarchy should be used. Even in areas with limited infiltration, the use of unlined storage and conveyance features can provide additional treatment of flows and reduce the overall volume of surface water leaving the allocation. Planning applications that come forward in excess of 10 units will be required to consult the Local Lead Flood Authority which gives detailed advice on flooding. The Flood Risk Assessment should assess the flood risk from all sources and identify options to mitigate flood risk to the development, allocation users and surrounding area. In addition, as individual parcels come forward, construction management plans must include suitable boundary treatments to cut off surface water and manage flows until the adjacent parcel is developed. Measures must be put in place to manage run-off and silt during construction. Drainage systems and SuDS must be cleared before first occupation. The above measures are also relevant for the DS8 requirement for consultation with the Lead Local Flood Authority to identify any potential hydrological

mitigation, particularly with regard to potential hydrological impacts on Draycote Meadows Site of Special Scientific Interest.

## Utilities

3.31 Existing utilities are located within the allocation, including overhead electric cables, sewers, water mains and a buried chalk slurry pipeline owned by CEMEX. All these features will need to be addressed as part of the development of the allocation either through retention with suitable easements or through diversion in agreement with the respective statutory providers. Utilities serving the existing properties will also be removed, retained, or upgraded as required. Other utilities are located within the highway network and diversions will need to take place as required to deliver the highway access. It is strongly encouraged that developers engage with utility providers at an early stage to ensure required works are carried out. Local Plan Policy SDC9 requires broadband to be provided in new developments.

## Noise and vibration

3.32 The periphery of the allocation is influenced by noise arising from traffic on the A45 (London Road), Coventry Road (B4429), M45, and the A4071 to the west. The design of the layout of the development will need to avoid any significant adverse impacts on health and quality of life as a result of noise from traffic, as required by Local Plan Policy HS5. Detailed assessments will be required to be submitted with any planning applications that come forward to ensure an acceptable standard of amenity in respect of noise is achieved. Conditions on any planning permissions may be required to mitigate the impact of noise on residents, which may include noise barriers, tree planting or suitable insulation of residential dwellings. The impact of development proposals on existing and/or adjacent occupiers will also need to be considered. Guidance documents including the Institute of Acoustics professional practice guidance 'Planning ProPG: Planning and Noise'<sup>6</sup> recommend that the spatial layout and the use of buffer zones between residential and commercial uses should be considered to minimise disturbance and the likelihood of complaints. Assessments would need to have regard to relevant standards such as BS4142 and BS8233.

## Air Quality

3.33 The urban area of Rugby and Dunchurch is designated as an Air Quality Management Area due to traffic related impacts. Policy HS5 requires that major developments that are not Air Quality Neutral address their impacts in accordance with HS5. For the Rugby South West allocation, the impacts are likely to be severest on the Rugby gyratory in the town centre and the Dunchurch crossroads. An allocation wide Air Quality Assessment may not be feasible, therefore each planning application should be accompanied by an Air Quality Assessment which takes into account cumulative impacts for the wider allocation. In particular, the Air Quality Assessment will be required to assess the Air Quality impact of traffic generated as a result of the development of the site, linked to trip distribution of the area as a whole. This assessment should have regard to the EPUK and IAQM Guidance on Planning for Air Quality<sup>7</sup>. Appendix H of this document deals with the modelling protocols for this piece of work. Planning applications that come forward for the allocation will need to

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<sup>6</sup> <https://www.ioa.org.uk/sites/default/files/14720%20ProPG%20Main%20Document.pdf>

<sup>7</sup> <http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>

demonstrate compliance with Policy HS5 and include mitigation to meet Air Quality Neutral levels. Examples of mitigation measures are set out in Policy HS5 include enhancements to the Green and Blue Infrastructure network, including biodiversity enhancements and the incorporation of the landscaped buffer between Rugby and Dunchurch. Measures associated with the promotion of public transport via travel plans, the installation of cycle lanes and cycle parking to encourage cycle use and promoting active lifestyles through improving pedestrian permeability and walking routes can also contribute to minimising the impact on air quality. Furthermore, Local Plan Policy HS5 will also be supported by a specific Air Quality SPD, which developers should have regard to when preparing their planning applications, once it has been produced.

## 4. Design and Character

4.1 The 2019 NPPF has a renewed focus on the importance of good design. Paragraph 130 of the NPPF makes it clear that permission should be refused for development of poor design and that design standards in SPDs should be taken into account. Design and Access Statements submitted with planning applications should make clear how the proposal has considered this design section of the SPD. Some overarching design principles are set out below and in Appendix L.

4.2 The adopted Local Plan Policy SDC1: Sustainable Design requires all development to demonstrate high quality, inclusive and sustainable design. It makes clear that new development will only be supported where the proposal is of scale, density and design that responds to the character of the areas in which they are situated. 'Building for Life 12'<sup>8</sup>, as referenced in the NPPF, will be used in the assessment of applications and it is advised that applicants use this to help them to create a well-designed new community.

4.3 Paragraph 10.7 of the adopted Local Plan states that applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development will be looked on more favourably. Evidence of how the existing local community has been involved and influenced the design process should be provided as part of the Design and Access Statements submitted with planning applications.

### Development Parcels and Densities

4.4 Comprehensive development will be achieved throughout the allocation through each parcel demonstrating how it relates to its surrounding context. Appropriate design, densities and landscaping will create subtle transitions between parcels to a smooth rhythm of development. Design will be complementary, not contradictory, to reinforce the allocations sense of place.

4.5 Parcels will link together appropriately and be outward facing with high quality frontages, rather than parcels looking in on themselves and creating isolated 'bunkers' of development. Landmark buildings will be concentrated within the urban centre, allowing the edges to reflect the surrounding rhythms of development.

4.6 South West Rugby allocation will be integrated into Rugby town through strong physical and visual connectivity. Continuous pedestrian and cycle routes will run consistently throughout the allocation to make walking and cycling viable forms of transport for short journeys. Where physical constraints do not prevent it, each parcel should demonstrate how pedestrians and cyclists would move within that parcel, move between parcels and move to key points within the wider allocation, notably the local centre, employment and amenity areas.

4.7 Development densities will respond appropriately to the allocation's natural assets and location of onsite services and facilities, and public transport routes. Parcels are grouped together based on their sensitivity to development and thus levels of mitigation required through the use of lower densities, soft landscaping, appropriate building heights and setbacks. The purpose of this is to provide a sense of place whilst avoiding over-intensive uses close to sensitive locations.

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<sup>8</sup> Birkbeck D and Kruczkowski S (2015) *Building for Life 12: The sign of a good place to live*.

### *Southern Edge and Western Edge*

4.8 Residential parcels defined as being within the 'Southern Edge' and 'Western Edges' will be expected to be of lowest density within the allocation to reflect this area being the most sensitive to development. The Southern and Western edges of the allocation are the most rural in character and, in key areas, are deemed to be sensitive to development by virtue of their visual prominence. The defining feature of development along the edges of these parcels will be a gradual transition between natural and built features.

4.9 The Southern and Western edges provide key gateways into Rugby. New development must be sympathetic to its surrounding context through the use of appropriate mitigation measures. All planning applications will have to demonstrate how key views have been considered alongside how the development relates to existing development. Planning applications within the Southern edge will have to demonstrate that they will not have an adverse impact on the Thurlaston Conservation Area.

4.10 The Southern edge includes the Dunchurch-Rugby landscape buffer. Development close to the buffer must demonstrate how it will safeguard the two functions of the buffer, namely:

- Providing visual and physical separation between Dunchurch and Rugby; and
- Providing a continuous green/ blue infrastructure corridor between Cock Robin Wood and Cawston Woods as part of the allocation wide green/ blue infrastructure network.

4.11 To demonstrate that the visual separation between Dunchurch and Rugby is not adversely affected by development, sufficient separation distances have to be provided for the distinction between the two settlements to be clearly recognisable.

4.12 Development should safeguard, not compromise the function of the GI. To demonstrate that the Green Infrastructure network has been safeguarded, GI must be continuous, comprehensive and not adversely impacted by built form. Key edges of the buffer must be subject to appropriate boundary treatment, landscaping and building setbacks. However, creating appropriate 'edges' in the location closest to key assets goes beyond consideration of the development immediately adjacent to a natural asset. Appropriate edges use natural assets as a starting point which the lowest densities emanate from. Therefore, the highest densities of development are usually achieved furthest from an asset.

4.13 The Homestead Farm parcel is uniquely located as is part of a key gateway into Rugby, sits adjacent to the Dunchurch-Rugby landscape buffer and sits close to existing dwellings within Dunchurch village itself. The core of this parcel will be of higher density, with the key edges being of lower density to appropriately respect their surrounding context. Where development is proposed close to existing dwellings, planning applications must detail how the street scene will not be adversely affected. Appropriate setbacks, soft landscaping and a lower density from existing dwellings must be achieved. The key gateway views to the southern and western edge of the parcel must not be compromised by new development. Appropriate design will work to make the parcel appear to be a natural part of Dunchurch.

### *Northern Edge and Eastern Edge*

4.14 The northern and eastern edges of the allocation are already developed. New development must be sympathetic to this existing development pattern. Inappropriately tall buildings will be avoided along key edges adjoining existing properties.

4.15 Development parcels will generally be of higher density compared to other areas. Key edges must respond appropriately to nearby natural assets and existing development. Key points such as areas in close proximity to Cawston Spinney and Cock Robin Wood will be of lower density, with key sightlines safeguarded where appropriate.

#### *South West Rugby District Centre*

4.16 The South West Rugby District Centre will be located broadly within the centre of the allocation to ensure that its shops, services and facilities are as accessible as possible to the maximum number of new residents. The allocation is positioned to be as accessible as possible from the wider allocation this should help ensure it is accessible by means other than the car. The District Centre itself will consist of three or more storeys, with retail or similar uses on the ground floor with residential/office use above. Development surrounding the District Centre will emanate from the centre in the form of landmark buildings, blocks of flats and townhouses. A sense of place will be achieved through buildings in this location being positioned closer to the road and without frontages dominated by car parking. Car parking provision should be sufficient to prevent inappropriate on-street parking whilst integrating suitable landscaping to break up the view of parking.

4.17 Policy ED1 encourages allocations like the South West Rugby allocation to provide for small and medium sized enterprises. The District Centre would offer the ideal location for smaller businesses to locate. The District Centre is expected to provide a variety of uses including (but not limited to) GP surgery/ healthcare facilities, Police, and Children's Day Nurseries. Policy TC2 of the adopted Local Plan allows small scale retail and leisure uses subject to their impact on Rugby town centre. The intention would be to complement rather than compete with Rugby town centre allowing residents and workers to undertake day-to-day activities, such as convenience shopping, while minimizing the need to travel.

4.18 The adopted Local Plan (Policy TC2) anticipates a modest level of retail growth over the life of the Plan and focusses that growth within Rugby Town Centre. The Retail and Town Centre Uses Study (Nov 2015) does not consider the size or land use mix of the district centre at the South West Rugby allocation. It does set out details of the district centre in the outline approval for the Radio Station. In the District Centre: A supermarket (3,500m<sup>2</sup> net floorspace, including 1,050m<sup>2</sup> net comparison); Other A1 convenience units (350m<sup>2</sup> net); A1 Comparison units (2,240m<sup>2</sup> net); Service non A1 units (840m<sup>2</sup> net); Service class A2, A3, A4 and A5 uses (1,925m<sup>2</sup> net). It is intended that the district centre serve the day to day needs of a primarily local catchment area complementing, not competing with, Rugby Town Centre. The Houlton (former Rugby Radio Station) development allocation is likely to deliver c.6,000 dwellings. The South West is likely to be deliver c.5,000 dwellings. Therefore the district centre on the South West allocation is likely to be slightly smaller than that envisaged at the radio station.

4.19 At the heart of the district centre there should be a village square, providing a focal point and meeting place for the new South West residents. A variety of commercial and community uses should be located around the square to ensure it is active for most of the day. Residential uses on the upper floors will provide passive surveillance. These uses should include the proposed health centre, the police facility, community uses, shops and eating places and space for small business. Locating schools close to the centre is strongly encouraged to support its viability and vitality. Land within the district centre should be marketed for a two year period before alternate uses are considered.

## **Designing out Crime**

4.20 Under the Crime and Disorder Act 1998, local authorities have a duty to reduce crime. The 2019 NPPF recognises the importance of planning in designing out crime. Paragraph 127 of the NPPF states that planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

4.21 To be fully effective careful consideration should be given to the elements of design that can influence crime at an early stage of the overall design process for development parcels; reflecting the fact that crime is not a stand-alone issue. This should include the context of individual development parcels in terms of existing and planned neighbouring land uses and their characteristics as well as planned access and movement between development parcels within the South West Rugby allocation and beyond.

4.22 Design and Access Statements submitted with planning applications will need to demonstrate their contribution to reducing crime and the fear of crime having regard to the principles above.

## **Education**

4.23 As set out in the Infrastructure Delivery Plan (as contained within Appendix M), two primary schools, each two form entry with at least one rising to three form entry, are required on allocation. Each primary school will require approximately 1.8 hectares of land to be provided to the Local Education Authority (LEA) for a 2 fe school, rising to 2.7 ha for a 3 fe school. It will be a matter for negotiation when the LEA would seek to take the freehold title of the primary schools but the Local Plan evidence suggests around 750 completions for the first school and 930 completions for the second.

4.24 A six form entry Secondary School is required on allocation and should be co-located with one of the primary schools. This will require approximately 8.1Ha of land to be provided to the LEA. Again, it will be a matter for negotiation when the LEA would seek to take freehold title of the secondary school but it would be sensible for the secondary school and the second primary school to be built at the same time.

4.25 When a school is delivered, the primary or secondary school land should be accessible and serviced to the boundary at this point. Applicants will be required to submit a study to ascertain whether schools can be built at the same time. This study would be submitted with the relevant application and be agreed by both the LEA and the local planning authority. The exact timing of when the primary and secondary schools will be required will be agreed as part of the application process and secured through a S106 agreement.

4.26 A financial contribution will also be required to Early years, Post 16 and Special Education Needs. Additionally, there will be a cost for pupil transportation to schools which will be calculated at the application stage. This will take account of any primary and/or secondary provision onsite.

4.27 The exact contribution requirement will be calculated by the LEA using their current funding formula and will be dependent on the number, mix and tenure of dwellings proposed in planning applications as well as any agreed delivery of the school by the developer in lieu of costs. This will be secured by a S106 agreement.

4.28 The masterplan in Appendix E identifies the indicative locations of the education provision throughout the allocation in sustainable locations and consistent with the phased delivery of the

allocation. The LPA will require as part of the planning applications the schools to be located in these indicative locations unless otherwise justified with evidence for alternative locations of the schools and how the locations satisfactorily contribute to the creation of a sustainable community and fulfil the requirements of the LEA. Proximity to the District Centre will be encouraged and needs to form part of the justification.

## **Parking**

4.29 The latest parking standards are contained within Appendix 5 of the adopted Local Plan. These parking standards cover all the land uses that will be provided on the South West Rugby allocation including residential, commercial, retail, schools, doctors' surgeries, day nurseries, playing fields and sports facilities, etc. Proposals are expected to meet these standards. Clear and convincing justification would be required where proposals fall below the numbers set out in the standards. Parking Spaces must meet the standards as set out in the most recent version of 'Manual for Streets' or any alternative document as advised by the Local Highways Authority.

4.30 In terms of the size and layout of parking spaces, for residential dwellings car parking should be on plot ideally at the front of or in between properties. Development designs that facilitate the use and help the retention of parking spaces will be encouraged. Landscaping at the front of properties should be provided to soften the impacts of parking.

4.31 The parking standards set out in the adopted Local Plan do not take into account commercial vehicle parking standards, which will be considered on the basis of individual planning applications in consultation with the Local Highways Authority.

4.32 The District Centre will contain a mix of uses and close to at least one school. This means that careful consideration will need to be given to how many parking spaces will be required to ensure safe and efficient movement, particularly at peak times of the day such as morning and afternoons in school term time, whilst ensuring that unnecessary car use is not encouraged. The provision of high quality, visible cycle parking will be required as part of the District Centre. In accordance with the parking standards in the adopted Local Plan the cycle parking should be covered and safe.

4.33 In addition to the parking standards set out in the adopted Local Plan for schools there is also a requirement for the provision of a bus/coach loading area whether provided on or off-site, for primary education and above, unless otherwise justified. Cycle parking is to be considered on an individual school basis.

4.34 The parking standards in the adopted Local Plan include cycle parking spaces for each type of development. Cycle parking spaces should be covered and safe. The provision of less formal, but still safe, cycle parking should also be considered as part of the Green/ Blue Infrastructure network. Interesting and innovative design of the cycle parking is encouraged. Electric Charging Points for electric and hybrid vehicles are required to be provided as part of development as outlined in the parking standards in Appendix 5 of the adopted Local Plan.

## **Ancient Woodland and Green/Blue Infrastructure**

4.35 The development of the allocation will need to be set within the context of the Green/Blue infrastructure network, enhanced by new planting and biodiversity improvements, public open space and children's play space and improved connectivity for walking and cycling. Cawston Spinney, Fox

Covert and Boathouse Spinney collectively provide a central asset within the development area, and should be at the heart of the strategic green/blue infrastructure network connecting with other Local Wildlife Sites such as Cock Robin Wood, open space, and biodiversity features. A central tenet of this SPD is to ensure that the green/blue infrastructure network includes the landscaped buffer between Dunchurch and Rugby to prevent coalescence between the two settlements and create a continuous Green/ Blue Infrastructure corridor between Cock Robin Wood and Cawston Spinney as required by Policy DS8.

4.36 Cawston Spinney is to be retained as a key feature at the heart of the development (supported by a woodland management plan) with an appropriate buffer and integrating into the Green/ Blue Infrastructure network. Appendix C to this SPD also identifies an indicative road layout and position of the spine road, incorporating an appropriate landscape buffer as required by DS8.

4.37 In addition to the buffer zone, careful consideration is required to the design, position and orientation of buildings in proximity to the ancient woodland in order to manage their impacts successfully and conform with the local plan and the NPPF. Detailed information at the planning application stage will need to be submitted with any planning applications identifying how proposals impact upon woodland and how the scheme conforms to the Woodland Management Plan, including how it takes into account both the buffer, and the surrounding land uses to mitigate impacts. Particular attention needs to be paid to impacts on biodiversity such as ensuring that lighting does not impact on any light sensitive species (should they be present) in the woodland such as lesser horseshoe bats. This is particularly important at the outermost edge of the buffer to ensure lighting does not penetrate the woodlands. This would need to be subject to an appropriate survey and lighting strategy which should demonstrate appropriate dark zones. Consideration should be given to positioning open space uses within or adjacent to the buffer as part of the Woodland Management Plan, which can count towards overall strategic open space as well as facilitating an appropriate lighting strategy. Open spaces adjacent to the buffer are required to be primarily semi-natural typologies. The framework masterplan appended to this draft SPD at Appendix E provides the strategic context for this.

### **Open Space**

4.38 Adopted Policy HS4 sets out standards for different types of open space that will be required from new development. This is shown in Table 1 below. The allocation's ecological constraints establish the strategic need to safeguard and enhance the green infrastructure network across the allocation including the creation of a continuous green infrastructure corridor between Cawston Spinney and Cock Robin Wood. The majority of this green infrastructure network will be publicly accessible, but it can include a variety of different types of open space including school playing fields. Natural and semi-natural open space should be located around Cawston Spinney to minimise the effect of built development upon the ancient woodland, forming a buffer zone from development. A minimum of 15 metres from the woodland edge should be maintained but in addition, natural and semi-natural open space should be located adjacent to the 15m buffer to minimise light pollution in the woodland. At the intersection of the outer edge of the buffer zone, there should be zero lux light spillage. The width of the open space should be adjusted to enable this feature to protect the woodland. Development beyond the 15m buffer zone, and open space in relation to the Cawston Spinney needs to ensure biodiversity and effects upon the ancient woodland is enriched rather than

adversely affected. Open space typologies in the buffer between Dunchurch and Rugby should not compromise the principle of maintaining separation and avoiding coalescence between the two settlements. The apportionment of open space between typologies is likely to favour natural and semi-natural typologies, rather than formal open space, playing pitches or associated built facilities, such as changing rooms, formal parks and gardens, and allotments in order to concentrate the need to maximise green infrastructure between Cock Robin Wood and Cawston Spinney. This will be negotiated on a site by site basis whilst adhering to the overall need to comply with policy. Accordingly, in consultation with the RBC Parks department an amendment to adopted policy is suggested to reflect the site specific circumstances of the allocation. This would result in the over provision of natural and semi natural open space to deliver the GI link from the Spinney to Cock Robin Wood in place of providing onsite allotments or formal parks and gardens. The contribution that the existing woodland (including the ancient woodland) at Cawston Spinney could make towards open space provision within the allocation will be determined as part of the allocation wide masterplan and allocation wide infrastructure delivery strategy. Any contribution towards the open space will be subject to consultation with the appropriate statutory bodies and relevant third parties. Any woodland (including the ancient woodland) will be subject to an approved Woodland Management Plan.

Table 1 – Open Space Provision by Type

Policy assumes 2.4 people per dwelling – for 3,990 dwellings = 9,576 population assume 9,600

<b>Open Space</b>	<b>Adopted Standard (ha per 1000 pop)</b>	<b>Provision required on-site (ha)</b>	<b>Comments on provision</b>
Children's Play	0.2	$0.2 \times 9.6 = 1.92$	Within residential development parcels or as buffers between parcels (See Appendix L also). Not located in the buffer between Rugby and Dunchurch.
Natural and Semi-Natural Green Space	2.5	$2.5 \times 9.6 = 24$	Around woodland or part of GI network. Comparatively, more natural and semi-natural typology should be provided in favour of other typologies to maximise green infrastructure, especially within corridors and around Cawston Spinney.
Parks & Gardens	1.5	$1.5 \times 9.6 = 14.4$	Not required as a typology on the South West. Should be diverted to natural and semi-natural typologies to be concentrated around Cawston Spinney
Amenity Green Space	1.1	$1.1 \times 9.6 = 10.56$	This typology may be used in support of green infrastructure
Allotments	0.65	$0.65 \times 9.6 = 6.24$	Not required as a typology on the South West. Should be diverted to natural and semi-natural typologies to be concentrated around Cawston Spinney
Outdoor Sports			Could be provided as extensions to existing clubs or close to district centre or as part of school provision with guaranteed public access.
Football	0.38	$0.38 \times 9.6 = 3.65$	

Cricket	0.23	$0.23 \times 9.6 = 2.21$	
Rugby	0.32	$0.32 \times 9.6 = 3.07$	
<b>Total</b>		<b>66.05 Ha</b>	

### Ancient Woodland

4.39 Cawston Spinney is an area of mixed woodland, protected by a woodland Tree Preservation Order. Species present include Oak, Sweet Chestnut, Yew, Silver Birch, Scot's Pine, Larch, Ash, Holly, Beech, Hornbeam, Hazel (often as an understorey), and Elm. Areas of Cawston Spinney are designated as ancient woodland. This means that it is unsuitable for development and any planning applications that involve the loss of any part of it, or any development that has a significant adverse effect upon it are likely to be refused planning permission. The presence of ancient Yew and Hornbeam indicates that in places the wood has remained untouched for a significant period of time. The definition of ancient woodland means that the area has remained wooded continuously since 1600 or earlier. This is therefore a significant biodiversity asset of national importance. Paragraph 175 (c) of the NPPF is clear that development resulting in the loss or deterioration of irreplaceable habitats should be refused unless there are wholly exceptional reasons.

4.40 The Woodland management plan, details opportunities to protect and enhance biodiversity. These enhancements are to be measured through the locally derived Defra Biodiversity Net Gain metrics so that any gains can be used to offset any losses from the wider development area. Rugby Borough Council's Tree Officer and Warwickshire County Council Ecology have provided specific advice to inform this SPD. The woodland management plan will form part of the assessment process for planning applications and the extent to which proposals comply with Policies DS8, NE1 and NE2 of the adopted Local Plan and will need to reflect the Green/Blue Infrastructure network as detailed in Policy NE3.

4.41 Natural England's standing advice requires a minimum buffer zone of 15 metres around ancient woodland to avoid root damage and where assessment shows other impacts are likely to extend beyond this distance, a larger buffer zone may be needed. An arboricultural survey will need to be submitted with any planning application which incorporates or is in close proximity to Cawston Spinney which defines and justifies the buffer zone to be implemented. Early survey work indicates that a buffer zone of 20 metres around Cawston Spinney and its associated woodlands is required in places. Within the buffer zone no development, including surface water attenuation, servicing, parking, internal roads or other built elements will be permitted. The positioning of open space around Cawston Spinney and its associated woodlands, beyond the buffer, needs to ensure that potential impacts are avoided, including ensuring that no light impacts on this biodiversity asset. Dark zones need to be identified as part of a lighting strategy to ensure that zero lux penetrates beyond the outer extent of the tree buffer around Cawston Spinney. Surface water run off may affect how development affects the woodland as parts of the site are undulating, which needs to be taken into account in terms of design.

4.42 Proposals will need to take account of the proximity and height of buildings and their lighting effects, as well as the impact upon the tree canopies. Some trees are approximately 20m in height, which has implications for very tall structures in proximity to the woodland. Careful design management will be required as a result at a structural level, with the woodland at the centre of the design process. Natural England and/or Warwickshire County Council Ecology will be consulted to comment further on this aspect in detail at the planning application stage.

4.43 The initial period of the woodland management plan will cover the first 10 years of management in detail but with objectives for management in perpetuity. It will need to demonstrate how the costs to implement the prescribed management objectives will be sustained into the future. This is a prerequisite of biodiversity net gain principles although it is understood that the management plan will be subject to changes evidenced by monitoring.

### **Green/Blue Infrastructure**

4.44 Green/Blue Infrastructure provides the wider spatial element that links together known assets both internal to the development area (such as Cawston Spinney and Cock Robin Wood) and those external (such as Draycote Water and the disused railway lines). This SPD outlines these wider spatial elements of connectivity, open space and public access detailing how it links into the wider environment. The actual details will be a matter of development design and the retention of key connecting features such as hedgerows, ponds, ditches and other green/blue infrastructure assets and how they are integrated into the future layout. Diagrams 1 and 2 below shows how new development can help enhance biodiversity. These are key principles in line with the requirements of Policy NE3 of the adopted Local Plan.

4.45 Overall, the following will be required unless otherwise agreed with the County Ecologist;

- A Green/Blue Infrastructure link from the disused railway, through Cawston Spinney, to Cock Robin Wood to include a dark corridor including 'hop-overs' where the corridor crosses roads;
- The Woodland Management Plan for Cawston Spinney and woodland buffer zone;
- A minimum 30m buffer zone to Cock Robin Wood;
- Low and zero lux levels for bats;
- Complementary links running north/south to wider assets and internal within the development area itself.

4.46 These key requirements will be formed from the retention and creation of:

- Woodland and their buffer zones
- A buffer zone beyond the outer extent of the retained tree canopies and hedgerows;
- Ponds, ditches (including sustainable drainage features) and their associated buffers;
- Open space provision that contains biodiversity features as well as children's play space, paths and cycle routes.
- School grounds that contains biodiversity features

Diagram 1 – Possible Biodiversity Enhancements to enable species movement

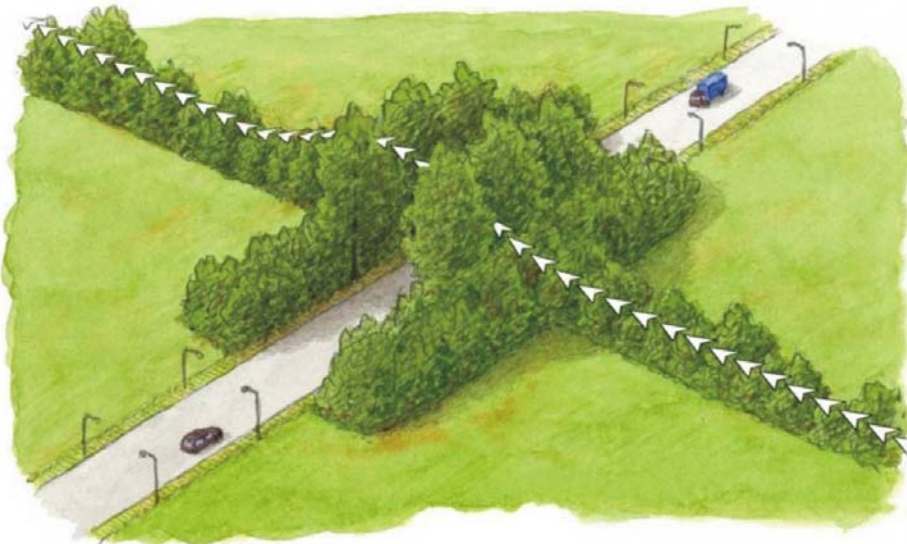
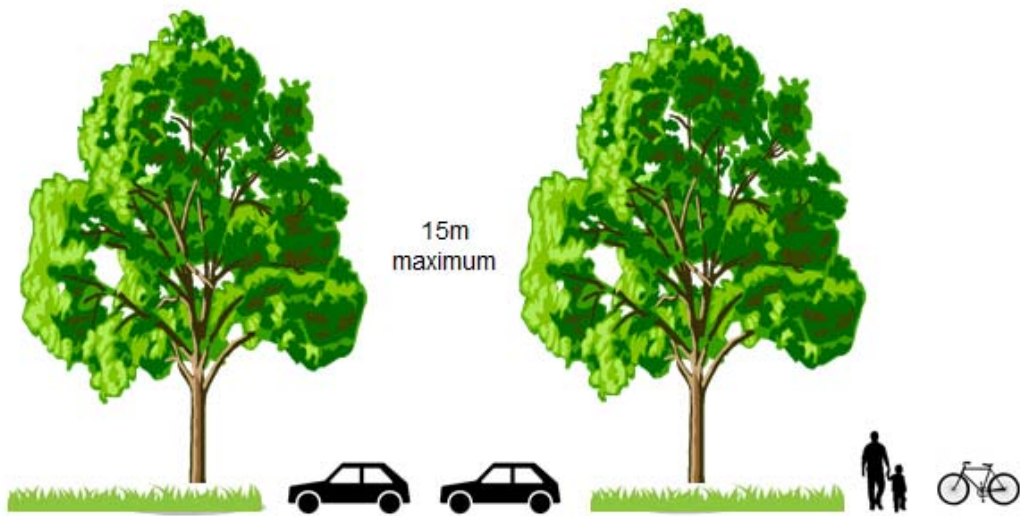
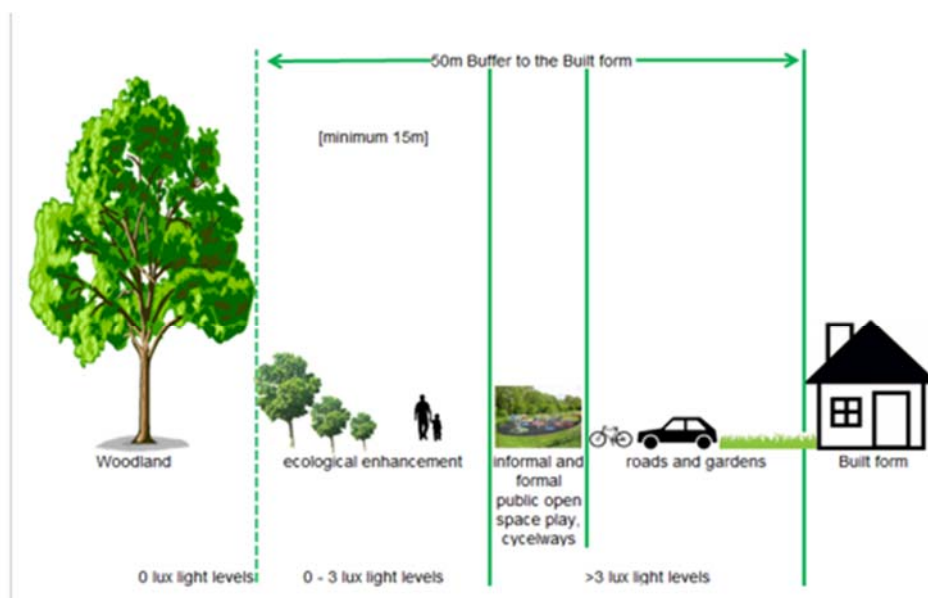


Diagram 2 – Ensuring Development aids light sensitive species



4.47 Policy NE1 and the NPPF require development to show measurable biodiversity net gains. In Warwickshire Biodiversity Net Gain is measured through the Warwickshire, Coventry and Solihull Biodiversity Impact Assessment (BIA) tool, which is derived from the Defra metrics (Defra 2012, as amended). This SPD supports this approach and has established a baseline figure for each land parcel within the development zone. This baseline is provided in Appendix K. From this baseline, to be reassessed as part of individual applications, and the use of the BIA tool each developer is able to evaluate the biodiversity impact of their proposal; be this impact a gain or a loss as ‘units’. The developer is then able to trade these units either between other developers or arrange offsets of an equivalent units elsewhere within the Borough or as a last resort County. Biodiversity Net Gain is managed through Warwickshire County Council Ecology who may be able provide assistance with the Biodiversity Net Gain calculations and securing offsets. The biodiversity gain or loss for each development will be acknowledged and recorded either once planning permission is granted for the development or through the discharge of a condition or obligation. Similarly, any need to compensate of a biodiversity loss will be secured through a planning condition or section 106 obligation.

### Rugby to Dunchurch Landscaped Buffer

4.48 Policy DS8 requires that development proposals respect and maintain a physical and visual separation between Rugby and Dunchurch to prevent coalescence and protect their individual character and identity. The buffer is required to be significant and incorporate a Green Infrastructure

Corridor from Cock Robin Wood to Cawston Spinney. The buffer is shown on the Masterplan in Appendix E of this document. More detailed drawings showing the proposed buffer are set out in Appendix O at the end of this document.

4.49 The physical separation, or buffer width, will vary between the Rugby and Dunchurch. The buffer has been divided into three sections to enable clarity for the planning applicants and in application decision-makers in terms of the size, form and function of the buffer. When preparing planning applications planning applicants should have regard to the following requirements for each section of the buffer which are also illustrated on the attached buffer diagrams below.

#### Section 1 – Cock Robin Wood to Alwyn Road

4.50 As the inter-visibility between the two settlements is limited it is considered acceptable to reduce the distance of physical separation subject to the retention and strengthening of existing planting along Rugby Road (A426), Northampton Lane and Alwyn Road as well as the introduction of new planting of a similar type to the existing (in terms of height, depth and species mix) along the south of the Link Road and along the outer southern and western boundaries of the new residential development. The objective should be to maintain the existing character of frequent glimpses of development through hedgerow and tree planting that varies in height and depth. This will also strengthen the existing green infrastructure network. Land uses within the buffer will also provide opportunities to strengthen the existing green infrastructure network through habitat creation (including the creation of a continuous tree canopy between Cock Robin Wood and Cawston Spinney to provide habitat for bats) and the introduction of recreational routes, seating areas and informal/semi-natural play areas.

4.51 Uses within the buffer should be informal uses with the objective of maintaining the existing character of this section, e.g. planting as described above as well as habitat creation in accordance with the Biodiversity Action Plan; informal recreational uses such as recreational walking, cycling and running routes; seating areas; and informal/semi-natural play areas. Formal playing pitches, changing rooms and community buildings are considered inconsistent with the existing open character and functional relationship between the two settlements and so would not be appropriate land uses within the buffer. Raised land or man-made features such as bunds would also not reflect the existing flat and open topography of the land between the two settlements and is not a characteristic of this landscape.

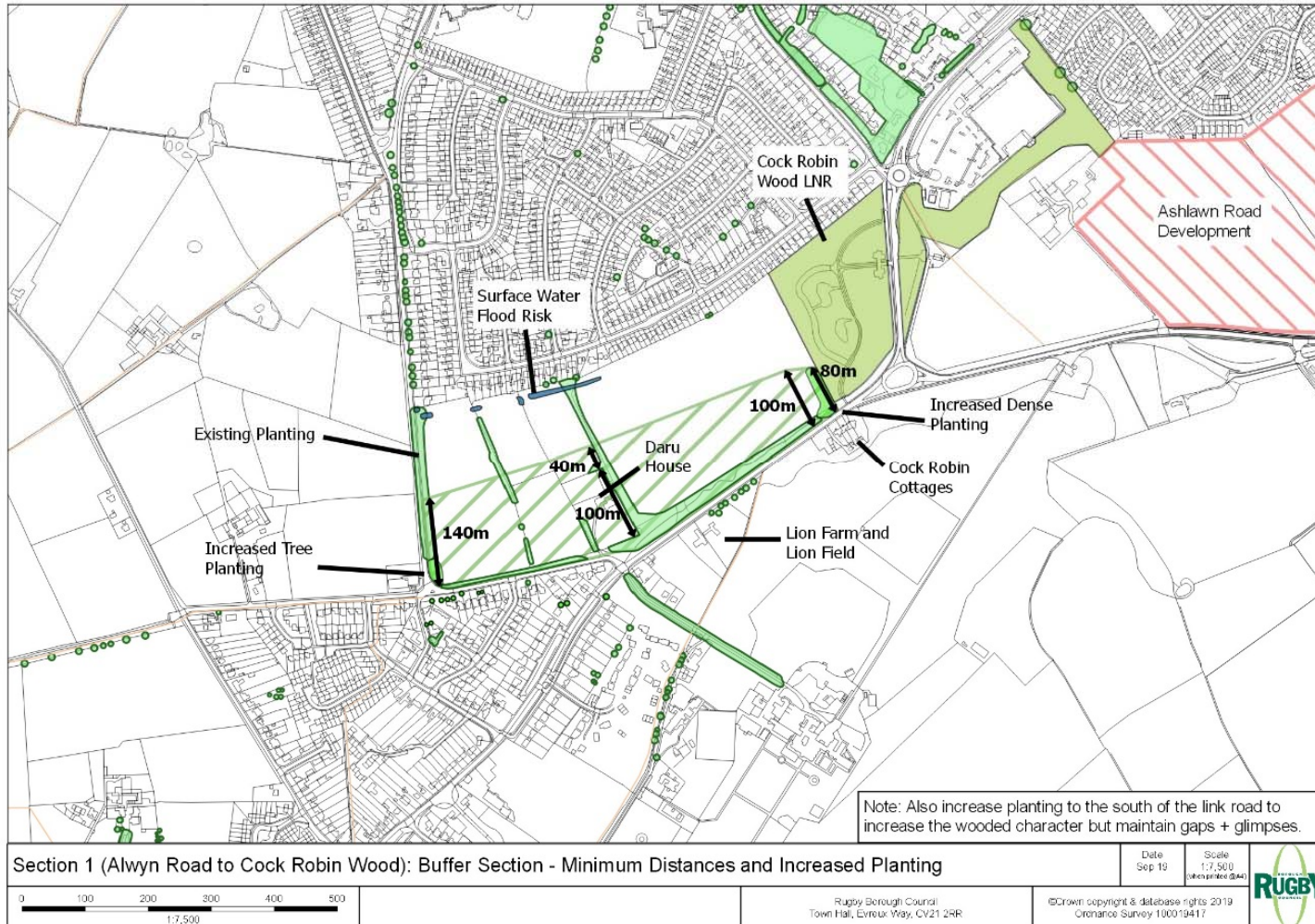
4.52 Surface water flooding occurs to the rear of properties to the south of Montague Road in the north eastern part of Section 1. Flood risk management seeks to manage flows where they occur, consequently it is not appropriate to include flood attenuation in the buffer area. Small scale drainage may be appropriate within the buffer, particularly in relation to the Link Road. Further discussion is required with WCC Highways to confirm if this will be necessary in terms of the design of the Link Road. The size of the landscaped buffer in Section 1 (see diagram 3 below) should be as follows:

- Between Rugby Road (A426) north of Cock Robin Cottages and the southern boundary of the new residential development the buffer should be no less than 80 metres, assuming the roundabout is further west than the 'Atkins' alignment. This is in order to minimise any impact on the setting of the Cottages and protect and strengthen the existing green infrastructure

links between Cock Robin Wood and the trees and hedgerows along Rugby Road/ Northampton Lane and at Bilton Grange. It is particularly important in terms of habitat protection that the continuous tree canopy between Cock Robin Wood and the trees that border Rugby Road and Northampton Lane are maintained and strengthened.

- Between Rugby Road (A426) north and the southern boundary of the new residential development the buffer section that contains the roundabout should be no less 100 metres including the roundabout and the roundabout arms. This is to maintain the physical separation between Rugby and Dunchurch whilst recognising that the existing green infrastructure that currently borders Rugby Road can be strengthened both to minimise the visual impact of the roundabout and associated highway as well as to maintain and strengthen the continuous tree canopy Cock Robin Wood and the trees that border Rugby Road and Northampton Lane.
- Between the northern extent of the garden of Daru House and the southern boundary of the new residential development the buffer should be no less than 40 metres including the total width of the Link Road with both verges of 20 metres to the southern edge of the Link Road. This is to ensure an adequate separation between the existing residential property and the Link Road.
- Between the northern verge of Northampton Lane and southern boundary of the new residential development the buffer should be no less than 140 metres including the total width of the Link Road with both verges. This is to maintain the existing open character and physical separation between Rugby and Dunchurch.

Diagram 3 – Proposed Buffer on Eastern portion of allocation



## Section 2 – Alwyn Road to Cawston Lane

4.53 Compared with Section 1, Section 2 is more open with less existing tree and hedgerow planting. As the inter-visibility between the two settlements is limited it is considered acceptable to reduce the distance of physical separation subject to the significant strengthening of existing planting along Northampton Lane and Alwyn Road as well as the introduction of new planting along the south of the Link Road and along the outer southern boundaries of the new residential development. The objective should be to maintain the existing character of some open views and frequent glimpses of development through hedgerow and tree planting that varies in height and depth.

4.54 As with Section 1 land uses within the buffer will provide opportunities to strengthen the existing green infrastructure network through habitat creation, the introduction of recreational routes, seating areas and informal/ semi-natural play areas. The creation of a continuous tree canopy referred to in Section 1 should continue through Section 2 as part of the buffer between Rugby and Dunchurch providing habitat for bats between Cock Robin Wood and Cawston Spinney.

4.55 As with Section 1, functional separation should be maintained to ensure a clear physical distinction between the two settlements reflecting the existing open character and the absence of built form between the two settlements. This means that the buffer should be open with no buildings and structures.

4.56 Uses within the buffer should be informal uses with the objective of maintaining the existing character of this section, e.g. planting as described above as well as habitat creation in accordance with the Biodiversity Action Plan; informal recreational uses such as recreational walking, cycling and running routes; seating areas; and informal/ semi-natural play areas. Formal playing pitches, changing rooms and community buildings are considered inconsistent with the existing open character and functional relationship between the two settlements and so would not be appropriate land uses within the buffer. Raised land or man-made features such as bunds would also not reflect the existing flat and open topography of the land between the two settlements and is not a characteristic of this landscape.

4.57 Surface water flooding occurs to the south east of the pond to the south of Dunkleys Farm in the north eastern part of Section 2 and in small pockets at Cherry Tree Farm, adjacent to the telephone exchange and in some of the fields in the northern part of Section 2. Flood risk management seeks to manage flows where they occur, consequently it is not appropriate to include flood attenuation in the buffer area. As in Section 1, small scale drainage may be appropriate within the buffer, particularly in relation to the Link Road. Further discussion is required with WCC Highways to confirm if this will be necessary in terms of the design of the Link Road. The size of the landscaped buffer in Section 2 (see diagram 4 below) should be as follows:

- Between the northern verge of Northampton Lane and southern boundary of the new residential development the buffer should be no less than 100 metres including the total width of the Link Road with both verges. This is to maintain the existing open character and physical separation between Rugby and Dunchurch.

- Within this total buffer width of at least 100 metres, the buffer between the northern extent of the garden of Cherry Tree Farm residential property and the southern boundary of the new development should be no less than 40 metres including the total width of the Link Road with both verges of 20 metres to the southern edge of the Link Road. This is to ensure an adequate separation between the existing residential property and the Link Road, mirroring the separation found in section 1 for Daru house.

### Section 3 – Cawston lane to the South West Rugby allocation boundary North of B4429

4.58 Currently in Section 3 there is no visual or physical relationship and only a limited functional relationship between the settlements of Rugby and Dunchurch. However, the parcels of future development will change this relationship. These are land north of Coventry Road (Area 1), land west of Cawston Lane (Area 2) and land adjacent to Windmill Farm (Area 3). In particular development will reduce the distance of physical separation between the two settlements but it should not result in continuous development between Dunchurch and Rugby.

4.59 The Section 3 buffer should provide separation between the southern extent of the new residential development Area 2 and the northern extent of the new residential development Area 1. This Section of the buffer will include the Link Road but should continue the form and function of the Section 2 buffer, described in Section 2 above. This buffer should continue southwards along the western boundary of the South West Rugby allocation providing physical separation between the new residential development Area 1 at Dunchurch and the new residential development Area 3, north of Windmill Lane and south west of Cawston Spinney. The Section 3 buffer will also continue northwards to link to Cawston Spinney creating a continuous green infrastructure corridor to Cock Robin Wood and beyond to the Rainsbrook Valley. As with Sections 1 and 2, functional separation should be maintained to ensure a clear physical distinction between the two settlements reflecting the existing open character and the absence of built form between the two settlements. This means that the buffer should be open with no buildings and structures.

4.60 Uses within the buffer should be informal uses with the objective of maintaining the existing character of this section, e.g. planting as described above as well as habitat creation; informal recreational uses such as recreational walking, cycling and running routes; seating areas; and informal/ semi-natural play areas. Formal playing pitches, changing rooms and community buildings are considered inconsistent with the existing open character and functional relationship between the two settlements and so would not be appropriate land uses within the buffer. Raised land or man-made features such as bunds would also not reflect the existing flat and open topography of the land between the two settlements and is not a characteristic of this landscape.

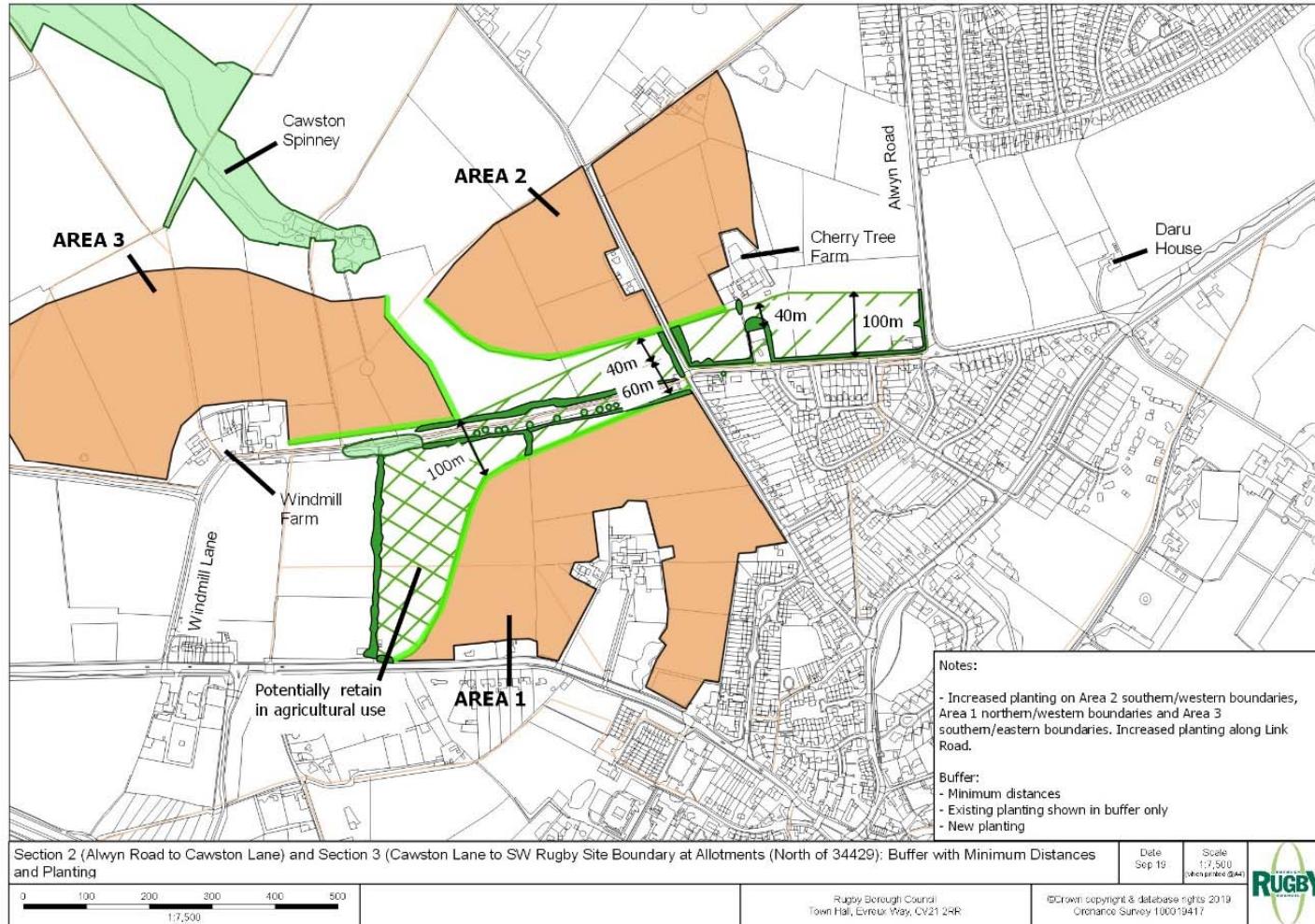
4.61 It would also be appropriate for the furthest west part of the buffer, between the north west boundary of Area 1 and the southern boundary of Area 3, to be retained in agricultural use. This would create a more gradual transition to the wider countryside beyond the South West Rugby allocation boundary.

4.62 Surface water flooding occurs along the National Cycle Route 41/ Public Bridleway and around the pond that is north east of Windmill Farm and south of Cawston Spinney. There are also small pockets along the field boundaries to the north and south of the National Cycle Route 41. Flood risk management seeks to manage flows where they occur, consequently it is not appropriate to include

flood attenuation in the buffer area. Small scale drainage may be appropriate within the buffer, particularly in relation to the Link Road. Further discussion is required with the Local Highways Authority to confirm if this will be necessary in terms of the design of the Link Road. The size of the landscaped buffer in Section 3 (see diagram 4 below) should be as follows:

- Between the southern extent of the new residential development Area 2 and the northern extent of the new residential development Area 1 the buffer should be no less than 100 metres. This is to ensure that a clear physical distinction between Dunchurch and Rugby is maintained.
- Between the southern extent of the new residential development Area 3 and the northern extent of Area 1 the buffer should continue southwards and should be no less than 100 metres. This is to ensure that a clear physical distinction between Dunchurch and Rugby is maintained.

Diagram 4 – Proposed Buffer on Central and Western portion of allocation



## Movement and Access

4.63 A choice of routes will help to disperse traffic from the allocation and opportunities exist to provide new highway infrastructure to deliver high quality, direct links between the A426, Coventry Road and the M45/A45. These new routes, as identified in Policy DS9, will deliver significant benefits to the local highway network and its environment, in particular Dunchurch Crossroads which is already operating above capacity. The IDP as appended to the adopted Local Plan indicated a timescale for delivery of each of the three main components of the spine road network through the allocation. Appendix F to this SPD provides detail of the phasing of development, including the spine road, where the Homestead Link is required in an early phase in order to successfully mitigate the transport impact of the development on the surrounding highway network. Other mitigation requirements are listed in Table B of Appendix M, which together with Appendix F sets out the indicative costs and phasing which will inform planning applications for any development proposals on the allocation.

4.64 Along with new highway infrastructure, pedestrian and cycle routes are required to be incorporated into the built form, including the Sustrans Cycle route along the disused railway line and the National Cycle Network Route 41. Existing public rights of way within the allocation should also inform the layout of development. New pedestrian and cycle infrastructure should be provided along key highway routes and within the Green/Blue infrastructure network and in areas of open space enabling recreational use as well as active travel.

4.65 Development of the allocation will require the extension of existing bus services from the urban area. Internally this in turn connects through the development area with the key spine roads identified in Policy DS9 designed to accommodate bus routes. Suitable infrastructure such as bus stops and associated features will be required along these routes and incorporated into the layouts at the design stage, thereby building in sustainable transport choice. This will be developed further in conjunction with the Local Highways Authority, the service provider and developers of individual development parcels.

4.66 Both the Council and the County Council have recently declared a Climate Emergency and are therefore keen to maximise the potential for sustainable transport to reduce the environmental impacts of new development. This is particularly important in the case of the major new housing and employment proposals at South West Rugby. The Sustainable Transport Link (STL) is required to provide fast and efficient bus access to serve the proposed SW Rugby allocation. It is also required to provide a safe and attractive route for pedestrians and cyclists. It is not proposed to enable general traffic to use the STL as a through route as this would potentially reduce the attractiveness of bus as an alternative to the private car and make the route less attractive for pedestrians and cyclists. Opening the STL as a through route to all traffic is also likely to have the following implications:

- (a) It would encourage HGVs to route via the residential parcel to the east of the proposed employment allocation and other residential areas which would have detrimental environmental, road safety and amenity implications.
- (b) It would encourage HGVs to route via other established residential areas in Rugby via A426 Dunchurch Road which feeds onto Rugby Gyratory where there is a recognised air quality problem.

(c) It would reduce the potential use of the Potsford Dam Link and the A4071 Rugby Western Relief Road thus enabling HGVs and general traffic to avoid Rugby Gyrotory where opportunities for further capacity improvements are limited.

4.67 Landowners and/or developers are encouraged to work together to provide specific pieces of evidence across the whole allocation. A Transport Assessment (TA) will be required to support applications within the allocation. A TA must demonstrate to the satisfaction of the Local Highways Authority and the Local Planning Authority that on-site and off-site measures will mitigate the transport impact of development. Where there are separate TAs within the allocation these should include sensitivity testing to understand the cumulative impact on highways of development of the parcel in the context of development across the whole allocation, even where these parcels have not yet been granted permission.

4.68 The Local Highways Authority, will be consulted on the detailed layout of all accesses and roads as part of future planning applications. Schools and residential developments should be positioned on secondary roads.

4.69 Pedestrian routes and cycling paths will be required to connect housing with the other uses found on the allocation. They should also provide comprehensive walking and cycling connections to adjacent developed areas, this is required under Policy DS5. New residents should be able to reach local destinations by cycle or on foot and not have to make long detours. More access points should be provided for pedestrians and cyclists to encourage more active travel. Signage of pedestrian and cycle networks within the development allocation should ensure that key locations (such as schools, play areas) within the allocation are easily accessible. Signage should include direction, destination and distance as appropriate to raise awareness of the pedestrian and cycle links from the allocation.

4.70 The internal network of roads and streets should be designed so that cyclists can be accommodated safely within the road network. The cycle network across the allocation should meet the following criteria:

- Where traffic levels are higher, along the primary roads, dedicated provision for cycling which is segregated from traffic is required;
- Interruptions to routes which require cyclists to stop and start should be minimised; and
- Suitable crossing points are required for crossing the primary roads.

4.71 Cycling provision on the road network should be complemented by traffic-free routes along green corridors and through open spaces where appropriate. This can provide a more direct and attractive alternative to the road network. Contributions may be required to help these 'off-road' routes.

## **Employment**

4.72 DS8 of the Local Plan includes the allocation of 35 Hectares of land for B8. Although the Local Plan does not identify within the allocation where the employment land should be located, the masterplan at appendix E shows the indicative location of the employment to be located off the M45/A45 roundabout and therefore allowing direct access onto the strategic road network. Whilst

providing excellent highway connectivity, the location on the edge of the allocation of employment units has the potential for significant visual impacts to the surrounding countryside and the conservation area in the adjacent village of Thurlaston. The village is located to the south of the A45 and approximately 300m south of the allocation. Policy DS8 contains provisions specific to employment proposals on the allocation, to ensure this impact is mitigated through appropriate design and landscaping measures, including structural landscaping.

4.73 Restricting building heights to no more than 18 metres for those units within the allocated area and to no more than 15 metres for those units which are on the boundary of the allocation – for any units south of the Northampton Lane - will play a key part of limiting the impact on the surrounding countryside and also Thurlaston conservation area. Any submissions should also avoid the use of one solid colour block on the buildings.

4.74 Extensive planting of large native trees will not only assist in the screening of new units but also contribute to the wider GI strategy of the allocation, which already has many mature native trees benefiting from Tree Preservation Orders. Structural landscaping is a specific requirement of DS8 in respect of the employment land. To achieve this natural screening to allocation boundaries must be provided which create an attractive and natural setting for the development. The objective is to mitigate any negative views from the surroundings locations including outside of the allocation, within the countryside, adjacent neighbours and Thurlaston Conservation Area. Unless justified, existing vegetation must be retained and supplemented with new planting. Native species must be used where appropriate to enhance local biodiversity and contain a mixture of deciduous and evergreen species to maintain visual interest across the seasons. Typically a structural landscape can comprise either a combination of existing retained vegetation and proposed planting or all new planting where there is no existing vegetation on site. It is for the applicant to demonstrate the structural landscaping provided meets the provisions of DS8 and the guidance contained within this SPD. Any planting proposals should be respectful of the existing species composition on site.

4.75 Given the indicative location of the employment within the allocation, boundary treatments are particularly important. This should be of a character and scale to suit the location. The LPA is in receipt of a planning application for employment uses at this location. This application is yet to be determined. If subsequent or varied applications are submitted in respect of this same parcel of land such application still comply with the provisions of this SPD. Likewise, as paragraph 1.7 makes clear, if the safeguarded land, or any other location within the allocation, is brought forward within the plan period it would also need to comply with the provisions of this SPD, including payment of the tariff in Appendix N. The application of a buffer for Cawston Spinney as required by DS8 will apply to this location and as will the need for structural landscaping, as well as height limitations on units.

## **5. Delivery and Phasing Assumptions and Planning Application Requirements**

5.1 The provision of necessary infrastructure to deliver the SW Rugby allocation is outlined in the IDP and links in with the Local Plan monitoring framework. In order to secure the comprehensive development of the allocation DS8 requires the allocation to be phased with the detail contained within this SPD. It is a long-term development which is expected to be delivered over a 20-year period that goes beyond the time horizon of the Local Plan. Appendix M of this SPD sets out the strategic mitigation measures and the cost of each item. The indicative phasing of the allocation is contained within Appendices F and G of this document. The phases contained within appendices F and G are informed by the adopted Local Plan.

Planning applications for development within the allocation must be informed by this SPD. The delivery of infrastructure and phasing of the allocation will be governed by the following principles, unless a convincing justification can be provided to depart from this approach:

- Infrastructure should be provided in line with the appropriate phases set out in the Infrastructure Delivery Plan (IDP) and Appendices F and G, in order to mitigate the impacts of the development, particularly in terms of transport.
- Delivery of the full spine road network as early as possible post commencement of the site, with the Homestead Link begin the first element, in accordance with the phasing milestones identified in the IDP, this SPD and in particular Appendices F and G.

The phasing of the allocation is extremely important to the successful and timely delivery of the site, not least because of the known lack of capacity at Dunchurch crossroads, but also because of the multiple allocation promoters and multiple applications likely to be submitted for the allocation. The implementation of the phasing plan is essential to the sustainable delivery of the S W Rugby allocation even though this may not align with the original phasing envisaged in the adopted local plan. It is therefore essential that each phase and parcel is approached as part of the larger redevelopment of the site.

As set out under 'Allocation wide documents' at section 1.11 of this SPD, all planning applications within the allocation must accord with the allocation wide masterplan, an allocation wide infrastructure delivery strategy and an allocation wide phasing strategy. It will therefore be necessary for each parcel, if submitted through a separate planning application, to reflect its position and relationship in the wider allocation site.

### **Phased Delivery of the Allocation**

5.2 Appendices F, G and M will inform the build out of the allocation, assisting with the implementation of relevant policies of the adopted Local Plan, in particular Policies DS8 and DS9 in the determination of planning applications for development within and in the vicinity of the allocation. It will be essential that the necessary infrastructure is delivered at the right time, to avoid the risk of planning applications being refused due to the necessary infrastructure not being in place and having harmful impacts. For example, the Council will require the Homestead Link to be delivered in its entirety to ensure that no significant adverse impacts upon the highway network occur.

5.3 There is expected to be some overlap between the phases as identified in Appendix F, and some key infrastructure may be delivered through 2 phases rather than fitting neatly into one. In addition, there will be some infrastructure such as the provision of open space and the provision of the high quality cycling network which are expected to be delivered through the life of the plan.

5.4 For local infrastructure each planning application will be expected to deliver specific local on-site infrastructure as part of its planning application and secured through planning conditions and Section 106 planning obligations and Section 38 /278 highway agreements to mitigate its localised impact (such as surface water drainage and balancing, connection to utility infrastructure). Other items such as affordable housing and other on-site costs such as utility diversions, decontamination of any land, protected species mitigation and management will also be the responsibility of the individual developer. These items will be expected to be delivered at the developer's cost as part of the cost of developing the land in question.

5.5 Every planning application for development within the allocation will be expected to pay a tariff for relevant strategic infrastructure. This will ensure strategic infrastructure is delivered in a coordinated and integrated way and funded in a way which is fair and equitable. The means of securing the funding required to deliver this infrastructure (both in terms of build and land costs) and safeguarding the land is set out in sections 7, 8 and appendix N of this SPD.

## **6. Infrastructure Requirements**

6.1 Local Plan Policies DS8 and DS9 and the associated Infrastructure Delivery Plan (IDP) identify the main strategic infrastructure required to mitigate the impacts of development of the allocation. Local infrastructure may be required in addition for specific planning applications within development parcels, but this will only be known when dealing with detailed planning applications, such as localised changes to highway accesses. It is important that due to their localised nature these cannot be quantified into a tariff system and these costs/requirements will be expected to be met by developers and landowners in addition to the requirements of this SPD.

6.2 The costings contained in the IDP are only indicative and will need to be revised as more detailed work is undertaken. In respect of the spine road network, as required by Policy DS9, the indicative alignment of the spine road network is appended to this SPD as Appendix C, with the detailed refinement to follow as planning applications/permissions come forward, which will reflect how this could be delivered whilst adhering with other policy objectives, such as the need to avoid coalescence. The final alignment of the spine road will be agreed by the site promoters, the Highway Authority and the Local Planning Authority.

### **Highways Infrastructure**

6.3 Policy DS9 is clear that no development of the site can come forward without the provision of the Homestead Link element of the spine road within an early phase, unless demonstrated to the satisfaction of both the Local Highways Authority and the Local Planning Authority that no significant impact on the Dunchurch Crossroads will occur as a result of that development. This will need to be demonstrated by allocation wide modelling. Policy DS9 is fundamentally linked with the phasing of the development. The Homestead Link unlocks the site. This is to ensure that significant adverse impacts of development upon the highway network do not occur, particularly on the highway network within the immediate vicinity of the site.

6.4 Further site specific infrastructure may be required based on the impacts of the proposals on a site by site basis, but will be linked to the requirements of this SPD. A range of utilities related infrastructure will also be required such as power, surface water, flood attention, broadband, noise mitigation and foul drainage. Provision for these will need to be made in line with the requirements of each phase of development and ensuring that provision is co-ordinated between phases.

6.5 The Infrastructure Delivery Plan is contained within Appendix 3 of the adopted Local Plan and the key elements for this site are set out in Appendix M to this SPD. Appendix 3 of the Local Plan details the essential measures required to ensure that the development of the allocation can be implemented in full. The IDP is a living document and will be periodically updated as part of the annual Authority Monitoring Report. Whilst indicative phasing of the infrastructure details are included within this SPD, any updates will be appended to the IDP via the monitoring system to ensure the phasing plan similarly remains up to date. It is essential that the development of the site is taken forward in a co-ordinated and cohesive manner to ensure it is brought forward sustainably and achieves the objectives of this SPD and delivers on its strategic requirements of the Local Plan.

6.6 The phasing plan for the allocation area is attached as Appendices F & G. This shows how development will need to be delivered in line with the transport requirements of specific pieces of

infrastructure as detailed in the Infrastructure Delivery Plan. Delivery of the Homestead Link will need to be constructed in its entirety to minimise impacts upon the highway network and to relieve pressure on areas such as the Dunchurch Crossroads. The key issue is to ensure that there is a balance between the housing and employment needs and their impacts upon infrastructure delivery, which will need to be closely monitored. It is essential that highway infrastructure is delivered in a timely manner aligning with growth on the allocation to ensure the wider South West allocation is not compromised by lack of appropriate mitigation. This is what DS9, the IDP and this SPD require. The highway authority does not have the resources to deliver this transport infrastructure so will require the developers to do so either individually or collectively. This could be achieved through individual planning applications, pooled S106 obligations or both.

6.7 A draft indicative Homestead Link alignment has been produced by consultants on behalf of both the Local Highway Authority and the Local Planning Authority to demonstrate how the Homestead Link can be delivered whilst being policy compliant and taking into account relevant constraints. This alignment demonstrates that the potential competing priorities of preventing coalescence between Rugby and Dunchurch whilst providing essential infrastructure can be envisaged in this location. This indicative alignment is attached as Appendix C.

6.8 Overall infrastructure costs of the South West Link Road, a collective term for the Homestead Link, the Cawston Lane re-routing and the Potsford Dam Link (including Cawston Bends and the Potsford Dam roundabout improvements), are shown in Table B of this SPD. Contributions to the provisions of the South West Link Road will be sought as planning applications for development parcels within the allocation come forward. The Potsford Dam Link will need to be in place by 2031, unless an alternative option can be identified which performs the same function, to the agreement of the Highways Authority and Highways England.

6.9 Key pieces of highway infrastructure to be delivered as part of the South West Rugby development include the 'Homestead Link' and the 'Potsford Dam Link' elements of the South West Rugby Spine Road network. These mitigation measures, based on the Local Plan evidence from the 2017 Strategic Transport Assessment, informed Policies DS8 and DS9 (particularly the latter). Alongside these larger schemes there will be a number of smaller local highway schemes that will be required.

6.10 Policy DS9 sets out the requirement for a comprehensive spine road network, and its allocation is an integral part of proposals for the site. Links from the allocation into the existing pedestrian and cycle network within and near to the allocation will be required, including the Sustrans National Cycle route 41, together with a route along the disused railway line to the West of the allocation, known as the Cawston Greenway. Existing public rights of way within the allocation will also need to be incorporated into the layout of new development to ensure pedestrian permeability, this may include diversion. These routes are shown in Figures 6 and 7 below and will form the foundations of the allocation's walking and cycling network required by Policy DS 8 creating high levels of accessibility within the allocation boundary and beyond, contributing to reducing the impacts of the development on the wider area.

## Cycling

6.11 Figure 7 shows the National Cycle route 41, aiming to join Rugby to Bristol. This route passes through the allocation and thus provides the opportunity to help deliver this part of the network. This would be achieved by providing a 2.7km section of surfaced cycle track along the disused railway line between Rugby and Leamington Spa (known as the Great Central Way). The B4429 Ashlawn Road connects to the Great Central Way cycle track, providing a traffic free cycle route. There is potential to widen the existing cycling infrastructure between the Dunchurch Road junction and the Great Central Way. Dunchurch Road (A426) will remain the most direct cycle route between much of the allocation and Rugby Town Centre. There will be a need to upgrade the existing cycling infrastructure on this corridor to cater for the higher cycle usage which will be generated by this major urban expansion. Given the scale of development proposed here there will be additional, secondary cycle routes required to link the development areas to key destinations. For some parts of the allocation it may be more direct to connect to the Dunchurch Road via alternative routes through the allocation rather than via the spine road.

Figure 6: Warwickshire Public Rights of Way

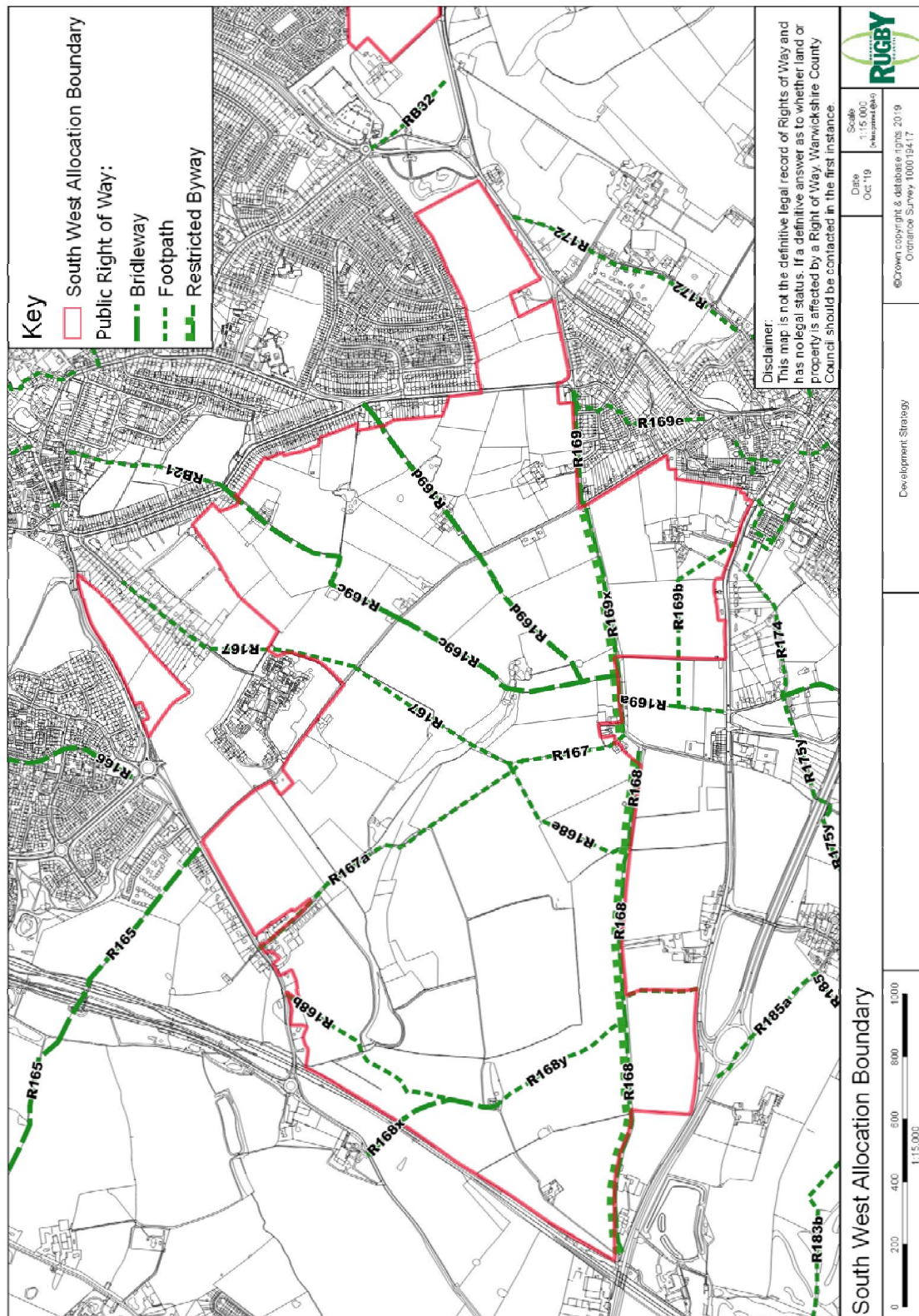


Figure 7: Sustrans National Cycle Route 41 Rugby Section



6.12 Paragraph 109 of the NPPF is clear that permission should be refused where there would be unacceptable impacts on highway safety or the residual cumulative impacts on the road network would be severe. In order to prevent this from arising transport modelling will be required. Modelling of the transport network, using a baseline of the allocation as a whole will be required in accordance with any submitted planning applications to update the quantum of development, and to model the specific impacts of each development parcel within the allocation. Development parcel specific impacts using an approach which aligns with that set out in the 2017 Strategic Transport Assessment (STA) will be required, set against the baseline case for the allocation as a whole. Mitigation will be sought on any significant impacts in line with the Infrastructure Delivery Plan (IDP) and Local Plan policies. A consistent modelling methodology must be used for each parcel within the allocation to ensure that the assessment takes account of both the impacts on the transport network and also the cumulative effects arising from the delivery of multiple areas within the allocation concurrently. Appendix H of this document sets out the modelling protocol that must be adhered to in the preparation of planning applications for development within the allocation when considering the transport effects of the development. Planning applications for development within the allocation which are not able to identify its impacts and satisfactorily mitigate them, will be refused as it would be contrary to both Policies DS 8 and DS 9. The spine road network as required by Policy DS 9, should show the internal routes, informed by a road hierarchy, to provide more opportunities for public transport services to penetrate the allocation and link with the urban area. Transport mitigation by specific measures will be required as set out in the IDP and/ or in response to individual planning applications.

6.13 The allocation is in close proximity to the A45/M45 and B4429 junction which provides a connection to the wider strategic road network. Policy DS 9 requires a north south connection to this junction, the Potsford Dam Link, which avoids traffic having to use other routes within Rugby and Dunchurch. The 2017 STA sets out the interventions that can mitigate the traffic impacts of the development, including the Homestead and Potsford Dam links. The STA identifies a phased approach to infrastructure where an interim junction improvement scheme, approved as part of the Ashlawn Road planning permission, will be delivered in the short term. This will create some additional capacity at the Dunchurch Crossroads junction allowing some housing to be delivered prior to the full road link being in place.

6.14 The 2017 STA identifies indicative phasing of infrastructure necessary to minimise impacts on Dunchurch as well as on the rest of the network in 5 year intervals. This is contained within Appendix G of this document. The internal design and layout of the allocation should be structured to maximise public transport accessibility to make it easier to choose more sustainable modes of transport, including increasing pedestrian permeability and maximising cycling routes. In addition, funding will be required from the development to provide a bus route linking the allocation to Rugby town centre – this is part of the strategic infrastructure requirement detailed in Table B in Appendix [M]. An essential component of ensuring that the network does not suffer adversely would be to secure a robust monitoring framework, quantifying the relationship between planning permission, build out rates, and provision of infrastructure in line with development, controlled by assessments of the network and the use of conditions. Such monitoring will be incorporated into Section 106 agreements.

## Social and Community Infrastructure

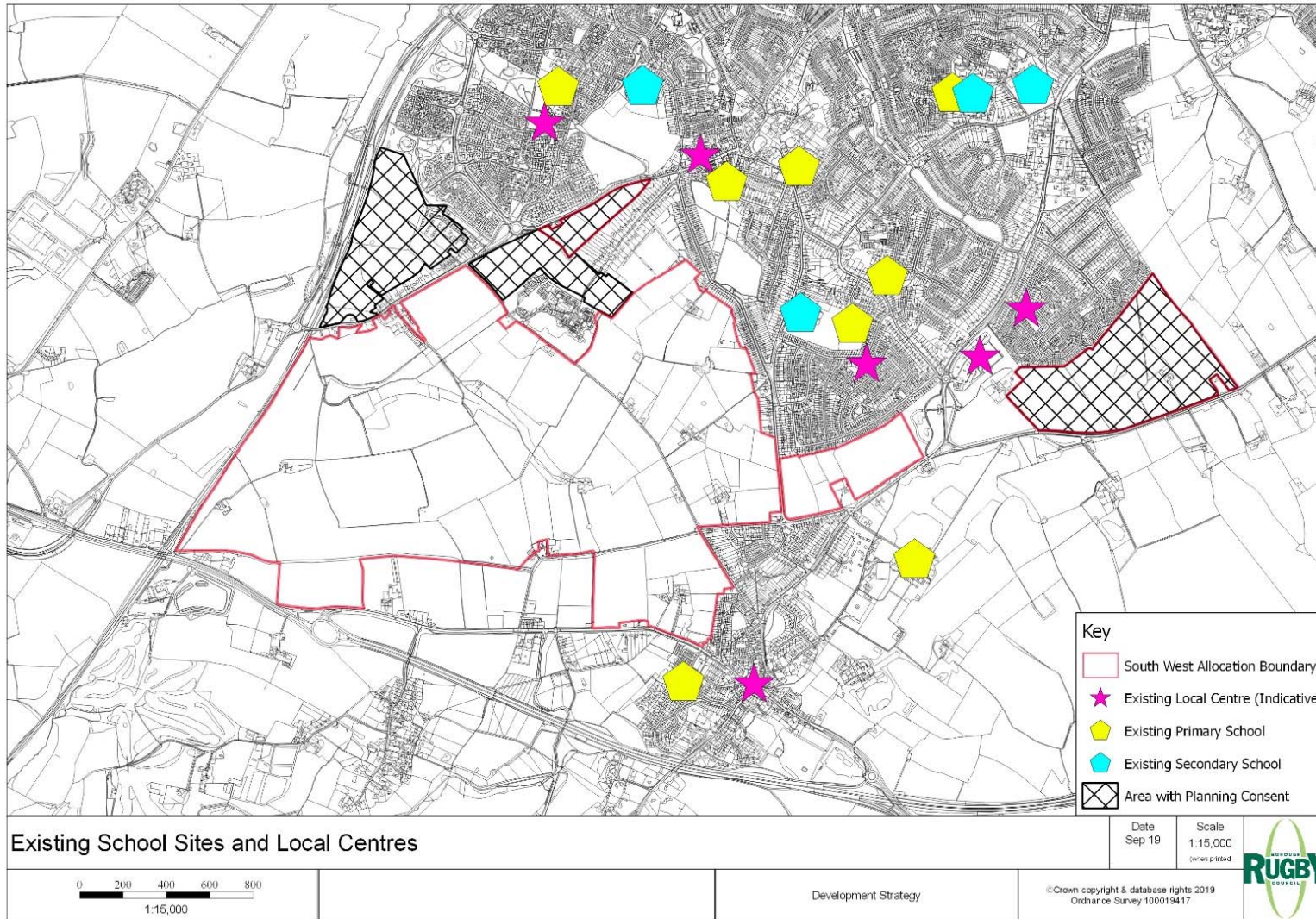
6.15 The scale of new housing proposed means that development will generate demand for additional community services and facilities. On site services and facilities provision will be guided by the requirements set out in Policy DS8 of the Local Plan, maximising accessibility by sustainable modes of travel for new residents and creating a new community. Policy DS8 and the Infrastructure Delivery Plan detail the onsite infrastructure to support the allocation. Local Plan Policy DS8 requires the following to be provided:

- A new neighbourhood and up to 5,000 dwellings and 35 hectares of employment land
- New mixed-use district centre
- A convenience store (Use Class A1) plus other retail (A1-A5) with residential or office on upper floors
- A 3 GP surgery, rising to 7 GP surgery
- Provision for a safer Neighbourhood Team. The Police premises within the borough operate at capacity which means additional premises will be required to accommodate the additional office and staff needed to police the South West.
- One secondary School, co-located with a two form entry primary school, located alongside community facilities
- Two primary schools, each to be two form entry, with at least one rising to three form entry
- Other local facilities, the need for which may arise as the development is built out.

6.16 Warwickshire County Council is the fire and rescue authority for the area, and requested a new fire and rescue station to be located on the South West Rugby allocation, as identified on the masterplan at Appendix E of this document. The provision of land for this station forms part of Policy DS8. This station is proposed to be located adjacent to the employment allocation at the junction with the M45/A45. This is required in order to meet statutory response times by close proximity to the Strategic Road Network. In addition, Warwickshire County Council have also requested off-site developer contributions towards library provision.

6.17 Whilst there are existing schools and other public facilities in the surrounding communities, (set out below in figure 8) new facilities will be required to meet the needs of the development and mitigate their impacts. As with the highway infrastructure, these will need to be phased in line with the rate of delivery of build out of the residential development within the allocation. Development of the allocation will be required to deliver new public buildings, including two primary schools, one of which should be combined with the secondary school that will be provided onsite, in addition to the new primary school being provided as part of the Ashlawn Road approval. These facilities are detailed within the Infrastructure Delivery Plan and were agreed as part of the Local Plan Evidence (OTH/018). This school provision will accommodate the educational impacts of new development as well as complement existing provision in the area and increase choice for residents of Rugby and Dunchurch. Land for social infrastructure such as education, health, police and fire & rescue are required to be provided at nil cost.

Figure 8: Existing Schools and Local Centre



## **Infrastructure Costs**

6.18 At the request of the development consortium, the Council appointed independent consultants, Gardiner & Theobald LLP, to assess the total estimated cost of the infrastructure requirements required to mitigate the impact of the South West allocation, as set out in the IDP and Tables A and B. The work by Gardiner & Theobald found the IDP costs to be reasonable. The figures in Tables A and B in Appendix M reflect their evidence. The costs in Tables A and B will be reviewed on an annual basis and updated in the annual monitoring report in the form of an updated Appendix M to this SPD. These costs will be informed by evidence provided by relevant landowners and developers.

## **7. The Tariff and who will pay it**

7.1 The allocation area will be developed by different land owners and developers, a number of whom may come forward with their planning applications at different times. This presents a challenge when seeking to co-ordinate the delivery of the strategic infrastructure required to comprehensively develop the allocation area. As the strategic infrastructure required is located on particular development parcels within the allocation area and not spread equally over all the development parcels, it is necessary to have a means of equitably and proportionately apportioning the costs of delivering strategic infrastructure (including both the build costs and the costs of providing the land, including the market value of such land) between the different development parcels. For this allocation area, it is possible that landowners and developers may not between themselves negotiate and enter into a comprehensive equalisation agreement (being an agreement entered into by landowners and developers between themselves in which they would agree an equalisation mechanism to ensure a fair apportioning of the cost of providing strategic infrastructure serving the allocation area). The Council's approach to help ensure an equitable and proportionate apportionment of the costs of delivering strategic infrastructure for the allocation area is therefore as follows.

7.2 The Council's approach is to adopt through this SPD a tariff-based approach to help fund the cost of delivery of the strategic infrastructure required. This is made up of a formula for calculating the amount each proposed development should contribute towards the overall strategic infrastructure costs in terms of a contribution per square metre. There will be two or more levels of tariff, in each case expressed as a formula consisting of £x per square metre of development. There will be one tariff for development which consists of employment and another tariff for development which consists of residential uses. There may be additional tariffs for other identified uses. Where a mixed-use development is brought forward, each tariff will be applied to the relevant part of the development as applicable. This is to reflect the fact that some items of strategic infrastructure are required to mitigate the impact of a particular type of development. The payment of these tariffs will be secured via section 106 planning obligations which will be negotiated for each planning application for development of development parcels within the allocation area (and in some appropriate cases in the vicinity of the allocation area – see paragraphs 2.1 and 7.8). This approach will enable development parcels within the allocation area to come forward at different times. The aim is to ensure the necessary strategic infrastructure is provided whilst providing certainty for developers and landowners over the contributions they will be expected to make. The tariff should help reduce otherwise protracted Section 106 negotiations on every development parcel. The tariff and the method by which it has been calculated is set out in Appendix N to this SPD. The tariff will be reviewed on an annual basis by the Local Planning Authority, with the assistance of consultants as necessary, and any changes will be published in the form of an updated Appendix N to this SPD and consulted on appropriately.

7.3 In some cases it may be agreed by the Council as part of a section 106 agreement for a relevant development parcel that a developer will deliver an item (or items) of strategic infrastructure as part of their development and will therefore pay a reduced tariff (or have tariff monies paid to them or

another adjustment to the section 106 obligations required where the cost of providing that strategic infrastructure is greater than the tariff otherwise payable for that development). For example, application A could deliver part of a road, whilst application B could deliver a school. In considering the potential to accept such strategic infrastructure works in-kind, the Council will have regard to the prospect of the developer delivering those strategic infrastructure works in good time, in accordance with the required timescales for that item of strategic infrastructure and to the necessary standard and may accordingly not always permit strategic infrastructure works in-kind, though will do so where appropriate. The detailed apportionment of strategic infrastructure within each planning application will need to be undertaken when further detailed costings are available following further detailed design work, together with the preparation of required the allocation wide strategic infrastructure delivery strategy. However, this SPD sets out the principle of strategic infrastructure equalisation through this process and the landowners/developers will be expected to work collaboratively with each other and the Council to agree detailed costings and an equitable apportionment of strategic infrastructure costs.

7.4 Together with provisions in relation to securing the tariff-based contribution in the section 106 obligations, the Council will appropriately use the following in relation to any planning application for development of any part of the allocation area:

(a) grampian conditions on planning permissions, to prevent occupation of relevant phases of the development in advance of the necessary strategic infrastructure being in place;

(b) provisions in section 106 obligations, where appropriate, enabling the developer to construct certain specified strategic infrastructure on their development parcel "in kind", with a commensurate reduction in the tariff-based contribution and subject to appropriate rights being afforded to the Council or County Council in the relevant contracts to ensure the completion of such infrastructure in a timely manner.

7.5 Where and to the extent that strategic infrastructure within or serving the allocation area has been forward-funded or delivered by a developer/landowner public authority or other third party, in order to ensure the timely delivery of strategic infrastructure which may be in advance of some planning applications for the development of parts of the allocation area being made and/or granted, the local planning authority will require the landowners and developers of any subsequent planning permissions for development within the allocation area to enter into section 106 obligations contributing the payment of the tariff and any other appropriate section 106 contributions retrospectively towards the costs of such strategic infrastructure to ensure appropriate apportionment of relevant costs across the allocation area.

7.6 In relation to land required for the relevant item of strategic infrastructure to be built on, the Council will ordinarily expect a developer/landowner to provide such land at nil value, recognising that the delivery of that item of strategic infrastructure 'unlocks' value in the remainder of the land parcel held by that developer/landowner and helps facilitate the development of the wider allocation area. The appropriate market value of such land will be taken into account in relation to the overall section 106 obligations payable by such developer/landowner, including the payment of the tariff.

7.7 Where and to the extent that strategic infrastructure within or serving the allocation area has been forward-funded or delivered by a developer/landowner, public authority or other third party, the reimbursement of such forward-funding will be secured through the section 106 agreements and, if required by the forward-funding party, any separate agreement with the Council.

The Council will set out the prioritisation of reimbursement of forward-funded infrastructure. To the extent that a framework section 106 agreement is developed by the Council, the prioritisation of reimbursement will be set out within that document. The prioritisation of reimbursement of forward-funded infrastructure will be consistently applied across all section 106 agreements entered into for development within the allocation area.

7.8 All developers/landowners of land within the allocation area will be expected to contribute towards the tariff for strategic infrastructure except where:

- the development proposed is for less than 10 dwellings or less than 1000 sq m of non-residential development (save where a larger development parcel has been sub-divided into proposed developments of less than 10 dwellings or less than 1000 sq m of non-residential development – such proposed developments will be required to pay the tariff); or
- the development proposed consists of a replacement dwelling or dwellings.

7.9 In addition, where landowners/developers of parcels of land lying in the vicinity of the allocation area make planning applications for development of 10 dwellings or more or 1000 sq m or more of non-residential development which will benefit from the strategic infrastructure provided or funded by development within the allocation area, those landowners/developers may also be required by the Council to contribute towards the cost of such strategic infrastructure through a requirement to pay the tariff via a section 106 agreement – the Council shall determine on a case by case basis, in line with the statutory tests for planning obligations, whether the tariff or a proportion thereof should be payable.

7.10 Where a parcel of land within the allocation area is the subject of a planning application for development, the landowner/developer will be expected to ensure that the development is designed in such a way as to facilitate access from that land to adjacent parcels of land to ensure appropriate site-wide connectivity. This will ensure that the allocation area can move forward on a viable comprehensive basis. The safeguarding of suitable land for access to adjacent parcels of land will be protected through section 106 obligations if necessary.

7.11 As set out above, there are three levels of tariff, in each case expressed as a formula consisting of £ per square metre of development and being the amount each proposed development should contribute towards the overall strategic infrastructure costs. The tariffs are set out in Appendix N, one tariff for development which consists of residential uses and one for employment and all other identified uses. Where a mixed-use development is brought forward, each tariff will be applied to the relevant part of the development.

7.12 Tables A and B in Appendix M give the current estimated costs for the strategic infrastructure required to enable and mitigate the impact of these developments – Table A setting out current estimated costs of strategic infrastructure required for residential development only and Table B

setting out current estimated costs of strategic infrastructure required for all development. The costs set out in Tables A and B have been used to calculate the tariff, taking into account the quantum of development currently considered likely to come forward on and in the vicinity of the allocation area.

7.13 The tariff rates in Appendix N and the current estimated costs for the strategic infrastructure in Appendix M will be subject to review and updates will be published by the Council (no more than annually) as appropriate. New Appendices N and M to this SPD will then be published, consulted upon and adopted as appropriate to ensure they are kept up to date. In addition, the relevant payments reflecting the latest tariff rates will be index-linked in each section 106 agreement, from the date of the publication of the latest tariff rates published in Appendix N to the date on which the sum is paid pursuant to the section 106 agreement. The tariff may be paid in instalments to be agreed in the relevant section 106 agreement. The payment date(s) for payment of the tariff will also be agreed in the relevant section 106 agreement.

7.14 In order to avoid or reduce any viability concerns in respect of the ability of the development of the allocation area (and land within the vicinity of the allocation area which is expected to pay the tariff) to fund the cost of the provision of the strategic infrastructure, the tariff rates set out in Appendix N have been calculated at a level below the level which is considered likely to be viable, but this is subject to the requirement that each developer/landowner expected to pay the tariff via a section 106 agreement, will also be required to make an additional section 106 contribution(s) towards the actual full costs of the provision of strategic infrastructure as set out in the latest strategic infrastructure costs published in Appendix M on an equitable and proportionate basis ("Additional Strategic Infrastructure Contribution"), with such Additional Strategic Infrastructure Contribution being agreed pursuant to each application, subject to review of the viability of the development being applied for at the relevant time. Similar to tariff payments, the Additional Strategic Infrastructure Contribution(s) will be index-linked in each section 106 agreement, from the date of the publication of the latest strategic infrastructure costs published in Appendix M to the date on which the sum is paid pursuant to the section 106 agreement. The Additional Strategic Infrastructure Contribution may be paid in instalments to be agreed in the relevant section 106 agreement and as with the tariff payment, date(s) for payment of the Additional Strategic Infrastructure Contribution will be agreed in the relevant section 106 agreement. In short, the costs of the strategic infrastructure will be met by a combination of payment of the tariff (either by way of contribution or works in kind) and a negotiated Additional Strategic Infrastructure Contribution (either by way of contribution or works in kind) via a section 106 contribution in respect of each application to ensure the costs of the strategic infrastructure provision are fully met, subject to review of the viability of the development being applied for at the relevant time.

7.15 As some of the strategic infrastructure will be forward-funded or provided in phases, the final costs of some of the strategic infrastructure may not be known at the time of a section 106 agreement requiring a tariff-based contribution is entered into. Each section 106 agreement for development of a parcel within the allocation area will therefore contain a mechanism for a late-stage tariff balancing payment ("Balancing Payment") to be made in respect of the amount of strategic infrastructure funded by the tariff or provided in kind by the relevant development. Such a Balancing Payment will relate to the combination of the tariff payments made or equivalent strategic infrastructure provided

and the Additional Strategic Infrastructure Contribution required. The Balancing Payment will equate to either (i) a further payment or provision by the relevant landowner/developer in respect of strategic infrastructure; or (ii) a reimbursement of tariff or Additional Strategic Infrastructure Monies already paid by the relevant landowner/developer where actual strategic infrastructure costs have been lower than those estimated in Appendix M of this SPD and that has led to a higher combined tariff and Additional Strategic Infrastructure Contribution payment by the relevant landowner/developer than would otherwise have been the case, subject always to the operation of the Balancing Payment Limitation Mechanism set out below. The Balancing Payment will be payable when 90% of the floorspace of the relevant development has been practically completed ("the Balancing Payment Trigger"). This Balancing Payment will be calculated in accordance with the following formula:

A minus B = Balancing Payment, subject to application of the Balancing Payment Limitation Mechanism, whereby

A = The total amount of (i) the tariff payable for the carrying out of the whole of the relevant development, calculated by applying the latest tariff rates set out in the latest published version of Appendix N of this SPD, to the development floorspace permitted in respect of the whole of the relevant development as at the date of Balancing Payment Trigger; and (ii) the Additional Strategic Infrastructure Contribution payable in relation to the carrying out of the whole of the relevant development (or if any final costs of any completed strategic infrastructure are known at the date of the Balancing Payment Trigger which were unknown at the date of the latest published version of Appendix N of this SPD, utilising such final costs in substitution for those used at the date of the latest published version of Appendix M of this SPD);

B = The amount of the tariff and Additional Strategic Infrastructure Contribution actually paid or remaining payable, or the financial equivalent of strategic infrastructure provided, pursuant to any and all section 106 agreement(s) in relation to the carrying out of the relevant development up to the date of the Balancing Payment Trigger;

Balancing Payment Limitation Mechanism =

(i) The application of a cap or limit to the Balancing Payment equating to ten (10) per cent of the total amount of the tariff and Additional Strategic Infrastructure Contribution agreed to be payable towards the cost or provision of strategic infrastructure in a section 106 agreement or obligation relating to planning permission granted for the relevant development;

(ii) a maximum reimbursement of any tariff monies equating to ten (10) per cent of the total amount of the tariff and Additional Strategic Infrastructure Contribution agreed to be payable towards the cost or provision of strategic infrastructure in a section 106 agreement or obligation relating to planning permission granted for the relevant development (and providing all other landowner/developer funding requirements and section 106 and other obligations have been satisfied).

The appropriate Balancing Payment and Balancing Payment Limitation Mechanism provisions will be included in a section 106 agreement. A developer/landowner may agree with the Council in a section

106 agreement to fund a higher tariff or Additional Strategic Infrastructure Contribution amount than would otherwise be payable (or provide strategic infrastructure of a higher commensurate value than would otherwise be required) in lieu of all or part of the payment of a Balancing Payment if it so wishes, provided always that the Council shall ensure that it is continuing to reasonably ensure there remains an equitable and proportionate apportionment of the costs of delivering strategic infrastructure between the developments required to pay the tariff.

7.16 In relation to any Community Infrastructure Levy (CIL) which may be adopted by the Council whilst this SPD is in force, it is not envisaged that any CIL would apply to the allocation area. If that was to be the case, this SPD would be reviewed.

7.17 It is envisaged that a form of framework section 106 agreement may be developed by the Council to reflect the terms of this SPD and to help ensure a consistent approach of its application.

## 8. Viability and the tariff

8.1 It was accepted by the Local Plan examination that the allocation area *“on its own would be viably able to deliver the full strategic transport and education requirements necessary to support that development, including the spine road network and the Homestead Link around Dunchurch.”*

8.2 Proposals should be designed in a way that accords with Local Plan policies, including the requirement to contribute towards strategic infrastructure costs in accordance with the tariff set out in this SPD and other items that may be secured through section 106 obligations, including affordable housing.

8.3 The Council has carried out an independent assessment of the viability of development. This work has informed the setting of the tariff in Appendix N.

8.4 On the basis of this viability assessment, the tariff proposed by this SPD should not make any development of the allocation area (or other land in the vicinity expected to pay towards the costs of strategic infrastructure within or serving the allocation area) unviable, taking into account other planning obligations, including an Additional Strategic Infrastructure Contribution and affordable housing and local or site specific infrastructure requirements that those developments will also be expected to meet. Reflecting the level that the tariffs in this SPD have been set and in order to ensure that each proposed development within the allocation area is able to proceed on a viable basis whilst appropriately contributing to strategic and local infrastructure provision and meeting all Local Plan Policy requirements, each application for development within the allocation area will be required to be accompanied by a financial viability assessment ("FVA") submitted with the application to the local planning authority unless otherwise agreed with the Council.

8.5 All FVAs submitted alongside such applications must contain the following information with supporting evidence, and follow the National Planning Policy Guidance in respect of the information that FVAs should include:

- a summary of the main assessment assumptions (evidenced from an independent expert or source);
- site or building acquisition cost and existing use value;
- construction costs and programme;
- fees and other on costs;
- projected sale prices of any dwellings /non-residential floorspace;
- as applicable, details of discussions with registered providers of affordable housing (if relevant) to inform the value of affordable housing assumed within the FVA;
- gross and net margin;
- other costs and receipts;
- other relevant information dependent on the nature of the obligation(s) under discussion; and
- if applicable, a request to vary any requirements from those set out in the adopted Local Plan and this SPD and stating the proposed level of obligations, demonstrating why they are the maximum that can viably be provided.

8.6 The FVA will be scrutinised by the Council with advice from a suitably qualified external consultant and the reasonable cost of this external consultant is to be met by the landowner/developer who has submitted the FVA. If material changes are made to an application after submission that could affect scheme viability, a revised FVA will be required.

8.7 Where the Council is satisfied that section 106 contributions or works required by the Local Plan policies and this SPD cannot be met in full on a particular development proposal due to financial viability, the Council may choose to:

- reduce the amount of the envisaged Additional Strategic Infrastructure Contribution required; and/or
- reduce the tariff payable pursuant to this SPD; and/or
- adjust the timetable for delivery of strategic infrastructure to be funded by that tariff or provided in kind or provided pursuant to an Additional Strategic Infrastructure Contribution; and/or
- reduce or amend other planning obligations for that development proposal,

provided that the Council will continue to pay due regard to the objective of ensuring an equitable and proportionate apportionment of the costs of delivering strategic infrastructure for the allocation area across the whole allocation area.

8.8 The financial viability of development proposals may change over time due to the prevailing economic climate, including changing property values and construction costs. In all cases, therefore, where the Council have agreed to any of the reduction or adjustment items set out in paragraph 8.7 such that the resultant planning obligations are below the level needed to fully fund or provide the strategic and local infrastructure requirements for the allocation area or to comply with Local Plan policy requirements, the Council will require a viability review of the relevant development with an updated FVA to be provided at appropriate intervals to determine whether greater or full compliance with this SPD and the Local Plan policy requirements can be achieved throughout the carrying out of the relevant development proposal.

## 9. Planning application supporting documents/information

9.1 Appendix B of this document sets out a non-exhaustive list of policies against which planning applications will be assessed where relevant. The following list is intended to be a guide to developers on what the Council will be expecting to be submitted as part of their applications for development of the allocation area in addition to the more standard issues addressed in a planning application such as dwelling mix, bin storage, etc.

9.2 developers will be expected to demonstrate that they have considered and addressed, where necessary, the following issues. As with the objectives section at the start of this document, the following is not in any order of priority:

### Environmental Infrastructure

Green/Blue Infrastructure – how their application augments the Woodland Management Plan plus the integration of Green/Blue Infrastructure assets within proposals that create ecological networks through the allocation area and into the wider countryside. Including the delivery of biodiversity net gain.

Adjacent to any spinney – how any adverse impact on the local wildlife site can be prevented, how the allocation will be enhanced, how their proposal contributes to boosting the ecological corridor from Cawston Spinney to Cock Robin Wood. The woods are home to light sensitive species, how will their application address this?

Coalescence avoidance – how their application prevents coalescence of Rugby with the existing settlement of Dunchurch specifically in relation to the South West Rugby allocation.

### Social Infrastructure

How will the application be designed to provide for the social infrastructure identified in DS8? Will this be via land provision, financial contribution, other some other way?

### Physical Infrastructure

Applications should be supported by transport modelling data produced in line with the transport modelling protocol set out in the relevant appendix in this SPD.

How will the application be designed provide for the physical infrastructure identified in DS8 and DS9 the South West Rugby Spine Road? Will this be via land provision, financial contribution, other some other way?

How will their application be designed to link to the existing network of public rights of way, link into the existing pedestrian and cycle network within and near to the allocation such as the Sustrans Cycle route along the disused railway line and National Cycle Network Route 41.

How will their application be designed to promote walking/cycling and public transport provision?

How will their application maintain, if not improve, existing air quality?

9.3 To be acceptable, planning applications that cover a phase or part of the allocation area must be accompanied by an application specific masterplan and delivery statement for approval by the LPA that relates to the application site and sets out:

a) Site specific infrastructure requirements and how these relate and adequately contribute to the allocation wide infrastructure delivery strategy; and

b) Details of proposed development and its phasing, proposed triggers/thresholds for the delivery of associated infrastructure and how in each case these relate and adequately contribute to the allocation wide masterplan, allocation wide infrastructure delivery strategy and to the allocation wide phasing strategy and conform with the general principles in Policies DS8 and DS9 of the adopted Local Plan and this SPD.

## Appendices Contents

<b>Appendix A</b>	Adopted Rugby Borough Council Local Plan (June 2019) - Policies DS3, DS8 and DS9
<b>Appendix B</b>	Main policies relevant in considering applications submitted within the South West Rugby allocation area from the Adopted Rugby Borough Council Local Plan (June 2019)
<b>Appendix C</b>	Transport Mitigation Milestones and 'Homestead Link' Draft Indicative Layout
<b>Appendix D</b>	Woodland Management Plan
<b>Appendix E</b>	Framework Masterplan
<b>Appendix F</b>	Development Phasing
<b>Appendix G</b>	Indicative Phasing Plan
<b>Appendix H</b>	Modelling Protocol
<b>Appendix I</b>	SA and SEA Screening Opinion
<b>Appendix J</b>	Ashlawn Road Permission Plan
<b>Appendix K</b>	Existing Habitat Value
<b>Appendix L</b>	Design Principles
	Table of Infrastructure Requirements for the South West Rugby Allocation October 2019
<b>Appendix N</b>	Tariff
<b>Appendix O</b>	Proposed Buffer Sections 1 and 2

## Appendix A - Adopted Rugby Borough Council Local Plan (June 2019) - Policies DS3, DS8 and DS9

### Policy DS3: Residential Allocations

The following sites will be allocated for residential development and associated infrastructure and uses as shown on the Policies Map:

Ref	Site Name	Dwellings
<b>Rugby Urban Edge</b>		
DS3.1	Coton Park East (See Policy DS7)	Around 800
DS3.2	Rugby Gateway*	Around 1300
DS3.3	Rugby Radio Station*	Around 6200
DS3.4	South West Rugby (See Policies DS8 and DS9)	Around 5000
*planning permission granted and under construction		
<b>Main Rural Settlements</b>		
DS3.5	Land at Sherwood Farm, Binley Woods	Around 75
DS3.6	Land North of Coventry Road, Long Lawford	Around 150
DS3.7	Leamington Road, Ryton on Dunsmore**	Around 75
DS3.8	The Old Orchard, Plott Lane, Stretton on Dunsmore	Around 25
DS3.9	Land Off Squires Road, Stretton on Dunsmore	Around 50
DS3.10	Linden Tree Bungalow, Warwick Road, Wolston	Around 15
DS3.11	Land at Coventry Road, Wolvey	Around 15
DS3.12	Wolvey Campus, Leicester Road, Wolvey	Around 85

\*\* Implementation of site allocation DS3.7 can only occur when adequate replacement of the pitch provision and training facility has been made to the

satisfaction of Rugby Borough Council and Sport England and in accordance with national planning policy.

### **Policy DS8: South West Rugby**

A new neighbourhood of around 5,000 dwellings and 35 ha of B8 employment land will be allocated on land to the South West of Rugby, as delineated on the Policies Map.

Provision of the following onsite services and facilities will be made within a new mixed-use district centre as indicated in the South West Rugby Masterplan Supplementary Planning Document (SPD):

- A convenience store (Use Class A1) plus other retailing (Use Class A1 to A5) with residential or office uses provided on upper floors;
- A 3 GP surgery, rising to 7 GP surgery, as detailed in the IDP; and
- Provision for a Safer Neighbourhood Team, as detailed in the IDP.

Within the broad locations identified in the South West Rugby Masterplan SPD, provision of the following facilities must be made:

- One secondary school, to be co-located with a two form entry primary school, as detailed in the IDP, located close to community facilities within the district centre;
- A further two primary schools, each to be two form entry, with at least one rising to three form entry, as deemed necessary by Warwickshire County Council Education, as detailed in the IDP;
- Other local facilities, as informed by the Masterplan SPD and planning applications, to be located in appropriate sustainable locations within or outside the district centre; and
- Land for an onsite fire and rescue provision, as detailed in the IDP, must be made available within the South West Rugby allocation.

The site must also contain comprehensive sustainable transport provision that integrates with existing networks and provides good connectivity within the development and to the surrounding area including:

- An all traffic spine road network, as allocated in Policy DS9, and the Policies Map, and indicated in the Masterplan SPD, connecting the site to the existing highway network, phased according to milestones identified through the IDP;
- Provision of a comprehensive walking and cycling network to link residential areas with the key facilities on the site, such as schools, health centres and retail services;
- High quality public transport services to Rugby town centre; and
- Further on-site and off-site measures to mitigate transport impact as detailed in the IDP, including access to the local and strategic road network as deemed necessary through the Strategic Transport Assessment and agreed by Warwickshire County Council (WCC) and Highways England. These measures will take account of the proposals within the IDP.

In addition to these requirements, proposals must:

- Incorporate a continuous Green and Blue infrastructure corridor, as part of the wider allocation, identified in the GI Policies Map, linking to adjacent networks and utilising existing and potential habitats and historic landscape, in particular between Cawston Spinney and Cock Robin Wood;
- Provide a Woodland Management Plan setting out how woodland within the boundaries of the allocation, in particular Cawston Spinney, will be protected from potential adverse impacts of new development, including details of a buffer in accordance with Natural England's standing advice on Ancient Woodland and Veteran Trees;
- Specifically regarding the employment allocation to incorporate design and landscaping measures, including structural landscaping, to mitigate the impacts of the buildings on the surrounding landscape and setting of any nearby heritage and GI assets, including Thurlaston Conservation Area; and
- Incorporate details of phasing and trigger levels for the provision of required infrastructure consistent with this policy, Policy DS9, the IDP and informed by the Masterplan SPD.

Development proposals shall respect and maintain a physical and visual separation between Rugby town and Dunchurch to prevent coalescence and protect their individual character and identity. A significant buffer between Rugby and Dunchurch, which incorporates a Green Infrastructure Corridor from Cock Robin Wood to Cawston Spinney, as identified in the South West Rugby Masterplan SPD, must form an integral part of proposals for the site.

Development proposals within the South West Rugby allocation must come forward comprehensively, informed by the South West Rugby Masterplan SPD, and in accordance with the requirements of this policy, Policy DS9, the Policies Map, and the Infrastructure Delivery Plan. Rugby Borough Council will not support ad hoc or piecemeal development which is contrary to the aims of this Policy, or development that is inconsistent with the Masterplan for the site.

Development proposals will require consultation with the Lead Local Flood Authority, in order to identify any potential hydrological mitigation, particularly with regard to potential hydrological impacts on Draycote Meadow SSSI.

4.53 The allocation of up to 5,000 dwellings and 35 ha of gross B8 employment land to the south of Rugby town represents a significant portion of the growth in Rugby Borough up to 2031. The Council therefore places great importance on delivering the growth and addressing appropriate mitigation in a comprehensive way to ensure the allocation can bring wider benefits to the town and community who live there.

4.54 It is not expected that the site will be delivered through one single overarching outline permission, but rather by several different landowners and promoters submitting separate applications and all promoters very much see the value in working together to bring forward the South West Rugby development through a comprehensive and integrated scheme. To this end, and in partnership with the Borough Council and relevant stakeholders and service providers, a

masterplan has been produced, as identified in the South West Rugby Masterplan SPD, which will inform all future applications for the site.

4.55 Policy DS8 details the essential onsite infrastructure required to deliver the South West Rugby allocation, once complete. The appended Infrastructure Delivery Plan details the costing and phasing for each of these items. This has been informed by key stakeholders and service providers such as Warwickshire County Council Education and Highways, Highways England, Rugby Borough Council and also the promoters of the land.

4.56 The most important element to be delivered comprehensively onsite is the spine road network, as identified in the South West Rugby Masterplan SPD and Policy DS9 below. The promoters of the site have worked in partnership with Warwickshire County Council to identify the strategic highway mitigation for delivery of the site.

4.57 Policy DS8 also notes the requirement to provide appropriate community services and facilities for the residents of the urban extension in order to deliver a range of benefits. It is important that such services are planned as an integral part of development and are provided prior to significant occupation of the development in order to ensure that existing services in adjacent developed areas are not over-burdened. The location of local facilities and services should be consistent with the locations identified in the South West Rugby Masterplan SPD, which has been created in consultation with Warwickshire County Council to ensure that services are well distributed throughout the site for future residents.

4.58 Cawston Spinney is located in the middle of the site. This is formed of the Cawston Spinney, Fox Covert and Boat House Spinney and includes an area of ancient woodland. Although there are existing footpaths through this area, which are popular for walking, it is important that proposals demonstrate that development will not cause damage to this valuable asset. Therefore any development of the urban extension will need to safeguard existing valuable habitat and provide the appropriate extent of buffer to protect this green asset. This must take into consideration the relevant Natural England standing advice on Ancient Woodland and Veteran Trees, in consultation with Rugby Borough Council Parks and Grounds. A Woodland Management Plan, details of which will also be included within the South West Rugby Masterplan SPD, will be required for the site. Relevant planning applications should use this management plan as a means of compliance with Policy DS8 and Policy NE1 regarding protection of Ancient Woodland and Veteran Trees.

4.59 The South West Allocation represents an important extension to Rugby Town, delivering much needed housing in a sustainable location within the Borough. However, Policy DS8 also seeks to be mindful of the proximity of this proposed development to Dunchurch Main Rural Settlement to the south of Rugby town. Policy DS8 is supported by the South West Rugby Masterplan SPD. This clearly identifies the extent of the developable area of the allocation to ensure that future proposals within the allocation do not see the coalescence of Rugby town and Dunchurch through the clear delineation of a green buffer, which will perform two important roles. The first will be to prevent the encroachment of development merging the settlements together and the second is to act as an important green infrastructure corridor, connecting Cawston Spinney to Cock Robin Wood.

4.60 The role of this site in meeting the overall strategic employment needs of the Borough is informed by the likely number of jobs that will be created, as explained in Policy DS1. As such the allocation of 35 ha is a gross figure. The net figure will be determined by the design and layout of the site as the masterplanning contained in the SPD is developed into subsequent planning applications and ancillary features such as flood alleviation are considered. Therefore taking everything into account the gross allocation may change.

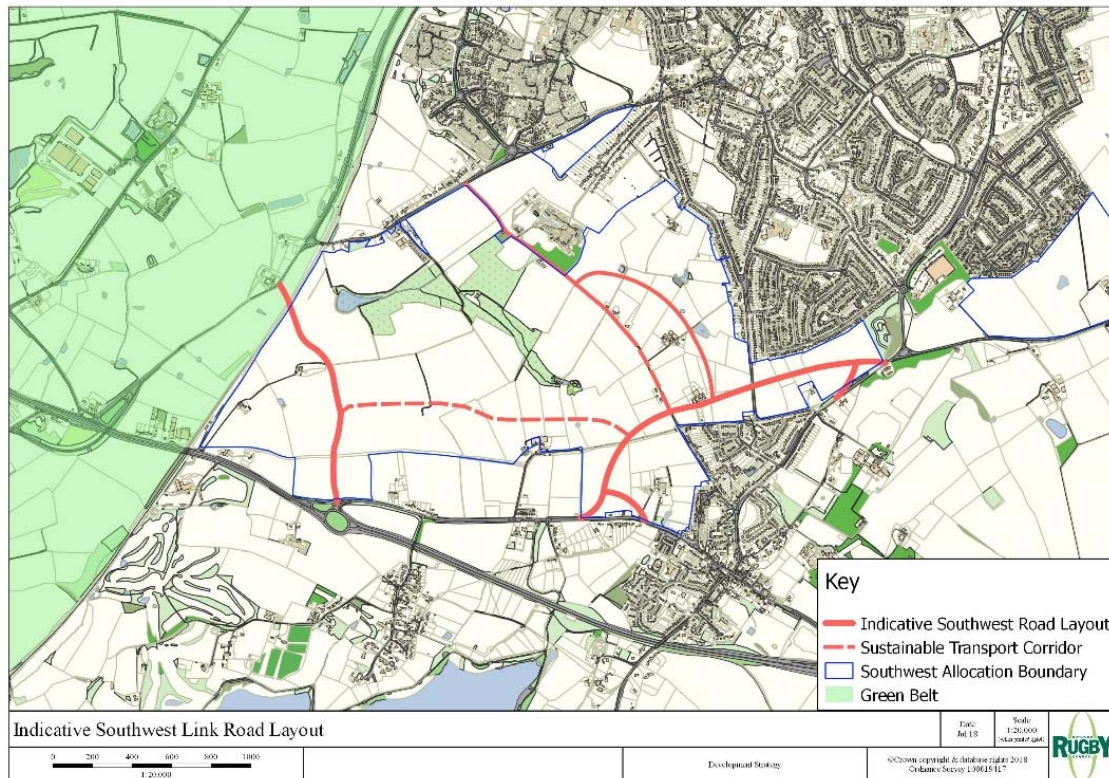
4.61 The site is a long term commitment for the Council in meeting the growth needs of the Borough and will continue to be built out beyond the life of this Local Plan. Once built, it will create a new community within Rugby and it is thus important for the Borough Council and developers of the site to do this to the highest standard possible. An essential element of this is sustainability and the balance of housing to jobs, and as such there is the potential for the growth targets of housing and employment to be revisited as a result of changing demands for the Borough as it moves beyond the 2031 period. As such an area of land is safeguarded within the South West Rugby allocation, as identified in the Policies Map to assist in meeting the Borough's development needs beyond 2031.

4.62 Notwithstanding potential future change for this site, for the current plan period up to 2031, Policy DS3 and DS8 make clear allocations of around 5,000 dwellings and 35 ha gross of employment land.

4.63 The South West Rugby Masterplan SPD will contain the masterplan that will secure the comprehensive development of the site, including detail about the phasing of development and infrastructure delivery across the site. Planning applications for development within the allocation area must be informed by the content of the Masterplan SPD.

## Policy DS9: South West Rugby Spine Road Network

The Borough Council allocates land to facilitate the full alignment of the South West Rugby spine road network to support and enable the delivery of the South West Rugby allocation, as identified on the plan below and on the Urban Policies Map.



Development which is likely to prejudice delivery of this infrastructure will not be permitted. The design specification and routing of the spine road network will be considered in more detail in the South West Rugby Masterplan SPD and development proposals must be consistent with the agreed alignment as set out in this document. Full details will be provided in the supporting information to planning applications.

Development proposals for South West Rugby must enable delivery of the full spine road network as early as possible post commencement of development on site, in accordance with the phasing milestones identified in the Infrastructure Delivery Plan.

Proposals for development that are shown to have a severe impact on the local road network, before or after the implementation of the Dunchurch Crossroads mitigation scheme, must demonstrate how they will contribute to the delivery of the spine road network, and ensure it is delivered according to the phasing milestones set out in the Infrastructure Delivery Plan and South West Rugby Masterplan SPD.

Development proposals, including those outside of the South West Rugby allocation, will not be granted planning permission for implementation ahead of the delivery of the east-west Homestead Farm link (between A426 and B4429), unless demonstrated in accordance with the NPPF that any

residual impacts on the highway network are not considered to be severe, to the agreement of Warwickshire County Council and Rugby Borough Council.

Should the alignment of the spine road network be varied by agreement with the Highway Authority and Local Planning Authority in the light of further technical work, a revised alignment plan will be published to which this policy will apply.

4.64 As detailed in Policy DS9, a strategic spine road network is essential to the delivery of the South West Rugby allocation. The Plan contained within Policy DS9 identifies the links that bring the optimum benefit to the surrounding road network, in particular at Dunchurch crossroads, which is already at capacity. As the spine road network performs such an important role in highways mitigation, it is imperative that it is delivered as a priority for the site.

4.65 These Primary new roads traverse the sites as three different links as shown on the indicative plan in DS9 above; the first being the east-west 'Homestead Link' between the A426, south of Cock Robin Wood and the B4429; the second from the A45/M45 roundabout to the A4071 at Potford Dam Farm; and the third from the B4642, South of the Cawston extension site connecting on to the new Homestead Link.

4.66 The Strategic Transport Assessment, which supports the Local Plan, identifies when these three different links comprising the spine road network are required to be delivered. The Homestead Link is crucial to enabling the site and as such, the IDP and South West Rugby Masterplan SPD identify this link and this section of the overall site as coming forward first, thereby routing development traffic away from Dunchurch Crossroads and providing an alternative route for traffic. This is of particular importance in the context of the existing congestion and air quality issues at this junction.

4.67 Development proposals to the South West of Rugby will benefit from infrastructure mitigation delivered by 2021 at the Dunchurch Crossroads junction (A426/B4429), as identified in the Strategic Transport Assessment and IDP. Once implemented, this mitigation will allow for the development of 860 dwellings in this wider area before giving rise to residual impacts on the Dunchurch Crossroads junction.

4.68 The Council acknowledges that a balance has to be struck between securing early delivery of necessary onsite infrastructure such as the spine road network whilst ensuring there are no financial burdens preventing the site coming forward. Proposals submitted to the council for the site will be accompanied by financial viability appraisals, in accordance with other policies contained in this Local Plan.

4.69 The spine road network is proposed through Policy DS9 to connect across to Potford Dam, on the A4071, as identified on the Urban Policies Map. The disused railway line running along the western edge of the site allocation forms the Green Belt boundary and this connection would require development in the Green Belt. Currently the land required to deliver this alignment is outside of the site allocation boundary. This alignment is required to be delivered by 2031, as identified in the IDP,

and it is considered that this land will be secured within the timescales required. A separate connection can be made in place of Potsford Dam, if needed directly onto the B4642, which abuts the site allocation. However, safety and capacity constraints currently exist which will impact on the delivery of this option. Detailed feasibility work is required to investigate whether a connection onto the B4642 could be accommodated.

4.70 At the time of writing more detailed technical highway design and capacity assessment work is needed to establish the optimum point of access onto the existing highway network, and the detailed alignment and specification of the road is also to be established. This work will be ongoing and the chosen alignment option and specification will be confirmed between site promoters, the Borough Council and County Council Highways department as soon as possible and reflected in the Masterplan SPD or as part of highway work to support outline planning applications. Should this vary from the indicative alignment shown in Policy DS9 and on the Urban Policies Map, a further alignment plan will be published to which the policy will apply.

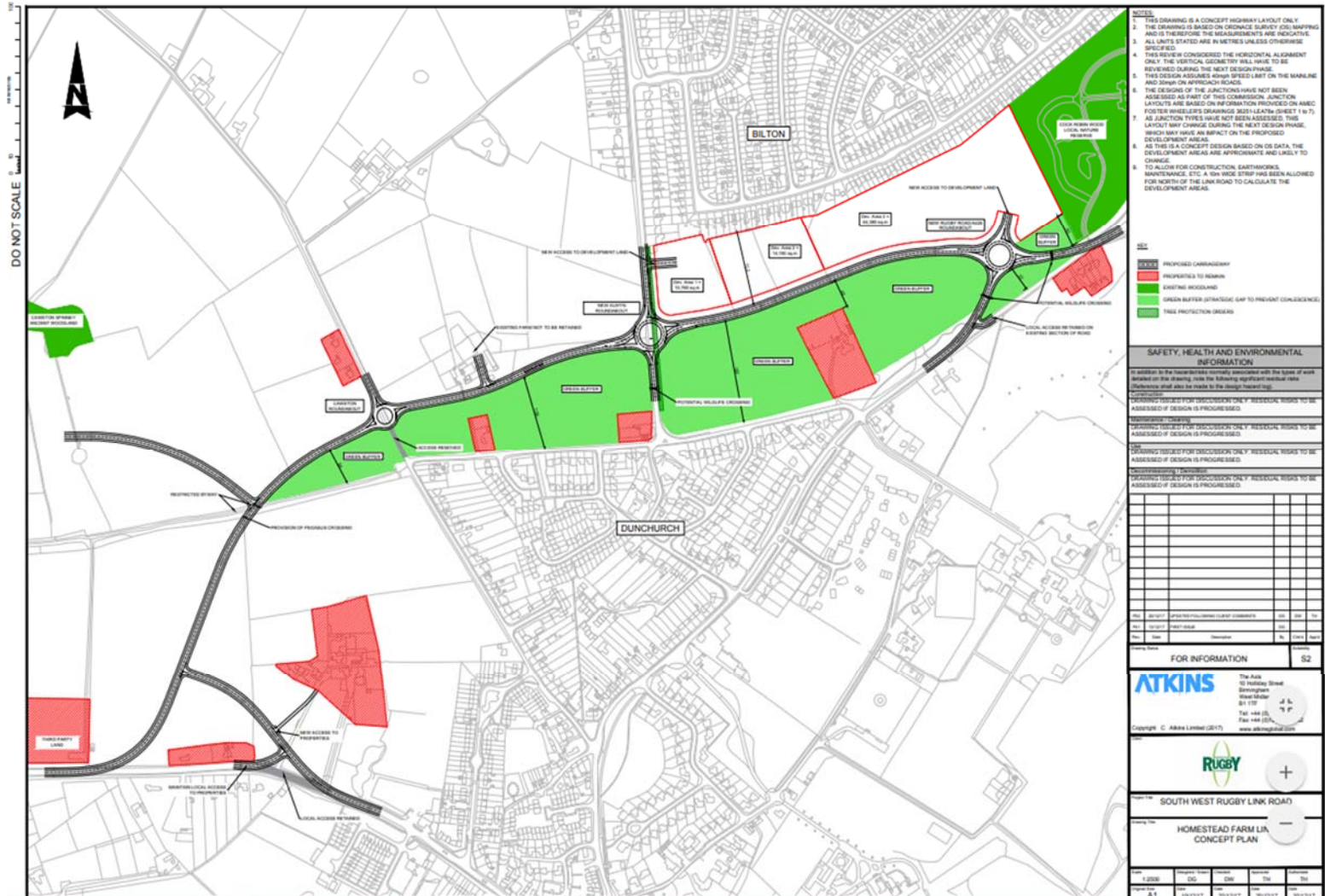
4.71 As stated, the spine road network allocation made by Policy DS9 is an integral part of the proposals for South West Rugby and it will therefore be clearly reflected in the Masterplan SPD.

**Appendix B- Main policies relevant in considering applications submitted within the South West Rugby allocation area from the Adopted Rugby Borough Council Local Plan (June 2019)**

GP1	Securing Sustainable Development
GP4	Safeguarding Development Potential
DS3	Residential Allocations
DS4	Employment Allocations
DS5	Comprehensive Development of Strategic Sites
DS8	South West Rugby
DS9	South West Rugby Spine Road Alignment
H1	Informing Housing Mix
H2	Affordable Housing
H6	Specialist Housing
HS1	Healthy, Safe and Inclusive Communities
HS2	Health Impact Assessments
HS4	Open Space and Recreation
HS5	Traffic Generation and Air Quality
NE1	Protecting Designated Biodiversity and Geodiversity Assets
NE2	Strategic Green and Blue Infrastructure
NE3	Landscape Protection and Enhancement
SDC1	Sustainable Design
SDC2	Landscaping
SDC3	Protecting and Enhancing the Historic Environment
SDC4	Sustainable Buildings
SDC5	Flood Risk Management
SDC6	Sustainable Drainage
SDC7	Protection of the Water Environment and Water Supply
SDC9	Broadband and Mobile Internet
D1	Transport
D2	Parking Facilities
D3	Infrastructure and Implementation
D4	Planning Obligations

Please note this list is not exhaustive.

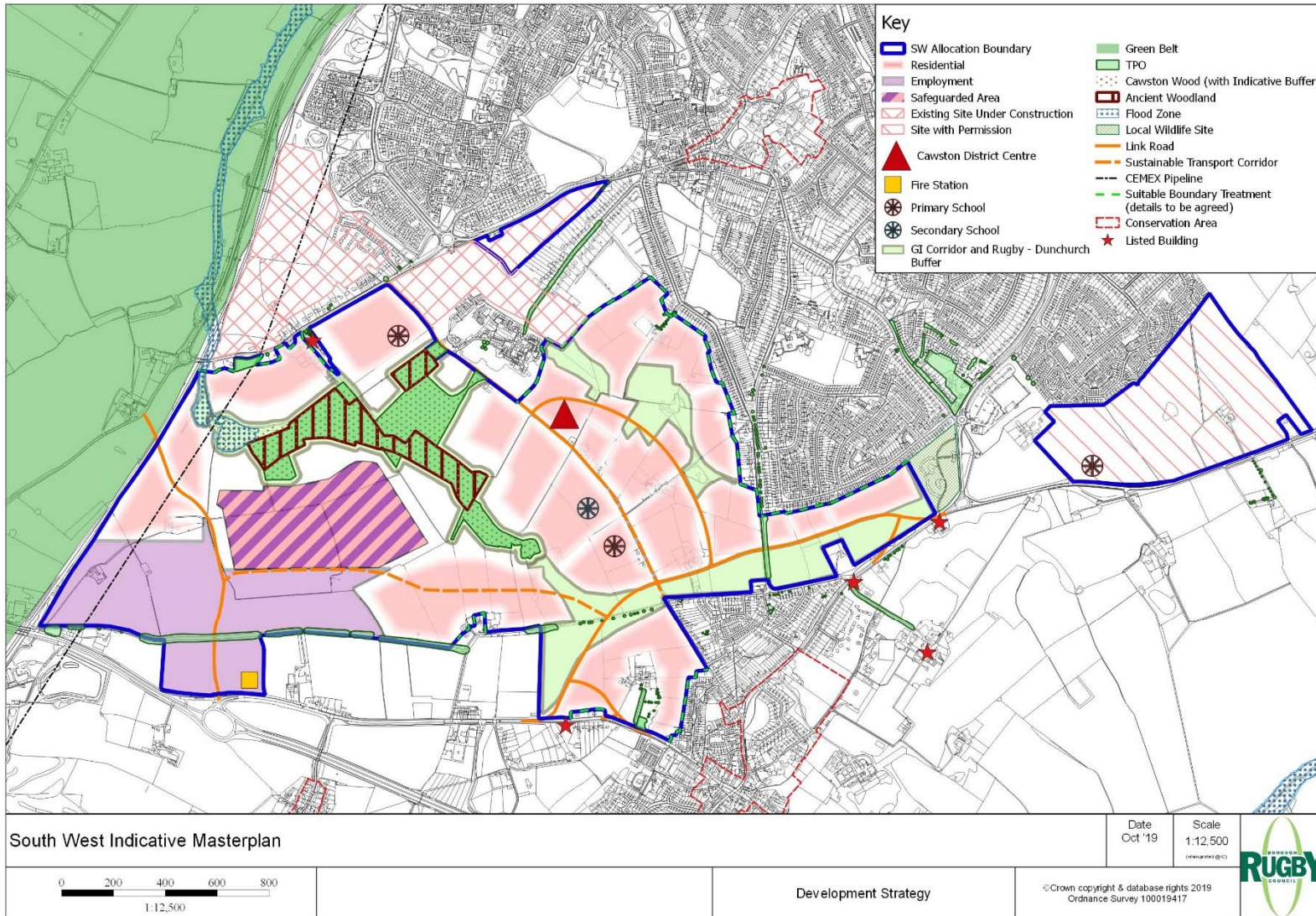
# Appendix C- 'Homestead Link' Draft Indicative Layout (To be delivered by 2026 in its entirety)



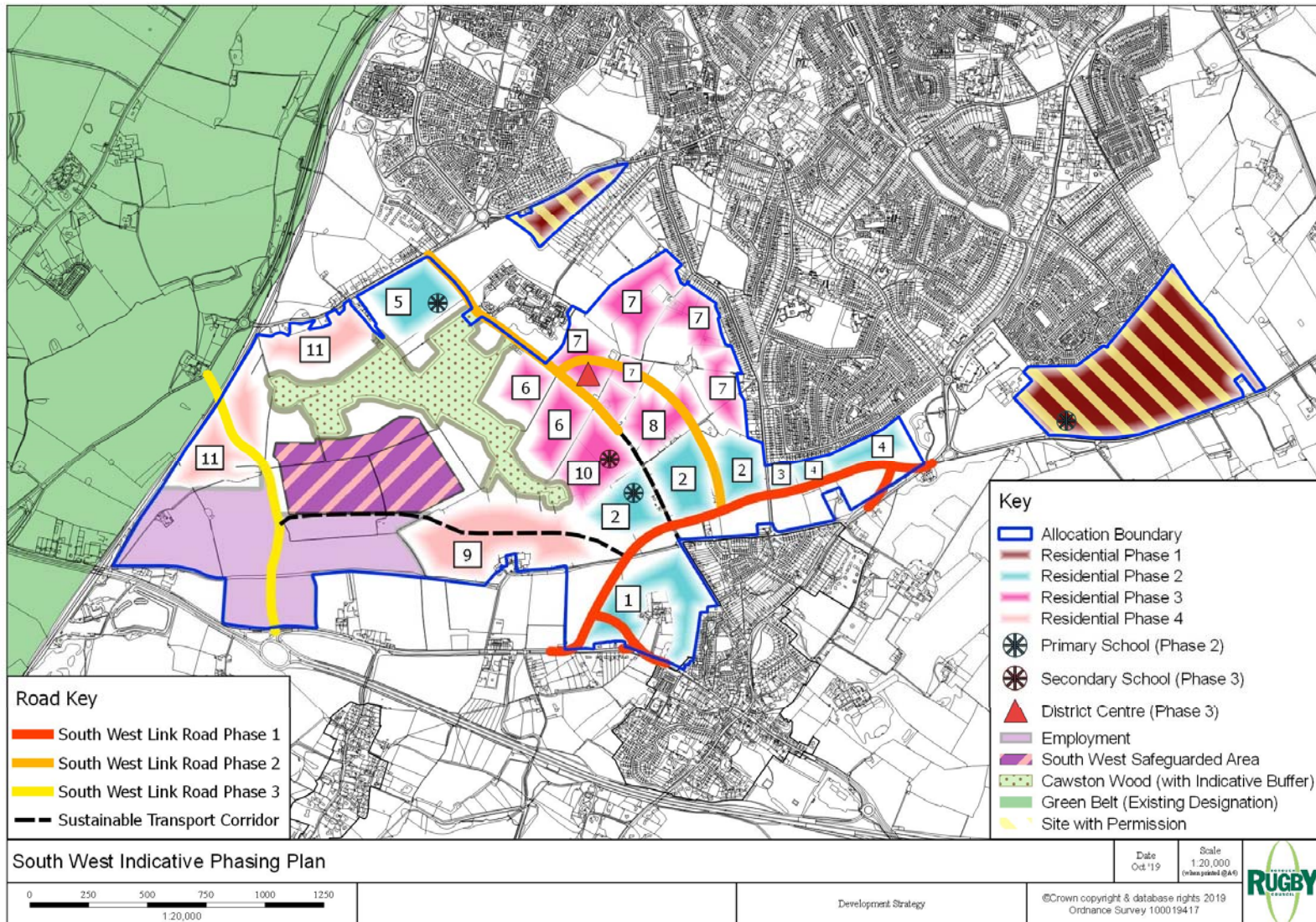
## **Appendix D - Woodland Management Plan**

See separate document

# Appendix E- Framework Masterplan



# Appendix F- Indicative Phasing of Development



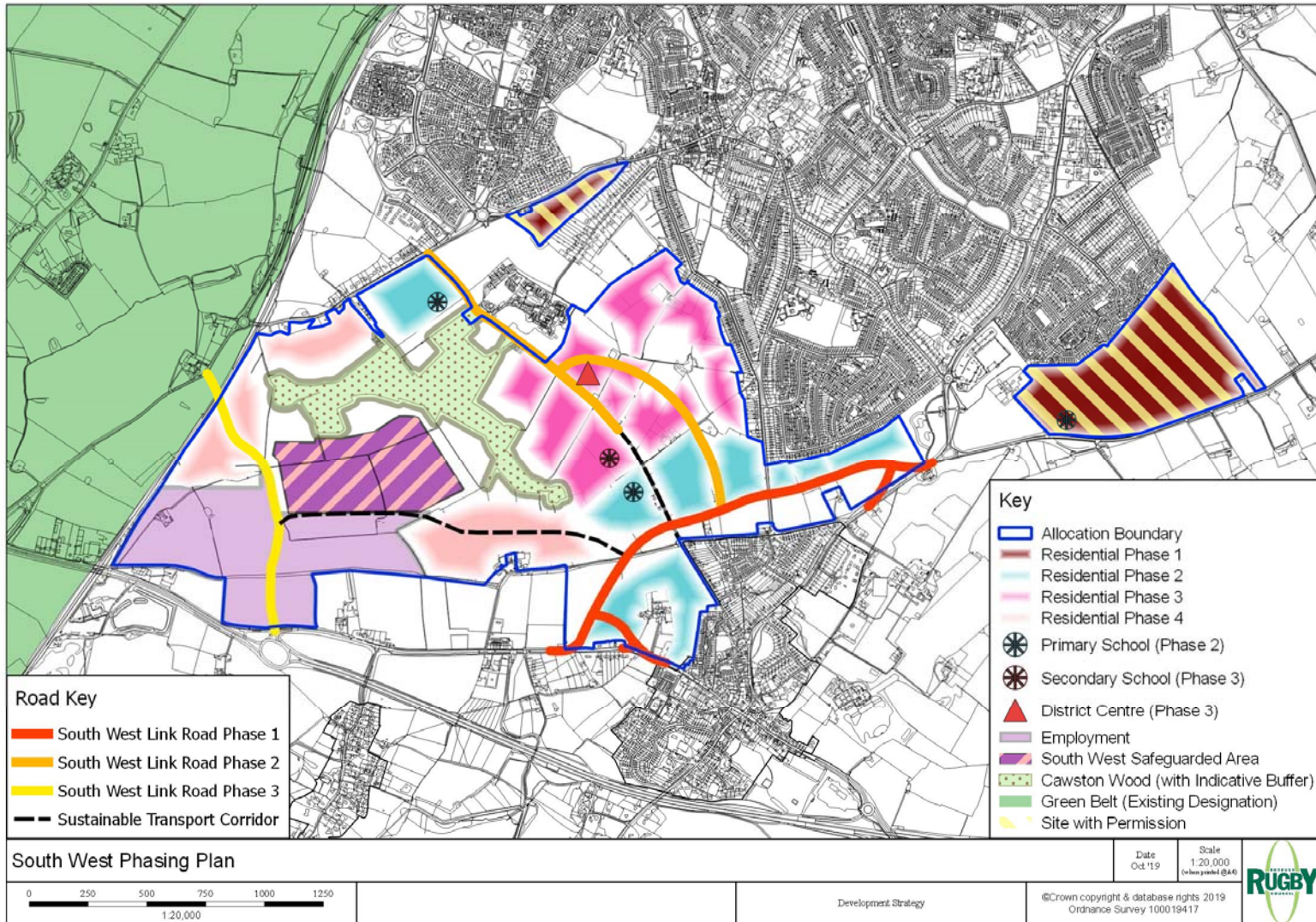
# Phased Development and Infrastructure Trajectory

		Local Plan Phase 2		Local Plan Phase 3					Local Plan Phase 4					Total
<b>HOUSING - Development Parcel</b>														
<b>Parcel no.</b>														
1	Homestead Farm		30	40	40	40	40	40	40	40	40			350
2	Land South Of Dunkleys Farm		30	40	40	40	40	40	40	40	40	40	40	430
3	Land South of Montague Rd		10	30										40
4	Land South of Montague Rd		30	40	40	40	40	40	30					260
5	South of Coventry Road		30	40	40	40	25							175
6	Land West of Cawston Lane						30	40						70
7	Land South of Alwyn Road			10	90	10	10	10	10	10	10	10	10	900
8	Land North of Dunkleys Farm				30	40	40	40	40	40	5			235
9	Deeley Land					30	40	40	40	40	40	40	40	310
10	Land West of Cawston Lane					30	40	40	40	5				155
11	Cawston Spinney					30	40	40	40	40	40	40	40	310
			130	200	280	390	435	420	370	305	265	220	220	3235
<b>STRATEGIC INFRASTRUCTURE - HOUSING</b>														
6 FE Secondary School, co-located with one of the primary schools														
2 x 2 FE primary schools with the potential to rise to 3FE														
Open Space and sports (typology in table 1 above)														
Land & financial contributions 3GP surgery rising to 7GP														
UHCW The Hospital of St.Cross														
<b>STRATEGIC INFRASTRUCTURE - ALL</b>														
Provision of high quality cycling network														
High quality public transport bus route														
SWLR Cawston Lane re-routing -TBC														

49 additional Police staff (see IDP for detail)													
Construction of fire and rescue station													
A426/Bawnmore Road/Sainsbury's roundabout													
A426 Rugby Road btwn Ashlawn Road & Sainsbury's Roundabout													
A426 approach to Ashlawn Road roundabout													
South West Link Road - Homestead Link													
A426/Evreux Way													
SWLR - Potsford Dam Link (Cawston Bends & Potsford Dam roundabout)													
Rugby Gyrotory Improvements													
A 428 Hillmorton Road/Percival Road													
B4429 Ashlawn Road/Percival Road (widening to provide a right turn lane)													
B5414 (North Street/Church Street) traffic calming and downgrading of route													
Hillmorton Road/Whitehall Road Roundabout													
District Centre													

The anticipated build out rates for the housing element of this SPD and the phased delivery of the associated infrastructure from the Local Plan IDP are provided below. The table is taken from the Housing Trajectory as contained in Appendix 2 of the adopted Rugby Borough Local Plan. While the detailed numbers may vary, this appendix provides the principles of a phasing approach.

# Appendix G – Indicative Phasing Plan



## **Appendix H - Traffic Modelling Protocol agreed by Rugby Borough Council and Warwickshire County Council Highways, date**

### **Proposed Approach to Modelling and Appraisal Post Adoption of the Local Plan**

It is recognised that the work undertaken to date, to support the identification of transport infrastructure, and specifically highway capacity schemes, necessary to facilitate the local plan delivery, is high level.

The Strategic Transport Assessment (STA) prepared as part of the Local Plan evidence identifies what would be considered to be the critical dependencies (i.e. the essential infrastructure necessary to ensure an acceptable level of operation).

Therefore it is expected that the assessment and appraisal of infrastructure requirements will continue throughout the life of the local plan. It is expected that the development specific planning applications will be supported with transport modelling and that the approach to the modelling will be both consistent with the approach adopted for the STA (albeit in a greater level of detail) and also, where applicable, consistent between sites.

Consistency between sites will be particularly pertinent when considering the development area to the southwest which is promoted by multiple parties.

The consistency in the appraisal process is seen as a key determining factor in safeguarding the operation of the network post-adoption and also in ensuring that the schemes identified through the STA are delivered in an appropriate form.

Impact assessments which are completed on behalf of the individual developments will all be asked to reflect the same set of modelling scenarios and considerations, the only expected variations between each development will relate to the development proposals being tested, the year and, potentially, the commitments and permissions which will be likely to increase over time.

Developments assessments must set out:

An approach to establishing the localised impacts associated with the site which will not have been picked up within the STA work due to the strategic focus of the STA.

A secondary assessment will need to be completed to identify where the development impacts are likely to occur across the network and a review will be undertaken to establish if the areas of impact accord with those identified through the STA work or are entirely new.

Mitigation in areas not previously identified through the STA work<sup>9</sup> will need to be secured against the development proposals. Mitigation in areas where a strategic scheme has been identified will need to be secured via direct delivery or secured contributions, this will be subject to negotiations upon completion of the modelling and assessment.

Warwickshire County Council require modelling to be undertaken to support all substantial development proposals and this is a policy contained within LTP3 and the approach to modelling is also governed by a separate modelling protocol which ensures that the approach which is adopted is appropriate to the needs of the County.

In instances where multiple sites are being promoted within a single allocation area, area specific protocols will be defined which ensure that there is an even greater level of consistency between the different areas of development as such, key parameters will be controlled and agreed by all parties in advance, including:

Development trip rates and trip generation assumptions.

Development distribution patterns.

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<sup>9</sup> Recognising that the STA work is based on a 2017 model which will be subject to a series of updates, over time, to ensure that the traffic conditions within the model are representative of on-street conditions at an appropriate point in time (i.e. 5 years or greater).

Where it is necessary to do so, the need to include additional developments and interventions will also be documented as it will be necessary for live applications to be considered in conjunction with each other to avoid separate assessments for multiple sites being submitted in isolation of each other.

This approach also enables key areas of impact to be identified and assessed at a high level of detail. For example, the cumulative impacts on sensitive locations will especially need to be considered for those sites which come forward in advance of the delivery of key infrastructure which has been identified in these areas<sup>10</sup>.

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<sup>10</sup> For example the impacts on Dunchurch in advance of the Link Road being delivered.

# Appendix I - SA and SEA Screening Opinion

## Rugby Borough Council

### Strategic Environmental Assessment Screening Opinion

### South West Rugby Supplementary Planning Document September 2019

#### Introduction

This Screening Opinion has been produced to determine the need for a Strategic Environmental Assessment (SEA) in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 (EAPP Regulations).

The purpose of the Screening Opinion is to undertake a screening assessment that meets the requirements of the European Legislation, applied in the UK through the EAPP Regulations.

The policy framework for the South West Rugby Supplementary Planning Document (SPD) is the Rugby Borough Local Plan 2011-2031 (adopted June 2019).

The SPD will be subject to public consultation in accordance with the relevant regulations and in line with the Council's Statement of Community Involvement.

#### Requirement for SEA

Previous UK legislation required all land use plans, including Supplementary Planning Documents to be subject to Sustainability Appraisal, which incorporated the need for Strategic Environmental Assessment. The 2008 Planning Act (paragraph 180 (5d)) and the Town and Country Planning (Local Planning) (England) Regulations 2012 removed the UK legislative requirement for the sustainability appraisal of Supplementary Planning Documents. However, SPDs may still require SEA in exceptional circumstances if they are likely to have significant environmental effects that have not already been assessed during the preparation of the Local Plan. Many councils prepare screening opinions to provide a transparent process to demonstrate that the environmental effects have been assessed in accordance with the EAPP Regulations to identify any requirement for SEA.

#### Application of the SEA Directive

SEA Directive Criteria Schedule 1 of Environmental Assessment of Plans and Programmes Regulations 2004	Is the Plan likely to have a significant environmental effect Y/N	Summary of significant effects. Scope and influence of the document
Regulation	Y / N	Reason
Regulation 2 (1)  Is the SPD subject to preparation and/or adoption by a national, regional or local authority or prepared by an authority through a legislative procedure by Parliament or Government  (Article 2(a))	Yes	The SPD is prepared and will be adopted by Rugby Borough Council.
Is the SPD required by legislative, regulatory or administrative provisions (Article 2(a))	Yes	It is required to complete local plan policy.
Regulation 5(2)  Is the SPD prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use; AND does it set the framework for future development consent of projects in Annex I or II to Council Directive 85/337/EEC on the assessment of the effects of certain public and	Yes	The SPD is required for town and country planning purposes and it provides further detail to adopted policies in the Local Plan. The SPD is supplementary to the Local Plan policies and only seeks to expand on the policies and set out the detailed requirements to bring the development forward.

private projects on the environment, as amended by Council Directive 97/11/EC?  (Article 3.2(a))		
Regulation 5(3)  Will the SPD, in view of the likely effect on sites, require an assessment pursuant to Article 6 or 7 of the Habitats Directive?  (Article 3.2(b))	No	The adopted Local Plan was subject to a Sustainability Appraisal that sets the framework for growth and development within the borough until 2031. SPDs are required, by virtue of the fact they must be supplementary to an adopted policy, to help achieve sustainable development.
It may be required that the Plan would be eligible for full SEA, unless the exemptions set out under Reg 5 (5) or 5(6) apply.		
Regulation 5 (5) Is the SPD sole purpose to serve national defence or civil emergency; a financial or budget PP or is it co-financed under Council Regulations (EC) No's 1260/1999 or 1257/1999  (Article 3.8,3.9)	No	Not applicable
Regulation 5(6)  Does the SPD:  determine the use of a small area at local level; or propose a minor modification of an existing PP subject of the regulations.  (Article 3.3)	No	(a) The SPD does not designate land for development. Policies DS8 and DS9 in the Local Plan allocate (determine) the use of the land. The SPD is supplementary to these policies and only seeks to clarify the detailed requirements in bringing the development forward. The level of development designated is strategic in scale but the detail associated with that development is not. This view is enforced by the analysis of likely significant effects set out in the table below. It is also consistent with the strategic provisions of the adopted development plan. The effects of the allocations and use of land has been dealt with via the Sustainability Appraisal process associated with the Local Plan.  (b)The SPD does not propose minor modifications of an existing PP subject of the regulations.
It may still be required that the Plan would be eligible for full SEA, unless it is determined that it will not give rise to significant environmental effects under Regulation 9.		
Regulation 9(1)  Is the PP likely to have a significant effect on the environment taking into account the views of the consultation bodies and the criteria set out at Schedule 1 of the Regulations?  (Article 3.5)	No	Whilst it has been identified that there are protected designations within the SPD area, including ancient woodland, protected trees and rights of way, all three bodies are confident that the scale, location and probable impact of growth will not give rise to any significant environmental effects. In any event, the SPD does not allocate land for development and it is merely supplementary to a Local Plan policy.

The following assessment was made by Rugby Borough Council as to whether the SPD was likely to have any significant environmental effects. This takes into account the responses and independent assessments of the relevant consultation bodies against the Schedule 1 criteria in the EAPP Regulations, set out below. This assessment has been undertaken bearing in mind the following context:

The SPD has been developed to be in general conformity with the strategic policies of the adopted development plan together with the NPPF

The Local Plan was subject to a Sustainability Appraisal that sets the framework for growth and development within the borough until 2031.

The assessment set out below has been informed in a large part by discussions and the written responses of the three named consultation bodies.

The assessment set out below has also been informed by other relevant screenings of the SPD against the Habitat Regulations.

Criteria	Assessment	Significant environmental effect (positive or negative)?
<b>1. The characteristics of plans and programmes, having regard to:</b>		
(a) The degree to which the SPD sets a framework for projects and other activities, either in regard to location, nature, size and operating conditions or by allocating resources.	The SPD sets out the Council's approach to how development should come forward including phasing and developer contributions. It adds detail to the framework for development set out in the Local Plan policies DS8 and DS9. To this end it cannot by its nature provide for development that exceeds the intentions of the emerging Local Plan and instead provides the details associated with the requirements for future development of the site. The SPD does not allocate resources but it does provide guidance on where land uses (and their associated resources) should be directed. Overall, however, it does not set a framework, only adding detail to existing policies.	No
(b) The degree to which the plan or programme influences other plans and programmes including those in the hierarchy.	The SPD supplements the policies of the Local Plan by adding further detail. The SPD does not influence other development plan documents and is in general conformity with the development plan.	No
(c) The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development.	SPDs are required, by virtue of the fact they must be supplementary to an adopted policy help achieve sustainable development. This includes environmental sustainability, as one of the three pillars identified in the NPPF. The primary objective of the SPD is to plan positively and achieve a sustainable level of growth whilst maintaining both the built and natural environment, taking into account on site constraints and ensuring development is comprehensive. This is in accordance with the NPPF.	No
(d) Environmental problems relevant to the plan or programme.	Policies DS8 and DS9 of the Local Plan have been subject to a Sustainability Appraisal process. The detail associated with the SPD will successfully manage the introduction of development to the extent that any residual environmental issues will be mitigated against sufficiently. Some of the key objectives are to ensure the protection of Cawston Spinney, promote green infrastructure corridors and provide a landscape buffer to ensure coalescence does not occur with Dunchurch.	No
(e) The relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	The SPD is not relevant in this instance, as the matters described are guided by higher level legislation. Instead, the policies of the Local Plan must have regard to these matters and seek to ensure that any development it promotes does not	No

	compromise the objectives of higher level strategies.	
2. The characteristics of the effects and of the area likely to be affected, having regard, in particular, to:		
(a)The probability, duration, frequency and reversibility of effects	Once development has started then the nature of the land will be changed and will not be reversible. However, the principle of developing the area for residential will have been established through the adoption of the Local Plan policy, not the SPD. Since the SPD itself does not allocate land or formulate policies for this land, the effects of the SPD are not considered significant.	No
(b) The cumulative nature of the effects	The principle of developing the area for residential use will have been established through the adoption of the Local Plan policy, not the SPD. Since the SPD itself does not allocate land or formulate policies for this land, the effects of the SPD are not considered significant.	No
(c)The transboundary nature of the effects	In context the SPD is seeking to manage future development by listing requirements that assist in developing the area in the most sustainable manner possible. It is unlikely that the SPD will have any sort of significant transboundary effect, taken primarily to mean impacting on another EU member state, as defined in the EIA Regulations. Even if 'transboundary' were to be defined as impacting on the jurisdiction of other administrative areas within the UK (for example between parishes or boroughs) the effect would be minimal in both instances.	No
(d)The risks to human health or the environment (for example, due to accidents)	It is highly unlikely that the SPD will give rise to any significant instances of risk to human health. It principally proposes the delivery of residential development by way of a policy that seeks to ensure that the impacts of development are successfully mitigated, thereby allowing development to go ahead.	No
(e)The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	As identified above it is highly unlikely that any environmental effect brought about by the SPD will be of any magnitude or impact on any area of scale. It is particularly important to remember that the SPD does not allocate land for development and it is merely supplementary to a Local Plan policy.	No
(f)The value and vulnerability of the area likely to be affected due to (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land use.	The response from all three consultation bodies, including Natural England's response in relation to Habitats Regulations Assessment screening have been referred to in this instance. Whilst it has been identified that there are protected designations with the SPD area, including ancient woodland, protected trees and a right of way, all three bodies are confident that the scale, location and probable impact of growth will not give rise to any significant environmental effects. In any event, the SPD does not allocate land for development and it is merely supplementary to a Local Plan policy.	No
(g)The effects on areas or landscapes which have a recognised national, Community or international protection status.	There are no designations relating to national or international protection status. Cawston Spinney is in the centre of the site which includes an area of ancient woodland. This habitat will need to be safeguarded and provide a buffer from development. A full assessment of the potential impact on the designation by Natural England has taken place as part of the consideration of the Local Plan. As long as subsequent planning application	No

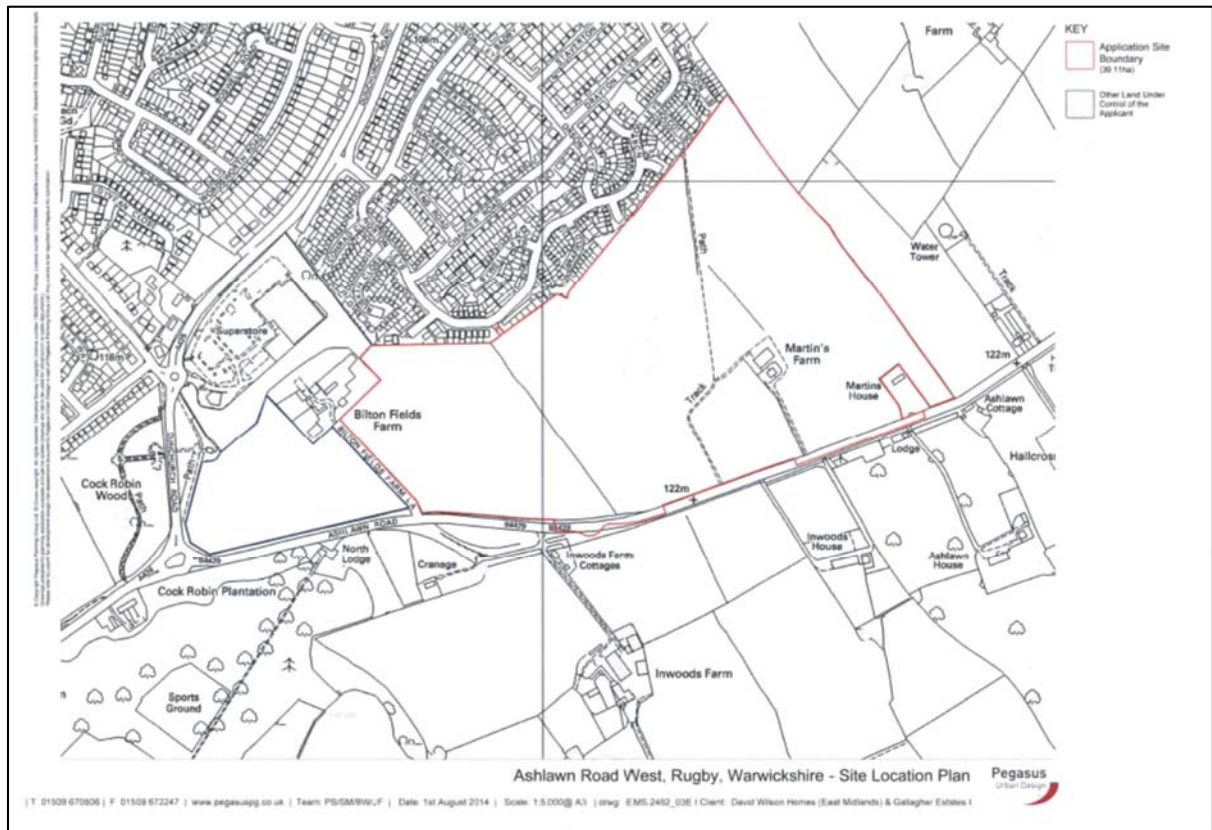
	adhere to the principles of the SPD, the effects in this category are unlikely.	
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As a result of the assessment set out above, incorporating the comments of the three consultation bodies, it is the view of the responsible body, Rugby Borough Council that the SPD will not give rise to any significant environmental effects and therefore SEA is not required.

## Appendix J – Ashlawn Road Permission Plan

Ashlawn Road Site Application Reference: R13/2012 - Outline application for the demolition of existing buildings, erection of up to 860 dwellings, land for a potential primary school, two vehicular accesses from Ashlawn Road and the provision of a bus link control feature to Norton Leys, open space, green infrastructure, landscaping and associated infrastructure, including sustainable urban drainage features. All matters to be reserved except access points into the site.

Granted on appeal by the Secretary of State on 10 July 2017.





## Appendix L – Design Principles

### Part A

Site-wide design principles:

- As there will be no master developer onsite it is important that each planning application submission has regard to its wider context and specific characteristics.
- Care must be taken with the proximity of different types of development ensuring that consideration is given to the form of development, particularly in relation to height and massing; the amenity of existing and future residents; and the conservation and enhancement of the natural environment.
- The design standards throughout the allocation will reflect the high quality of the natural assets within and adjoining the South West Rugby site including Cawston Spinney and Cock Robin Wood.
- Appropriate landscaping buffering must be considered.

### Part B

Residential design principles:

- The density of residential development should sit broadly in line with that of recent extension to the urban area of Rugby. Individual residential parcels in South West Rugby vary in density. This has been calculated from the outline of each residential parcel and as such does include the internal roads but does not include any large areas of open space or play;
- Higher densities would be appropriate around the District Centre. Higher densities will also be appropriate alongside the sustainable bus link which will provide quick access to bus routes. The density will be expected to drop to lower densities to the east of the site where it adjoins Cock Robin Wood and to the west where it adjoins Cawston Spinney, and along the Green/ Blue Infrastructure corridor;
- Affordable housing should be well integrated with market dwellings and housing types and sizes should be varied across the site;
- Housing should be laid out to create a variety of frontages which could include stepped, staggered and consistent. This will add character and interest to the street scene and allow different areas of South West Rugby to form their own identities. Layouts should ensure that housing looks out onto the areas of open space and does not leave blank or boundary walls adjacent to these areas. Rear gardens should not back onto the Cawston Spinney or Cock Robin Wood. As well as providing overlooking and increased safety this will reduce the risk from people tipping garden waste or compost over the fences into these important biodiversity sites;
- Dwellings should be of a high quality design and include features of architectural interest which contribute to create a place which is both visually attractive and adds to the overall quality of

the area. Features could include, but are not limited to, functional porches (not decorative), chimneys, dormer windows which complement the design and bay windows. The highest quality materials should be used on the most prominent buildings. These will be those which form gateways into each residential plot or those which are highly visible from multiple views such as corner plots;

- Primary entrances to buildings should be visible from the public realm with active frontages created along main routes and spaces;
- Corner plots should positively address both sides to avoid blank walls facing out onto the street;
- Privacy should be maintained through the application of the 45 degree rule for habitable rooms, by ensuring garden depth is a minimum of 10m and by allowing a minimum of 20m between windows of separate properties;
- To avoid loss of daylight and sunlight there should be at least 14m between a wall with windows and a blank 2 storey wall and 12m between a wall with windows and a blank single storey wall. This applies to the walls of garages and outbuildings as well as dwellings;
- Side boundaries should be constructed in brick to provide continuity with the main built form. Rear boundaries can be brick or fenced. Both should have a landscaping buffer of at least 0.5 metres where they are adjacent to the highway;
- The appearance of buildings and the streetscape should have regard to the local context. The use of different materials is important to ensure that interest and character are added to the street scene. Material types may tie in with different character areas created across the site to ensure that areas have their own identity, without compromising the overall sense of place and legibility of the site as a whole;
- Development designs that facilitate the use and help the retention of parking spaces will be encouraged. This may for example include generously sized spaces, or using a large single garage door instead of two single doors on a double garage;
- Off-street bin storage should be provided for all buildings; and
- Opportunities should be taken to incorporate renewable and low carbon technologies into the design of the development, such as solar panels and ground source heat pumps.

## Part C

Employment design principles:

- The maximum height will be determined through a Landscape Visual Impact Assessment which will need to consider proximity to the residential areas, impacts on Thurlaston Conservation Area and the topography of the site;
- Within the employment area front elevations to buildings should be visible from the public realm with active frontages created where possible; and
- The use of solar panels on the roofs of the employment buildings is strongly encouraged, as well as the incorporation of other renewable and low carbon technologies, in the interests of sustainability and combatting climate change.

## **Location and Design Principles for Schools**

### Part D

The Local Education Authority will expect the location of each of the schools to be provided on the South West Rugby site to meet the following criteria or to provide appropriate mitigation where this is not possible:

- The school site should be a flat, useable space which ideally should be square or rectangular;
- The ground should be broadly level and should be level with surrounding areas, in particular with suitable points of vehicular and pedestrian access;
- The land should have at least 30cm of clean topsoil and should not be liable to flooding;
- The land should not be crossed by any public rights of way and should not be bounded or crossed by any power lines. It should be a sufficient distance from gas lines based on advice from the Health and Safety Executive;
- The site should be free from protected species;
- The soil and water table should be free of contamination and the site should not be affected by ground gases or vapours;
- The site should be outside any current or proposed sources of 55db LAeq (30 min) noise source or contour;
- The site is free from invasive plants such as Japanese knotweed;
- The site is not affected by potential sources of light pollution;
- The site is a sufficient distance away from land uses that could cause public anxiety including potentially dangerous employment uses such as chemical storage, storage of live viruses, phone or radio masts and transmitters or major sources of dust or strong odours; and
- The site is free from any encumbrances that may need to be removed such as spoil and fly tipping, certain trees and any void spaces including well, sumps and pits.

### Part E

The Local Education Authority will expect the location of each of the schools to be provided on the South West Rugby site to meet the following criteria:

- The primary elevation of the school should provide an identifiable focal point;
- Structural landscaping should ensure privacy between the school grounds and residential properties;
- Safe pedestrian crossings should be provided on all streets which have access to the school; and
- The school should be set back from the highway.

## **Criteria for Neighbourhood Equipped Area for Play (NEAP(s)) and Locally Equipped Area for Play (LEAP(s))**

### Part F

The Council expects the location and design of a NEAP to meet the following criteria:

- It should be within a 15 minute walking time from home. NEAPs centrally located within each development parcel would ensure all homes will be 15 minutes from a NEAP;
- It should have a minimum activity zone of 1000 sqm comprising of an area for play equipment and a hard surfaced area of at least 465 sqm (this is the minimum needed to play 5 a side football);
- It should be positioned beside a well-used pedestrian route, and overseen;
- It should occupy a reasonably flat site surfaced with grass and hard surfaced areas, with impact absorbing surface beneath and around play structures as appropriate;
- It should be designed to provide a stimulating and challenging play experience with a minimum of 9 play experiences and at least 8 types of equipment;
- It should have a multi-games area (MUGA) consisting of a hard surface for ball games and wheel sports, a shelter for meeting and socialising, seating and litter bins;
- A buffer zone of 30m should separate the activity zone from the boundary of the nearest property; and
- The specification should be based on RBC's Play Strategy and Field in Trust guidelines.

### Part G

The Council expects the location and design of a LEAP to meet the following criteria:

- It should be within 5 minutes walking time from home. The optimum location and distribution of LEAPs would ensure that the majority of homes are within a 5 minute walk to a play area;
- It should have a minimum activity zone of 400 sqm;
- It should be positioned beside a well-used pedestrian route and overseen;
- It should be designed to provide a stimulating and challenging play experience. It must include a minimum of 6 play experiences and at least 5 types of equipment as well as seating and litter bins;
- It should have a buffer zone of 20m between the activity zone and the habitable room elevation of the nearest property and a buffer zone of 10m between the activity zone and the boundary of the nearest dwelling; and
- The specification should be based on RBC's Play Strategy and Field in Trust guidelines.

## Appendix M – Table of Infrastructure Requirements for the South West Rugby Allocation October 2019

**Table A: Housing Only**

Strategic Infrastructure	Phase	Total Cost
6 FE Secondary School, co-located with one of the primary schools	TBC	£ 24,000,000
Open Space and sports (typology in table 1 above)	Ongoing/throughout the plan period	£ 12,436,434
Land to accommodate and financial contributions to provide 3GP surgery rising to 7GP upon completion of the site	Commence in 2021 (Local Plan period Phase 2), completion post plan period	£ 4,222,021
UHCW The Hospital of St.Cross (detail set out in appendix 3 of the local plan)	Commence in phase 2, completion post plan period	£ 1,000,000
South Warwickshire NHS Foundation Trust	TBC	£ 309,796
2 x 2 FE primary schools with the potential to rise to 3FE	2026 (Phase 3)	£ 12,000,000
<b>TOTAL</b>		£ 53,968,251

**Table B: All Uses**

Strategic Infrastructure	Phase	Total Cost
Provision of high quality cycling network	Ongoing/throughout the plan period	£ 2,600,000
National Cycle Route 41 Potsford dam to Draycote Water		£900,000
Connecting B4429 Ashlawn Road to Great Central Way		£750,000
A426 Dunchurch Road to Rugby Town Centre		£700,000
Secondary route improvements		£250,000

High quality public transport bus route	Ongoing	£	3,720,000
SWLR Cawston Lane re-routing	TBC	£	5,784,264
The employment and deployment of 49 additional Police staff requiring a) additional staff startup cost and personal equipment b) additional vehicles c) on site premises to cater for the additional staff	Phase 2 By 2021	£	1,558,708
Construction of fire and rescue station	Phase 2 By 2021	£	3,500,000

A426/Bawnmore Road/Sainsbury's roundabout	2026 (Phase 3)	£	774,174
A426 Rugby Road between Ashlawn Road and Sainsbury's Roundabout	2026 (Phase 3)	£	778,217
A426 approach to Ashlawn Road roundabout	2026 (Phase 3)	£	708,362
South West Link Road - Homestead Link	2026 (Phase 3)	£	19,764,864

A426/Evreux Way	2026 (Phase 3)	£	5,000.00
SWLR - Potsford Dam Link (including Cawston Bends and Potsford Dam roundabout improvements)	2031 (Phase 4)	£	12,691,624
Rugby Gyrotory Improvements	2031 (Phase 4)	£	500,000
A 428 Hillmorton Road/Percival Road	2031 (Phase 4)	£	411,454
B4429 Ashlawn Road/Percival Road (widening to provide a right turn lane)	2031 (Phase 4)	£	361,327

B5414 (North Street/Church Street) traffic calming and downgrading of route	2031 (Phase 4)	£	500,000
Hillmorton Road/Whitehall Road Roundabout (widen two arms to provide roundabout and 2 puffin crossings)	2031 (Phase 4)	£	457,178
		£	54,115,172

## Appendix N – Tariff

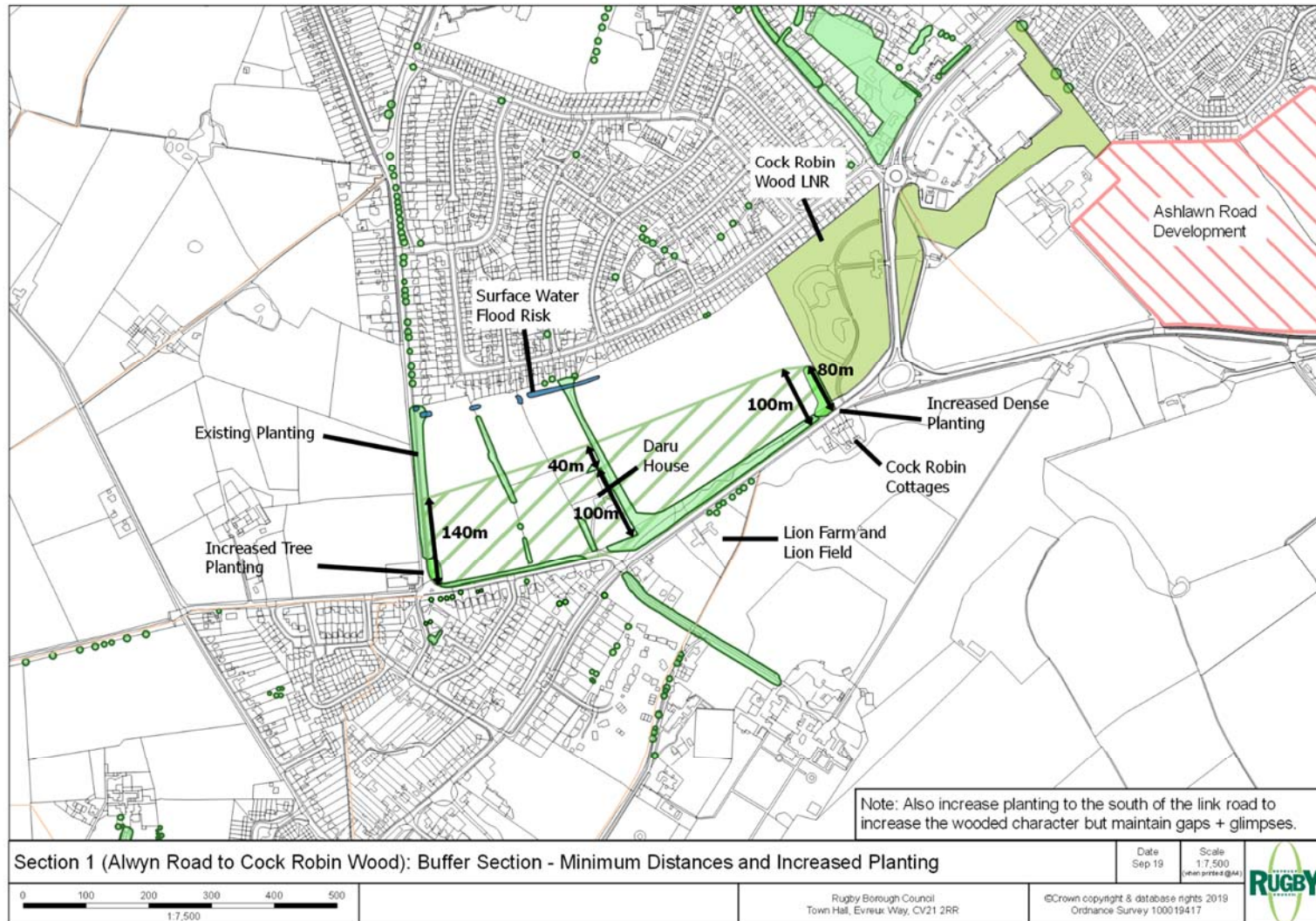
N.1 As explained in Section 7 above, there will be two or more levels of tariff, in each case expressed as a formula consisting of £x per square metre of development and being the amount each proposed development should contribute towards the overall strategic infrastructure costs. There will be one tariff for development which consists of employment and another tariff for development which consists of residential uses. There may be additional tariffs for other identified uses. Where a mixed-use development is brought forward, each tariff will be applied to the relevant part of the development. This is to reflect the fact that some items of strategic infrastructure (set out in Table A) are required to mitigate the impact of residential development only.

N.2 Tables A and B in Appendix M give the current estimated cost for the strategic infrastructure required to mitigate the impact of these developments – Table A setting out costs of strategic infrastructure required for housing development only and Table B setting out costs of strategic infrastructure required for all development. The costs set out in Tables A and B have been used to calculate the tariffs, taking into account the quantum of development currently considered likely to come forward on the site.

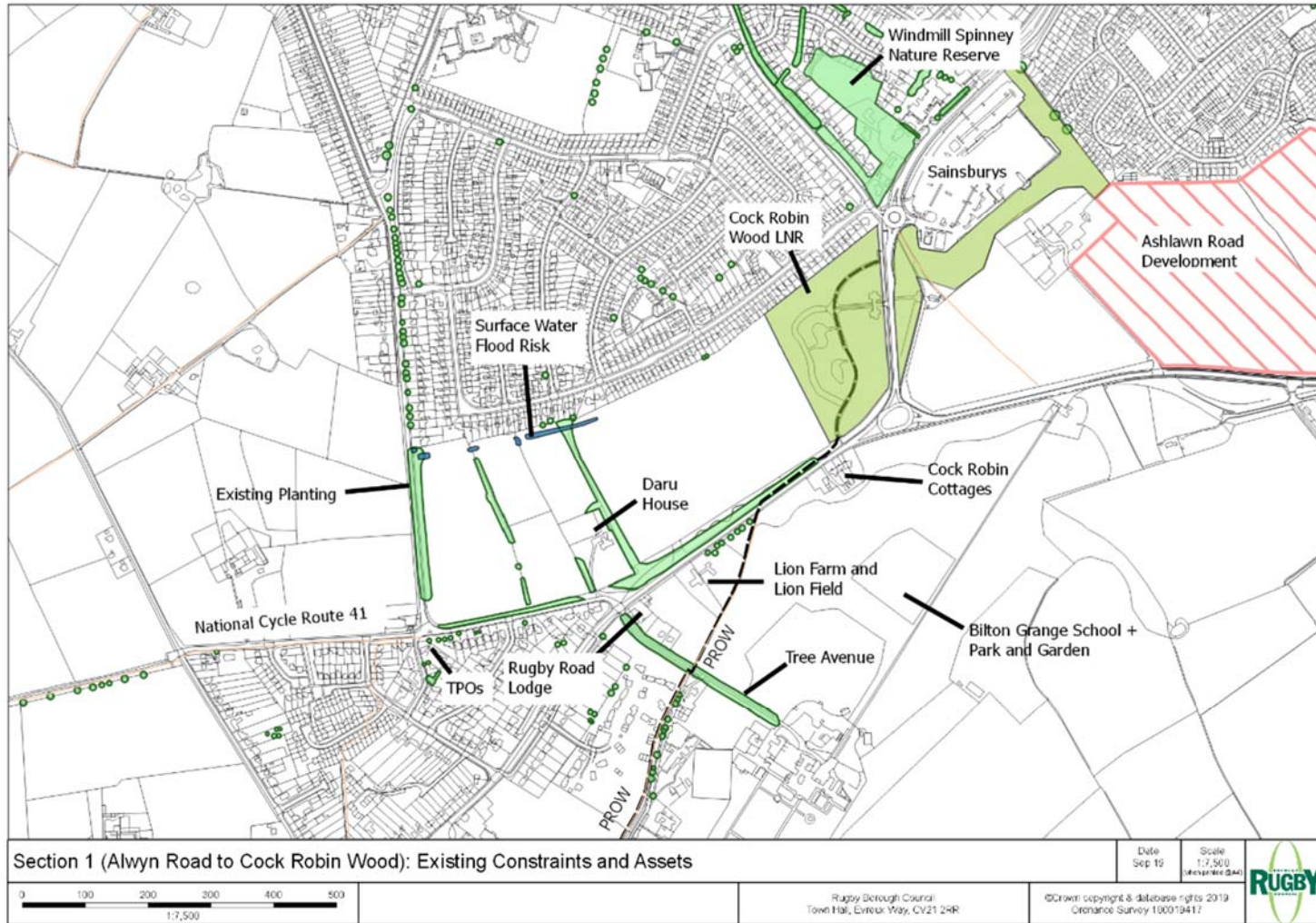
N.3 Over the lifetime of the development it is currently estimated that 3,990 dwellings will come forward on the site. Assuming that each dwelling is an average of around 120 sq.m. then the total amount of residential development would be around 478,800 sq.m. It is also currently estimated that around 186,500 sq.m. of employment development will come forward on the site, giving a combined development total of around 665,300 sq.m. The infrastructure requirements set out in Table B apply to all land uses so total cost of £54,115,172 divided by a total amount of floorspace (around 665,300 sq.m.) gives a cost of £81.34 per sq.m. payable by all development. Table A shows infrastructure requirements costing £54,084,995, to be divided across around 478,800 sq.m of residential development, giving £112.96 per sq.m. additionally payable in respect of residential development. Adding in the residential developments share of the Table B infrastructure costs (£81.34) gives a total of £194.30 per sq.m. for residential development.

N.4 Therefore the tariff for solely residential development is £194.30 per sq.m. and the tariff for all other development is £81.34 per sq.m. These rates will be subject to review and updates will be published annually and a new Appendix N to this SPD will then be published. These rates will also be index-linked in each section 106 agreement, from the date of the agreement to the date on which the sum is paid pursuant to the section 106 agreement.

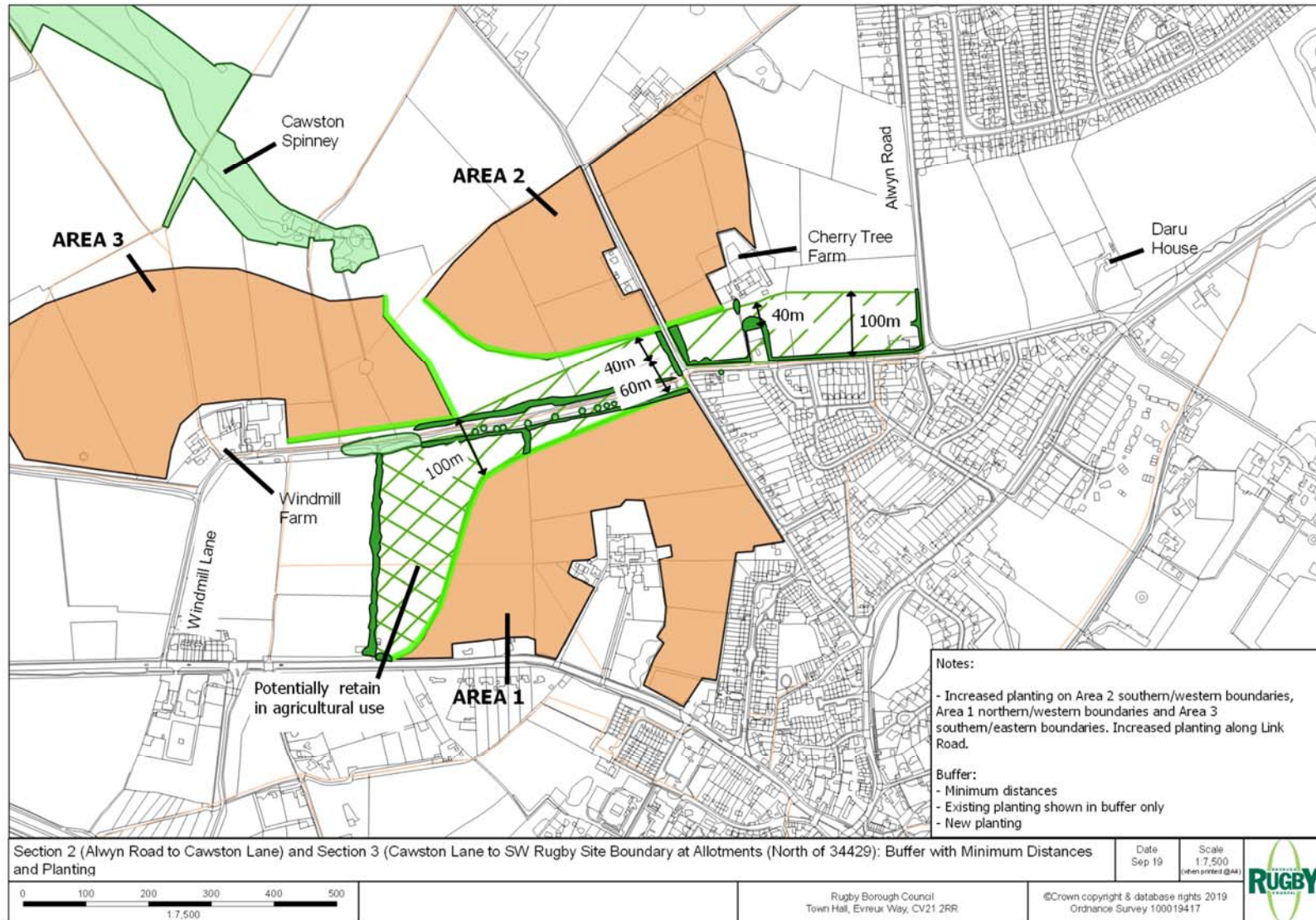
Appendix O – Rugby to Dunchurch Buffer: Section 1



Appendix O – Rugby to Dunchurch Buffer: Section 1 constraints and assets



## Appendix O - Rugby to Dunchurch Buffer: Section 2



Appendix O - Rugby to Dunchurch Buffer: Section 2 constraints and assets

