



Rugby Borough Council
South West Rugby Masterplan
Supplementary Planning Document
Consultation version with updated Appendix K – January 2024

Contents

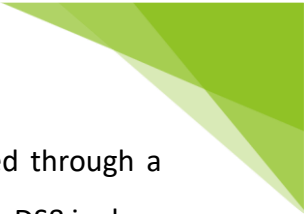
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1 Introduction

- 1.1 The Local Plan (2019) sets out the growth requirements for Rugby Borough and sets a vision and spatial objectives for the development of the area up to 2031. The allocation at South West Rugby represents a significant proportion of this growth. The Council therefore places great importance on delivering this 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.
- 1.2 The site is a long term commitment for the Council in meeting the growth needs of the Borough and it will continue to be built beyond the local plan period. Once built, it will create a new neighbourhood within Rugby and it is thus important for the Council and developers of the site to ensure this meets the highest possible standard.
- 1.3 This Supplementary Planning Document (SPD) concerns the Local Plan allocation known as South West Rugby, labelled as DS3.4 in Local Plan policy DS3. It fulfils the requirement of Policies DS8 and DS9 of the Local Plan which requires that proposals for development within the allocation site should be informed by this South West Rugby Masterplan SPD.
- 1.4 Local Plan Policy DS8, found within Appendix A of this document, allocates South West Rugby to provide around 5,000 dwellings and 35ha of employment land for B8 uses. Local Plan Policy DS9, found within Appendix B of this document, sets out the requirements for the spine road. The key policy objectives from both DS8 and DS9 are key threads to this SPD.
- 1.5 The purpose of this SPD is to provide further guidance to ensure comprehensive delivery of all of the planning objectives for the South West Rugby allocation. In particular this SPD covers masterplanning, infrastructure requirements and guidance on phasing and delivery. The SPD is a material planning consideration for the local planning authority when determining planning applications but is not part of the development plan.

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- 1.6 Given the multiple ownerships on-site the site is likely to be developed through a number of planning applications coming forward at different times. Policy DS8 is clear that development proposals within the site must be comprehensive and informed by this SPD and the Infrastructure Delivery Plan.
 - 1.7 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 the Council's preferred location to create a sustainable new neighbourhood, locations may vary as the result of detailed work and additional evidence that emerges through the development management process. The Council will only accept variations to the preferred locations of infrastructure as shown on the masterplan at Figure 2 where proposals are supported by robust evidence and, in circumstances involving the relocation of infrastructure between landowners, the Council is satisfied that the infrastructure will be delivered in full and at the appropriate time and in general accordance with the approach and provisions outlined within this SPD.
 - 1.8 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. This document sets out the Council's aspirations on masterplanning and infrastructure requirements to deliver the South West Rugby allocation. It sets the phasing and spatial distribution of land uses and delivery of infrastructure to deliver the growth requirements of the Local Plan.
 - 1.9 As required by Policy DS8 this masterplan has been produced to guide comprehensive delivery of the site by laying out the preferred locations for open space, access, play areas, the school or schools, primary roads and other features.
 - 1.10 More specifically the masterplan identifies the location of the existing on-site asset of Cawston Spinney within the allocated site and also the preferred location of the spine road network as required by Policy DS9 of the Local Plan which will relieve impacts of development on the existing transport network, in particular Dunchurch crossroads.

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- 1.11 The National Planning Policy Framework (NPPF) references throughout this SPD are to the February 2019 version. Please note that national policy and guidance may be subject to change over time. The local planning authority expects planning applications to adhere to the relevant national policy and guidance applicable at the time of submission.

Preparation of this SPD

- 1.12 This SPD has been developed iteratively, particularly in relation to phasing and infrastructure delivery. It has been developed in consultation with the community, site promoters, landowners and developers, service providers and statutory bodies, such as Warwickshire County Council's Education, Ecology, Public Health, Flooding, and Highways services, the Environment Agency, Historic England, Natural England, as well as Council services including Parks and Development Management.
- 1.13 Public consultation was undertaken on a Draft South West Rugby Masterplan SPD in October 2019. Following changes made in response to that consultation, further public consultation took place in October 2020 on a Revised Draft South West Rugby Masterplan SPD.



2 Planning Policy and Guidance

2.1 The National Planning Policy Framework (NPPF) defines Supplementary Planning Documents (SPDs) as 'Documents which add further detail to policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.'

Rugby Local Plan

2.2 The Local Plan (2019) Policies DS8 and DS9 set out the requirements for the South West Rugby allocation, in addition to these policies any proposal for the site will have to comply with Local Plan Policy DS5: Comprehensive Development of Strategic Sites. Paragraph 4.44 of the Local Plan 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 provides further detail to support compliance with Policy DS5 and achieve comprehensive development of the allocation.

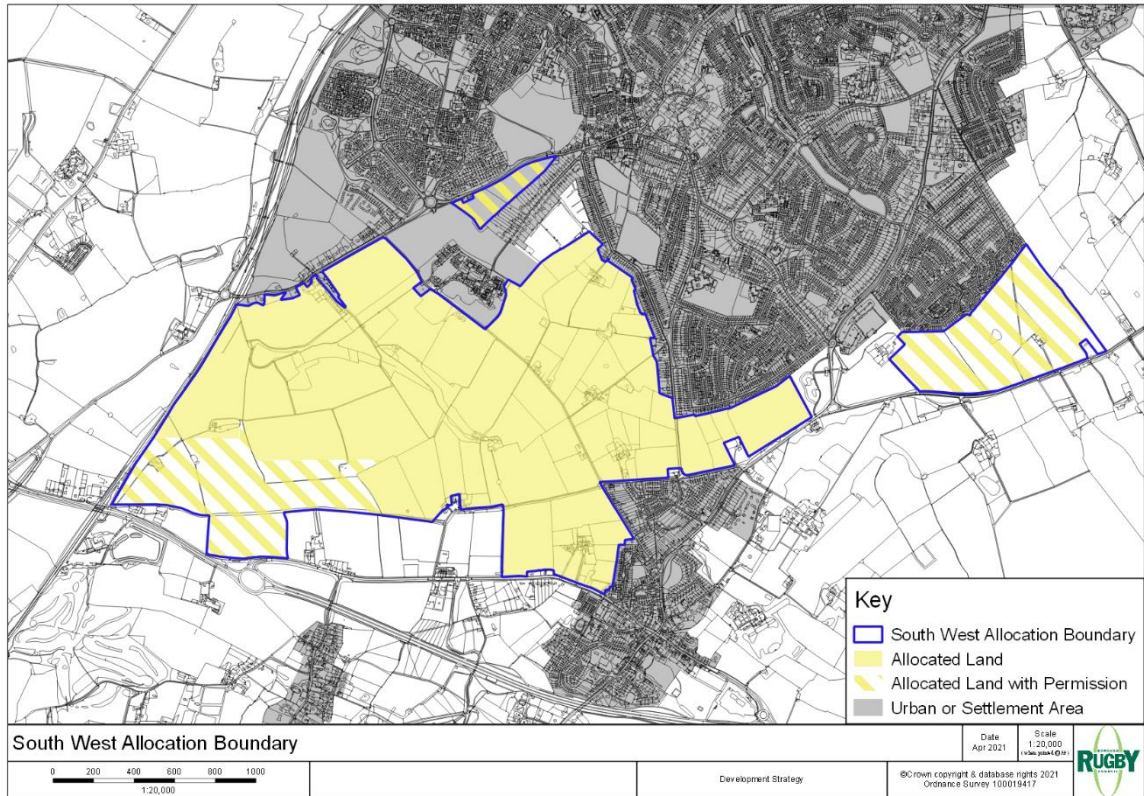
2.3 Any proposal for development on the site will be required to comply with relevant policies of the Local Plan as well as National Policy. Further specific detail on the relevant policies is included in the later sections of this SPD.

2.4 This SPD does not require a sustainability appraisal (SA) and/or a strategic environmental assessment (SEA) because an SA, incorporating an SEA, was produced for the Local Plan. In addition, it does not allocate the land; Policies DS3, DS8 and DS9 of the Local Plan perform that function and as such they were subject to the SA. However, a screening opinion on whether an SEA was required in relation to this SPD was carried out and for clarification the screening opinion is attached as Appendix C to this document.


3 The Site and its Context

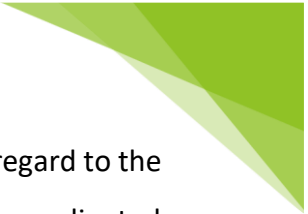
3.1 The site known as South West Rugby is shown on the outline plan below.

Figure 1: South West Rugby allocation



3.2 The allocation is approximately 390 Hectares (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 is shown on the redline plan in Appendix M to this document. The allocation also includes land in the west which has outline planning permission for 186,500 sqm of Warehousing and Distribution (Use Class B8) as well as ancillary Offices (Use Class B1a), land for a fire station and site infrastructure.

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- 3.3 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.
 - 3.4 The junction of the B4429 and the A426 at the heart of the village of Dunchurch is over 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 1 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 recent development at Cawston and the attractive residential streets of Lime Tree Avenue in the north east and Alwyn Road to the east.
 - 3.7 The South West Rugby site has multiple landowners. 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.
 - 3.8 This SPD provides a masterplan whereby 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 and blue infrastructure at its heart, and which has the capability to successfully mitigate the impacts of the development.

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- 3.9 In order for this to be successful, different landowners will need to have regard to the role their land has within the wider allocation 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. The provision of land is also required for the new schools and the fire and rescue facility.

Constraints and opportunities

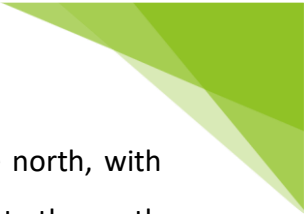
- 3.10 As part of the background evidence to the Local Plan the Council appointed David Lock Associates to provide information on the baseline opportunities and constraints for the South West Rugby allocation. This evidence is available here:

https://www.rugby.gov.uk/downloads/file/1611/oth04_south_west_rugby_-_baseline_opportunities_and_constraints_report

- 3.11 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

- 3.12 The transport network in the south of Rugby is inter-connected. The strategic and local transport infrastructure in the south of Rugby is constrained but is well 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.



3.13 Coventry Road (B4642) and the A4071 provide the 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.

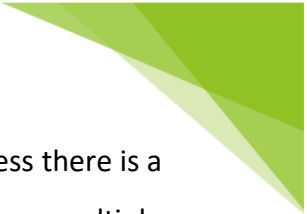
Landscape and Coalescence

3.14 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.

3.15 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.

4 Objectives

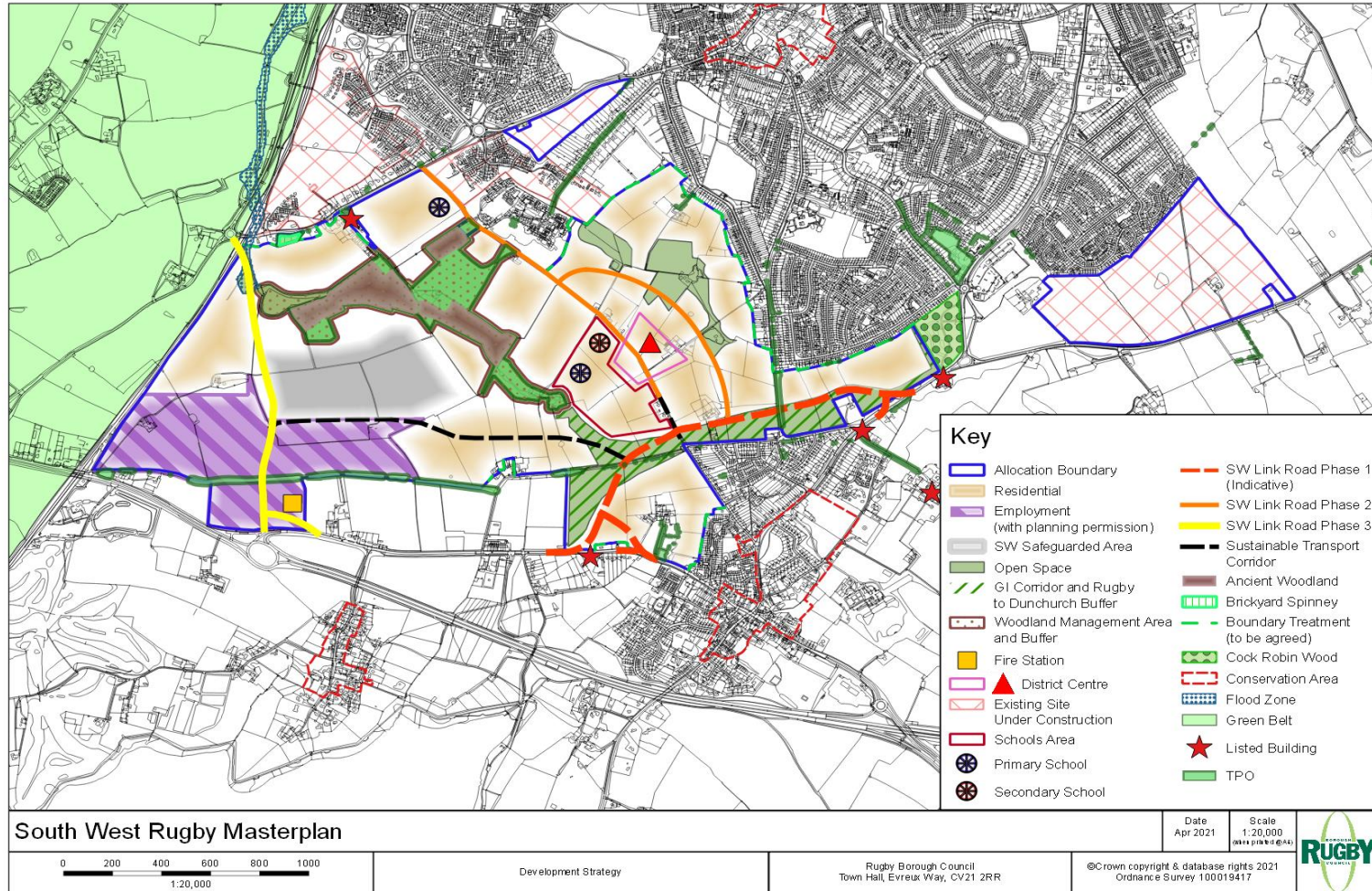
- 4.1 This SPD seeks to provide planning guidance to deliver a quality place where people want to live and work, designed according to sustainability principles. The Local Plan sets out the policy objectives for the South West Rugby allocation within the site specific Policy DS8 set out in Appendix A.
- 4.2 Given the scale of the project there is a need to ensure a coherent and co-ordinated approach to create a new neighbourhood with supporting infrastructure, delivery of the spine road network and development phasing between land ownerships to ensure that the overall policy aspirations are met.
- 4.3 In summary the objectives for the development are as follows:
- 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 district 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 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 where possible taking into account the preferred location of the spine road network and access to development parcels;
 - introduces new hedgerow and tree planting;
 - creates new habitats including a continuous tree canopy between Cock Robin Wood and Cawston Spinney for bats, taking account of the need for the delivery of the spine road network, internal access roads and the design guidance set out in Section 13 and Figure 7 of this SPD;
 - creates recreational routes for walking, cycling and running, and informal/ semi-natural open spaces and play areas; and

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- incorporates small-scale drainage/SuDs where appropriate unless there is a demonstrable benefit in combining drainage/SuDs to serve multiple development parcels;
 - 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;
 - Transport Infrastructure - the site is largely open countryside. In order to deliver the 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
 - Community 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 a sustainable development and to achieve the key aim of the NPPF (and more specifically Section 8 of the NPPF - promoting healthy and safe communities). This also relates to habitat and ecological enhancement as the provision of green infrastructure will also contribute to healthy active lifestyles.

5 South West Rugby Masterplan

- 5.1 As required by Policy DS8 this South West Rugby Masterplan SPD has been produced to guide comprehensive delivery of the site by setting out the Council's preferred 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 on-site asset of Cawston Spinney within the allocated site and also the preferred location of the spine road network as required by Policy DS9 of the Local Plan. Each section of this document will provide guidance for the development to ensure Policies DS8 and DS9 of the Local Plan are delivered.
- 5.2 The Council will only accept variations to the preferred locations of infrastructure as shown on the masterplan at Figure 2 where proposals are:
- Supported by robust evidence; and
 - An alternative Masterplan identifying any variation is agreed between the Council, Warwickshire County Council and all of the respective landowners to which the variation relates; and
 - In circumstances involving the relocation of infrastructure between landowners, the Council, Warwickshire County Council are satisfied that the infrastructure will be delivered in full and at the appropriate time and in general accordance with the approach and provisions outlined within this SPD.

Figure 2: South West Rugby Masterplan





6 Phasing and Delivery

- 6.1 South West Rugby is a long-term development which is expected to be delivered over a 20-year period and will continue to be developed beyond the time period covered by the Local Plan. Policy DS8 requires development proposals within the South West Rugby allocation to come forward comprehensively and in accordance with Policies DS8, DS9, the Policies Map, the Infrastructure Delivery Plan and this SPD. The Council will not support ad hoc or piecemeal development which is contrary to the aim of Policy DS8, or development that is inconsistent with the Masterplan for the allocation except in the circumstances set out in Paragraph 5.2 above.
- 6.2 The phasing of the allocation is extremely important to the successful and timely delivery of the site and the supporting infrastructure to support a new neighbourhood throughout the construction phase and until it is built out in its entirety.
- 6.3 The provision of necessary infrastructure to deliver the South West Rugby allocation is outlined in the Infrastructure Delivery Plan (IDP), which can be found appended to the Local Plan. In order to secure the comprehensive development of the allocation, Policy DS8, paragraph 4.63 states that the South West Rugby Masterplan SPD will include ‘detail about the phasing of development and infrastructure delivery across the site.’

Strategic Infrastructure and Phasing

- 6.4 Appendix K to this SPD sets out the strategic infrastructure and other mitigation measures and the anticipated indicative cost of each item. This is based on the Local Plan IDP with some clarification and updated costs provided. Costs may be further updated and refined as the detail of infrastructure proposals is confirmed.
- 6.5 The indicative phasing of the development parcels is contained within the map in Figure 3.
- 6.6 The delivery of infrastructure and phasing of the allocation will be governed by the principle that infrastructure should be provided in line with the appropriate phases set out in the IDP and on the map in Figure 3 in order to mitigate the impacts of development. Detailed phased delivery for all infrastructure is also set out in Appendix L.



Spine Road Network

6.7 Particular attention should be given to the delivery of the full South West Rugby Spine Road network which is expected to be commenced in phase three (2021/22 – 2025/26).

Site Specific Infrastructure Delivery

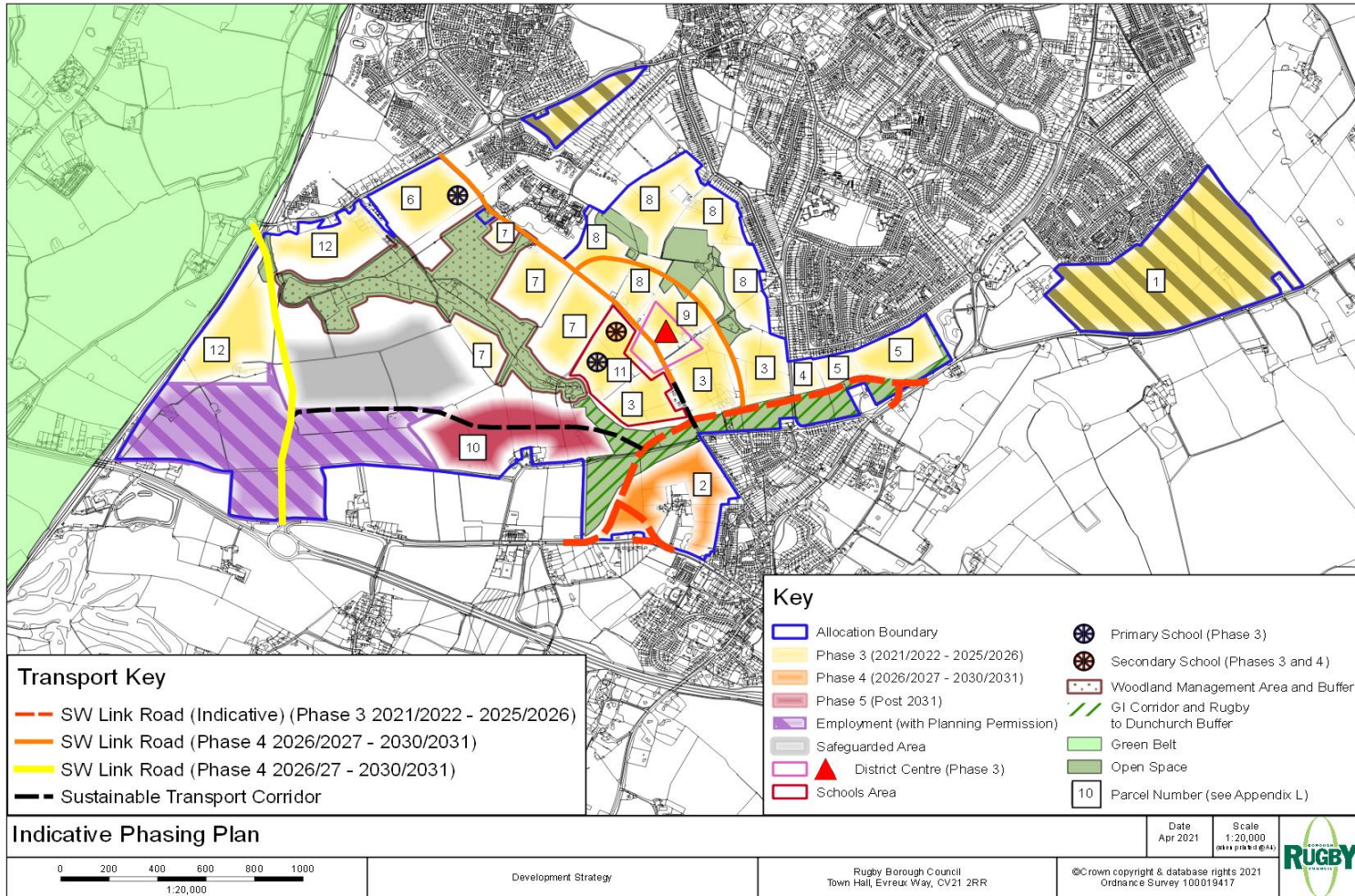
6.8 Each planning application will be expected to deliver site specific infrastructure as part of its proposals.

Securing Infrastructure Requirements

6.9 There will be a Section 106 legal agreement against each major planning application on the allocation. Each Section 106 agreement will include triggers to ensure strategic infrastructure contributions are made at appropriate times. Each Section 106 agreement will be drafted in line with a framework SW Rugby Section 106 Agreement which will set out the provisions which the Council will expect to be included in each Section 106 agreement. This is explained in detail in section 25 of this SPD.

6.10 The map in Figure 3 below identifies the key phases of delivery of the allocation and when it is expected to come forward.

Figure 3: South West Rugby Indicative Phasing Plan





7 Green and Blue Infrastructure

- 7.1 Green and blue infrastructure can deliver a wide range of environmental and quality of life benefits for local communities. Benefits can include opportunities for outdoor recreation, enhanced biodiversity and landscapes, climate change mitigation, management of flood risk and reduction of air and noise pollution. It can consist of a range of spaces and assets for example, parks, playing fields, other open space, woodland, allotments, gardens, trees, and features such as streams, ponds and other water bodies.
- 7.2 Green and 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 and blue infrastructure assets and how they are integrated into the future layout of the masterplan.

Green Infrastructure and coalescence

- 7.3 A central principle of this SPD is to ensure that the green and 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 of the Local Plan taking account of the need for the delivery of the spine road network, internal access roads and the design guidance set out in Section 13 and Figure 7 of the SPD.
- 7.4 The development of the allocation will need to be set within the context of the green and 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.


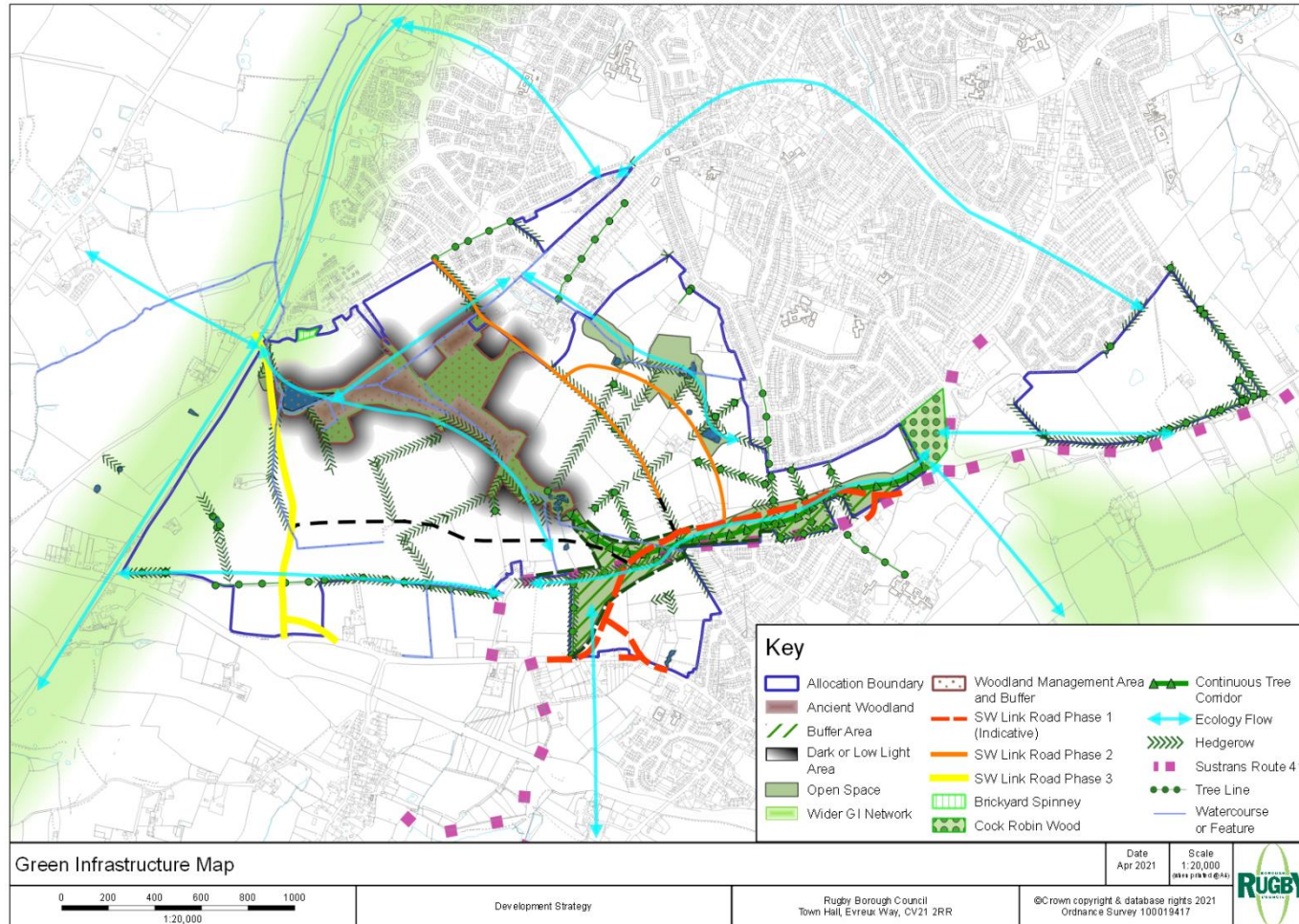
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- 7.5 Cawston Spinney, Fox Covert and Boathouse Spinney collectively provide a central asset within the development area. These should be at the heart of the strategic green and blue infrastructure network connecting with other Local Wildlife Sites such as Cock Robin Wood, open space, and biodiversity features. Opportunities also exist to enhance the structure of the landscape through replanting and regeneration of primary hedgerow boundaries.
- 7.6 One such strategic green and blue infrastructure corridor will extend from the disused railway line on the West edge of the allocation through to Cawston Spinney and then along to Cock Robin Wood to the East. This will help form part of a link that extends further Eastwards to Bilton Grange School grounds and eventually connecting to the Ashlawn cutting disused railway line.
- 7.7 The green and blue infrastructure will need to be designed to contribute towards the overall character, quality and amenity of the public realm and positively integrate surface water drainage features and existing reservoirs/ponds. 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.
- 7.8 The Homestead link road section will be situated adjacent to the open space corridor that provides a buffer between Rugby and Dunchurch. This will provide an opportunity to incorporate surface water drainage features to manage run-off from the road. The detailed design of any SuDS features should be discussed with Warwickshire County Council as Lead Local Flood Authority (LLFA) for further advice. Further guidance is provided in section 12 of this SPD.
- 7.9 Figure 4 below identifies the main green and blue infrastructure features in the allocation and the connecting areas.

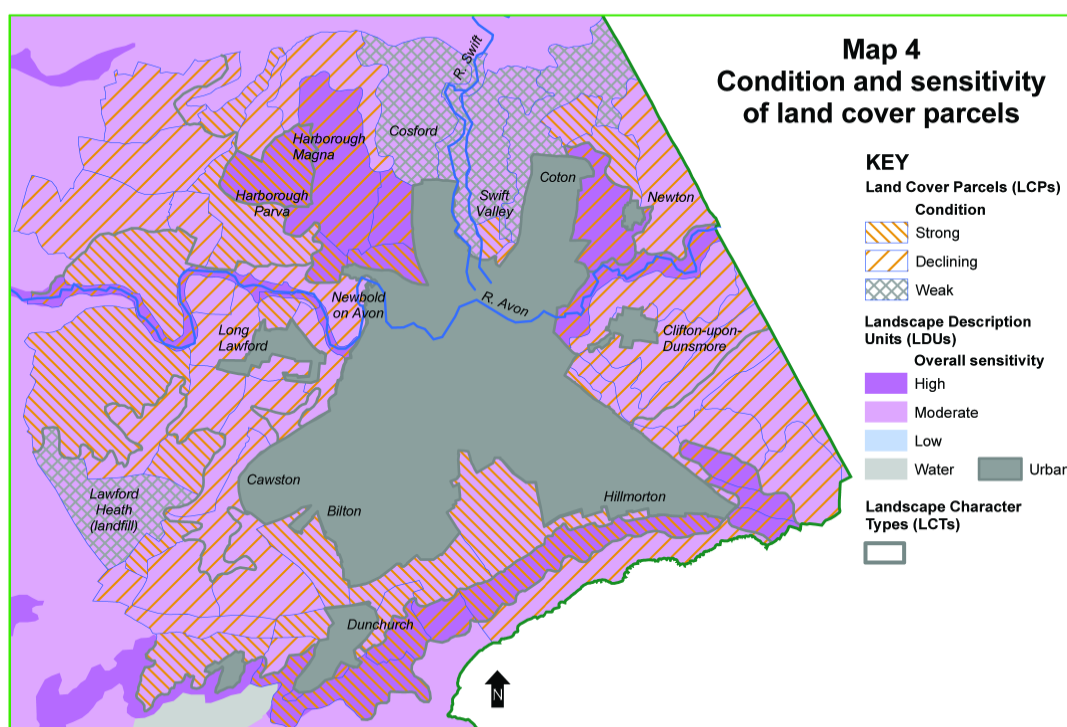
Figure 4: South West Rugby Green and Blue Infrastructure Plan



8 Rugby to Dunchurch Landscaped Buffer

- 8.1 Policy DS8 of the Local Plan 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 Figure 2 of this document.
- 8.2 The allocation has been subject to landscape sensitivity studies in 2006, and a Landscape Assessment of the Borough of Rugby Sensitivity and Condition Study 2017. Figure 5, from the 2006 Landscape Study shows the condition and sensitivity of the gap while Figure 6 from the study on the sensitivity of the Rainsbrook Valley Landscape (January 2017), shows its high level of sensitivity.

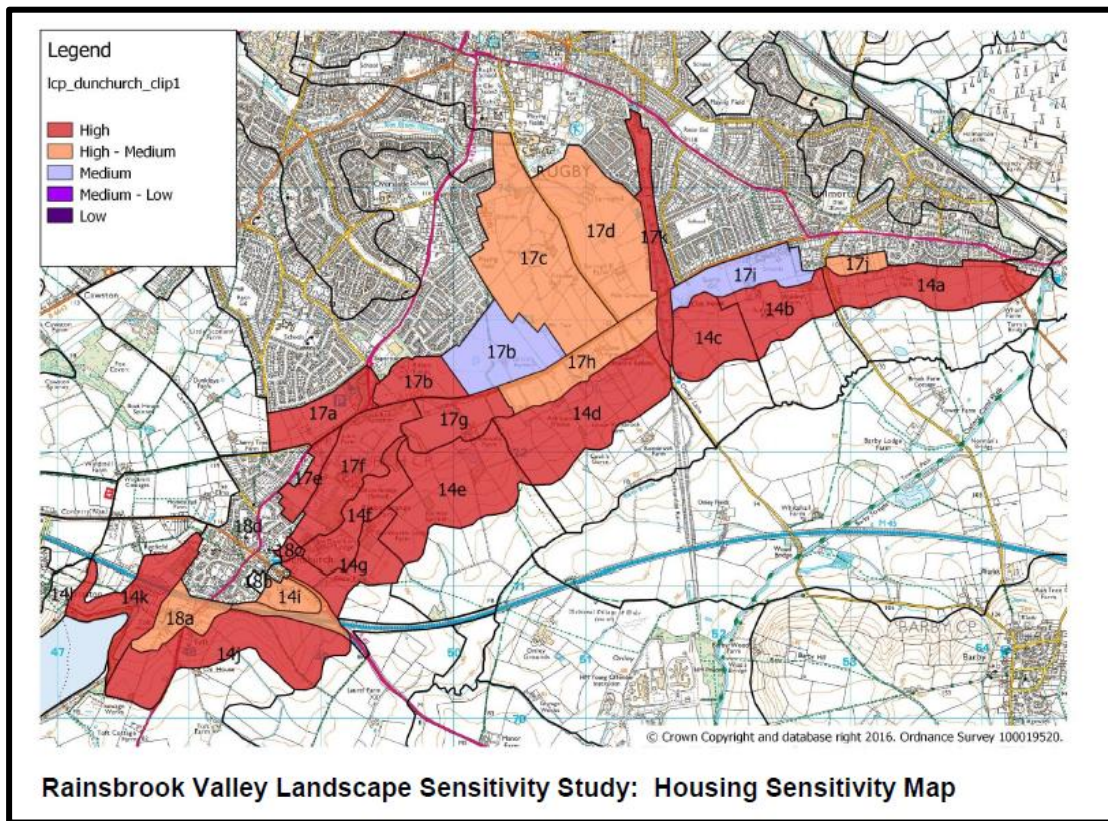
Figure 5: Condition and Sensitivity of Land Parcels (from 2006 Study)



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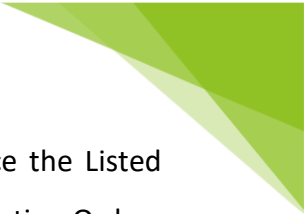
Figure 6: Housing Sensitivity Map (2017 Study)



8.3 Site 17a on the map in Figure 6 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."

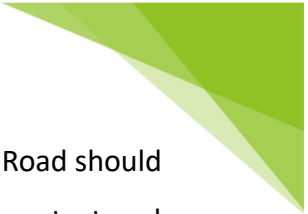
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- 8.4 Site 17a was concluded to be of 'high sensitivity' because the zone comprises the last gap separating Rugby and Dunchurch. A key objective of Policy DS8 is to provide a buffer between Dunchurch and Rugby that is of a width significant enough to maintain a physical and visual separation between these two distinct settlements and prevent coalescence.
- 8.5 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.
- 8.6 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 its design, the Homestead Link Road itself and the development parcels adjoining the Link road and the buffer.
- 8.7 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.
- 8.8 In addition, this planting along with the creation of new habitats for biodiversity, new recreational routes and informal/semi-natural open spaces will contribute to the green infrastructure network. These open space typologies will form part of the allocation's open space provision.

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- 8.9 This will provide further wider 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.
- 8.10 Uses within the buffer should be informal with the objective of maintaining the existing character, such as 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 open spaces. Formal playing pitches, changing rooms and 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.
- 8.11 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. Such features will only be considered by the Council if they are required to mitigate the impacts of the development on the existing residents of Dunchurch.
- 8.12 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 applicants should have regard to the following requirements for each section of the buffer.




Section 1: Cock Robyn Wood to Alwyn Road

- 8.13 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. New planting will contribute towards biodiversity enhancements and the creation of the green infrastructure corridor.
- 8.14 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 and semi-natural play areas.
- 8.15 Surface water flooding occurs to the rear of properties to the south of Montague Road in the north eastern part of Section 1 of the buffer. 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 Warwickshire County Council Highways and the Lead Local Flood Authority (LLFA) to confirm if this will be necessary in terms of the design of the Link Road.

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- 8.16 The landscaped buffer in Section 1 between Cock Robin Wood and Alwyn Road should minimise any impact on the setting of the Grade II listed 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. There should be an adequate separation between the existing residential property and the Link Road.

Section 2 – Alwyn Road to Cawston Lane

- 8.17 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.
- 8.18 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 open spaces. 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.
- 8.19 As with Section 1, functional separation should be maintained to ensure a clear physical and visual 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.

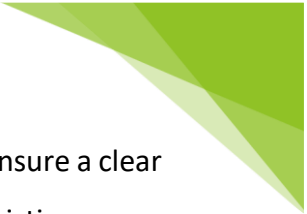


8.20 Some areas of the allocation are at risk from surface water flooding as shown on Environment Agency mapping. These areas depict existing overland flow routes and low points in the topography. Site layouts should consider this existing surface water flood risk. Flood risk management seeks to manage surface water runoff arising from development where they occur, consequently it is not appropriate to include large-scale SuDS attenuation in the buffer area. As in Section 1, small scale drainage may be appropriate within the buffer, particularly in relation to surface water runoff arising from the Link Road. Further discussion is required with Warwickshire County Council Highways and the LLFA to confirm if this will be necessary in terms of the design of the Link Road.

Section 3 - Cawston Lane to the South West Rugby allocation boundary North of B4429

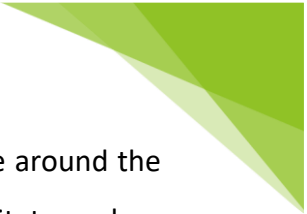
8.21 Currently in Section 3 there is no visual or physical relationship and only a limited functional relationship between the settlements of Rugby and Dunchurch. However, the parcels of future development will change this relationship. These are land north of Coventry Road (Parcel 2), land west of Cawston Lane (Parcel 3) and land adjacent to Windmill Farm (Parcel 10) (all Parcels are shown on Figure 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 and the buffer must be maintained throughout.

8.22 The Section 3 buffer should provide separation between the southern extent of the new residential development Parcel 3 and the northern extent of the new residential development Parcel 2. 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 Parcel 2 at Dunchurch and the new residential development Parcel 10, 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.

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- 8.23 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.
- 8.24 It would also be appropriate for the furthest west part of the buffer, between the north west boundary of Parcel 2 and the southern boundary of Parcel 10, to be retained as open green space. This would create a more gradual transition to the wider countryside beyond the South West Rugby allocation boundary.
- 8.25 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.
- 8.26 Some areas of the allocation are at risk from surface water flooding as shown on Environment Agency mapping. These areas depict existing overland flow routes and low points in the topography. Site layouts should consider this existing surface water flood risk. Flood risk management seeks to manage surface water runoff arising from new development where they occur, consequently it is not appropriate to include large-scale SuDS attenuation in the buffer area. As in Section 1, small scale drainage may be appropriate within the buffer, particularly in relation to surface water runoff arising from the Link Road. Further discussion is required with the local highway authority and the LLFA to confirm if this will be necessary in terms of the design of the Link Road.


9 Woodland Management

- 9.1 Cawston Spinney is an area of mixed woodland, protected by a 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.
- 9.2 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 (such as ancient woodland and ancient or veteran trees) should be refused unless there are wholly exceptional reasons.
- 9.3 The Woodland Management Plan is set out in Appendix N and details opportunities to protect and enhance biodiversity. These enhancements are to be measured through the Warwickshire, Coventry and Solihull Biodiversity Impact Assessment (BIA) tool, which is derived from the Defra metrics so that any gains can be used to offset any losses from the wider development area – see Paragraphs 13.9 and 13.10 of this SPD for further details.
- 9.4 Rugby Borough Council's Tree Officer and Warwickshire County Council Ecology have provided specific advice to inform this SPD. The appended 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 Local Plan will be a key consideration.
- 9.5 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.

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- 9.6 In accordance with the Natural England Standing Advice the buffer zone around the ancient woodland at Cawston Spinney should consist of semi-natural habitats, such as woodland, or a mix of scrub, grassland, heathland and wetland planting. Consideration should also be given at the planning application stage to opportunities to position open space in those areas around Cawston Spinney which are not ancient woodland (and so will not be protected by the ancient woodland buffer), as well as in areas beyond the ancient woodland buffer zone, to assist with the mitigation of the impacts of development on this biodiversity asset. As a minimum, light levels along the dark corridors should be expected to achieve lux levels of < 1 (i.e. up to twilight conditions), in accordance with current best practice guidance (Bat Conservation Trust and the Institute of Lighting Proposals, Guidance Note 08/18, 'Bats and artificial lighting in the UK'). Surface water run off from development may affect the woodland as parts of the site are undulating, which will need to be taken into account in terms of design.
- 9.7 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. The Council's Tree Officer, Natural England and Warwickshire County Council Ecology will be consulted to comment further on this aspect in detail at the planning application stage.

Rugby Borough Council's Woodland Management Plan

- 9.8 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.



9.9 The Council Parks Team’s preferred option is for Cawston Spinney and associated open space to be transferred to the Council through Section 106 agreements to ensure that the Woodland Management Plan is implemented and to ensure future protection of the woodland. The Council will seek to work in partnership with a third sector organisation to help deliver the agreed Woodland Management Plan. The Council would also be willing to manage informal open space throughout the South West Rugby allocation through S106 agreements.

10 Open Space

- 10.1 Local Plan 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 and blue infrastructure network across the allocation including the creation of a continuous green infrastructure corridor between Cawston Spinney and Cock Robin Wood.
- 10.2 The requirement for children's play space is set out in Table 1 below. The play space will need to be divided into 1-2 Neighbourhood Equipped Areas for Play (NEAP) and multiple LEAPs. The requirements for these play areas can be found in Appendix F. The majority of the green and blue infrastructure network will be publicly accessible, but it can include a variety of different types of open space including school playing pitches. Natural and semi-natural open space should be located within green/blue infrastructure corridors, around Cawston Spinney and in the Rugby to Dunchurch landscaped buffer. Constraints on the location of certain types of open space are identified in Table 1 and elsewhere in this SPD, for example no formal playing pitches in the Rugby to Dunchurch landscaped buffer.
- 10.3 The apportionment of open space between typologies is likely to favour natural and semi-natural typologies, rather than formal spaces in order to concentrate the need to maximise green infrastructure between Cock Robin Wood and Cawston Spinney. Further guidance to assist with the design open space and creating healthy active lifestyles can be found in Sport England's Active Design guide which can be found here <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>. The Active Design Checklist provides a useful tool for applying Active Design principles to a specific proposal and assessing the ability to deliver more active and healthier outcomes. The Checklist can be found here <https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/active-design-checklist-oct-2015.pdf?az73PYXRmKYaXMfLu8BCxgXSByeiAQ1d>


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- 10.4 Open space and sports facilities will be negotiated on a site by site basis unless a comprehensive site-wide approach is agreed between landowners and the Council which results in better quality and more accessible open space and sport facility provision on the site whilst adhering to the overall need to comply with policy in consultation with the Rugby Borough Council's Parks department. Sports provision will require consultation with Sport England to ensure adequate provision and funding is secured.
- 10.5 Policy HS4 of the Local Plan requires that new open space should be accessible and should avoid any significant loss of amenity to residents, neighbouring uses or biodiversity. Cawston Spinney's importance in terms of biodiversity means that the use of the woodland as new open space would be contrary to Policy HS4. It would also be contrary to Policy NE1 of the Local Plan which seeks to protect designated biodiversity assets.

Table 1: Open Space Provision by Type

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

Open Space	Adopted Standard (ha per 1000 pop)	Provision required on-site (ha)	Comments on provision
Children's Play	0.2	$0.2 \times 9.6 = 1.92$	Within residential development parcels or as buffers between parcels (See Appendix F also). Formal children's play not located in the buffer between Rugby and Dunchurch.
Natural and Semi-Natural Green Space	2.5	$2.5 \times 9.6 = 23.94$	Ancient woodland buffer and part of green/blue network. Comparatively, more natural and semi-natural typology should be provided in favour of other typologies to maximise green infrastructure, especially within green/blue corridors, Rugby to Dunchurch landscaped buffer and around Cawston Spinney.
Parks & Gardens	1.5	$1.5 \times 9.6 = 14.36$	Required as a typology in South West Rugby but <u>some of the requirement could instead be delivered</u> in the form of <u>the</u> natural and semi-natural <u>green space typology typologies</u> to be concentrated within green/blue corridors, Rugby to Dunchurch landscaped buffer and around Cawston Spinney.
Amenity Green Space	1.1	$1.1 \times 9.6 = 10.53$	This typology may be used in support of green infrastructure and within Rugby to Dunchurch landscaped buffer.
Allotments	0.65	$0.65 \times 9.6 = 6.22$	Suitable provision should be included in South West Rugby.
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	$0.38 \times 9.6 = 3.64$	Rugby could be provided as extensions/ improvements to existing clubs or on site. The preference is for football to be accommodated on a multi pitch site with ancillary provision on site. Football and cricket can be an on site, co-located hub with shared ancillary provisions. Any hub site provided as part of the secondary school would be additional to the secondary school playing pitches and should have community use secured. Pitch quality should be in accordance with Sport England guidance: Natural Turf for Sports Design Guidance.
Cricket	0.23	$0.23 \times 9.6 = 2.20$	
Rugby	0.32	$0.32 \times 9.6 = 3.06$	
Total		65.87 Ha	



11 Climate Change

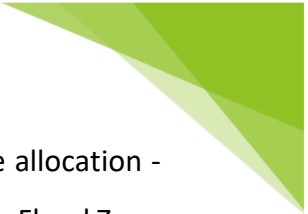
- 11.1 The Council recognises the importance of climate change and the role which it has in responding to this issue. The Council adopted a motion to declare a climate emergency at its meeting on the 18th July 2019. In declaring a climate emergency the Council has committed to action to combat climate change.
- 11.2 Paragraphs 149-154 of the National Planning Policy Framework 2019 (NPPF) outline national planning policy considerations in relation to planning for climate change. This includes taking a proactive approach to mitigating and adapting to climate change, and seeks to ensure new development avoids increased vulnerability to the range of impacts arising from climate change and help reduce greenhouse gas emissions such as through its location, orientation and design.
- 11.3 Planning applications should support the transition to a low carbon future in a changing climate, taking full account of flood risk and minimising energy consumption.
- 11.4 The successful implementation of the South West Rugby allocation will contribute to the combatting of climate change through the achievement of several of the policy objectives for the allocation set out in Policy DS8 in the Local Plan. These are addressed in more detail in this SPD such as the creation of a new mixed use neighbourhood that prioritises pedestrian and cycle movements and maximises public transport access; reducing emissions; and enhancing the green/blue infrastructure network through incorporating a new green infrastructure corridor and the Rugby to Dunchurch landscaped buffer that integrates open space and biodiversity, protects Cawston Spinney and includes small-scale drainage and SuDs.

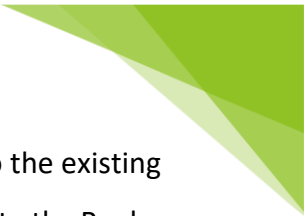


12 Flooding and Sustainable Drainage

- 12.1 A sub-regional Water Cycle Study¹ undertaken with 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.
- 12.2 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.
- 12.3 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 Flood Risk Assessments to be submitted in support of planning applications on the site.
- 12.4 The removal/alteration of existing watercourses must not take place without the written consent of the Lead Local 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.

¹https://www.rugby.gov.uk/downloads/download/43/warwickshire_water_cycle_study

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- 12.5 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 fluvial 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. Inappropriate development (including Sustainable Drainage Systems (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 masterplan set out in this SPD provides the strategic context for this.
- 12.6 Development should facilitate the delivery of an on-site 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 LLFA's 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/>).
- 12.7 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 (2015, or the most recent edition).

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- 12.8 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 within the allocation.
- 12.9 The underlying geology comprises bands of mudstone, siltstone, limestone and sandstone, and the allocation is 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 in excess of 10 units will be required to consult the LLFA which gives detailed advice on flooding.
- 12.10 Flood Risk Assessments submitted in support of planning applications on the site should assess the flood risk from all sources and identify options to mitigate flood risk to the development, allocation users and surrounding area. Whilst it is acknowledged that individual parcels may come forward at different times and be under different ownerships, consideration to the flood risk of the wider site and working with other promoters is encouraged where possible to help support a comprehensive assessment and drainage strategy. In addition, as individual parcels come forward, construction management plans must consider surface water, run off and silt and manage flows during construction and until the adjacent parcel is developed. The above measures are also relevant for the DS8 requirement for consultation with the LLFA to identify any potential hydrological mitigation, particularly with regard to potential hydrological impacts on Draycote Meadows Site of Special Scientific Interest. The LLFA has a developer guidance document which details, amongst other things, how to determine the required attenuation, discharge rates etc:



<https://apps.warwickshire.gov.uk/api/documents/WCCC-1039-95>.

Water management and sewerage

12.11 Planning applications are required to demonstrate that all surface water discharges have been carried out in accordance with the principles laid out within the drainage hierarchy, in such a way that a discharge to the public sewerage systems are avoided, where possible.

12.12 A foul and surface water drainage strategy is required to support planning applications on the site. It is encouraged that developers contact Severn Trent at the earliest opportunity to discuss the site drainage strategy.

Water efficiency

12.13 Development proposals should demonstrate that the estimated consumption of wholesome water per dwelling is calculated in accordance with the methodology in the water efficiency calculator, this should not exceed 110 litres/person/day. All developments should demonstrate that they are water efficient, where possible incorporating innovative water efficiency and water re-use measures. The Council will encourage developers to consider sustainable drainage, further guidance can be found here:

<https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges/>

13 Biodiversity

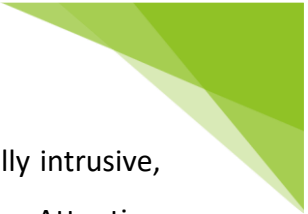
13.1 There are a number of green and blue infrastructure and biodiversity assets within the allocation. These assets form a base that can be secured and enhanced to form a green infrastructure network of sites and corridors within the allocation boundary and into the wider countryside.

13.2 These green and 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’ December 2016 https://www.rugby.gov.uk/downloads/download/32/warwickshire_coventry_and_solihull_green_infrastructure_strategy 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”

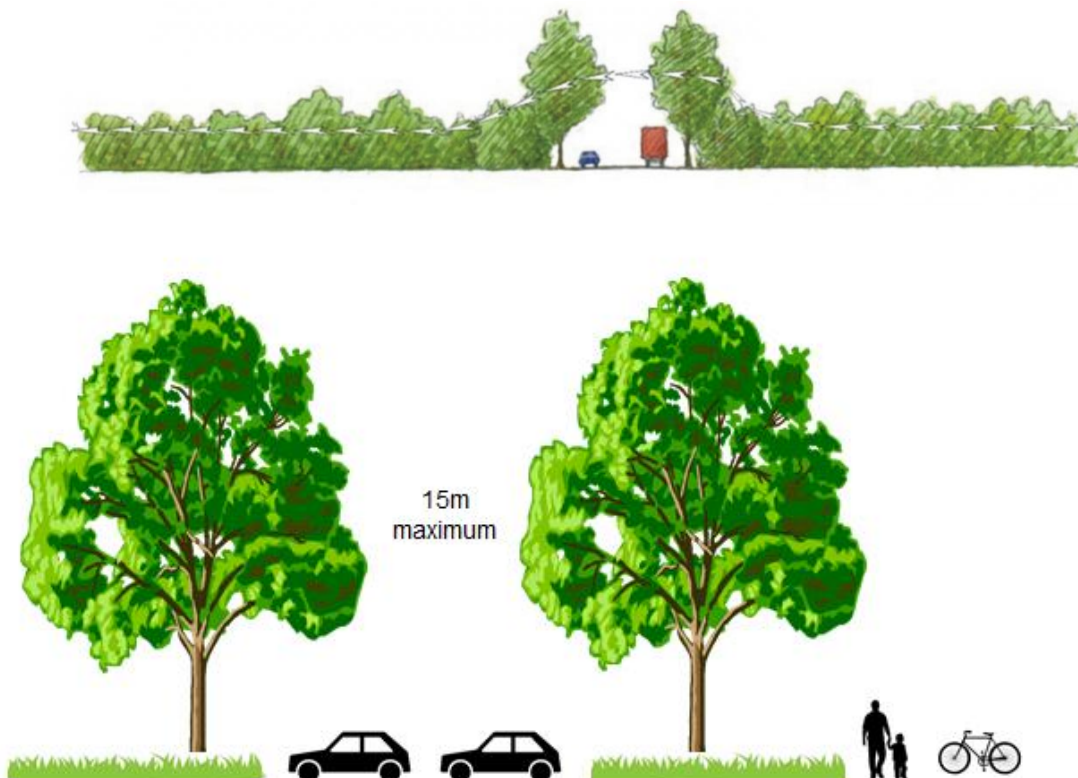
13.3 The landscape quality of the urban fringe countryside receives particular attention, and the document highlights that these sections have a key influence on how the overall characters of the Warwickshire landscapes are perceived and enjoyed. It goes on to say that:

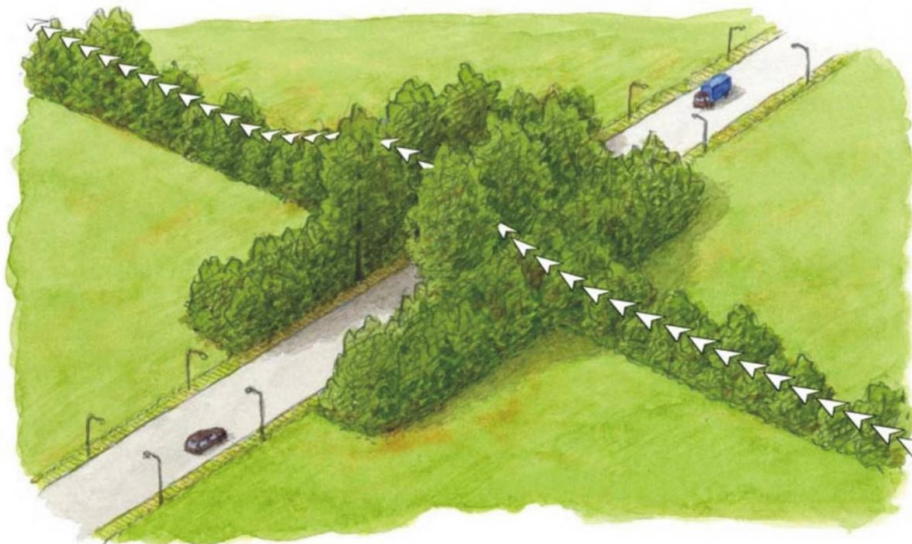
“Rural urban fringe landscapes close to the main towns are widely recognised as highly important to people’s experiences and quality of life. Opportunities should be sought to reinforce and enhance landscape character, by creating new and maintaining existing Green Infrastructure, linking urban areas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

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- 13.4 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 Local Plan Policy NE3. Development will also need to consider Local Plan Policy NE1 that requires an assessment of any impacts on protected and priority species and to ensure that there is a net gain in biodiversity for development proposals.
- 13.5 Development provides an important opportunity to secure Cawston Spinney's long-term protection and habitat conservation, maintaining the existing network of public footpaths and supporting the protection of the wider green infrastructure asset. Essential to maximising existing biodiversity assets is the need to create a green and blue infrastructure network throughout the whole allocation and into the wider countryside. One such strategic green and blue infrastructure corridor will extend from the disused 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 in Figure 4.
- 13.6 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.

- 13.7 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.
- 13.8 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. Figure 7 below shows how new development can help enhance biodiversity. These are key principles in line with the requirements of Policy NE3 of the Local Plan. It is acknowledged that there may be circumstances, such as the construction of the South West Rugby Spine Road network, where it may not be possible to retain all biodiversity features. Any loss of biodiversity features should be justified as part of the planning application process and mitigation measures identified.

Figure 7: Possible Biodiversity Enhancements to enable species movement





- 13.9 Policy NE1 of the Local Plan 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 allocation.
- 13.10 This baseline is provided in Appendix H. 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 within the allocation or arrange offsets of 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 agreement.

14 Housing Mix and Affordable Housing

- 14.1 Local Plan Policy H1 requires a housing mix which is consistent with the latest Strategic Housing Market Assessment (SHMA). The most recent SHMA at the time of writing this SPD was from 2015 and forms part of the Local Plan evidence base. The housing mix required by this document is outlined in Table 2 below. This will be superseded when a new SHMA (or alternative equivalent document) is published.
- 14.2 Local Plan Policy H2 requires greenfield sites to provide 30% affordable housing. The tenure and mix of the affordable housing should also be in compliance with the latest SHMA. The Council will expect a mix of 84% either social or affordable rented and 16% intermediate affordable housing products, as detailed in the 2015 SHMA (or as subsequently amended). The target levels will be expected to be provided on each individual site within the allocation unless the local planning authority is satisfied by robust financial viability evidence that development would not be financially viable at the relevant target level. Section 26 of this SPD provides further details as to the viability evidence that the local planning authority will expect to be provided if a request is made to reduce the overall affordable housing requirements from that set out here. The specific provision and mix of a site will be informed by evidence available at the time of application.
- 14.3 The analysis in the SHMA has shown that there is a predominant long-term marginal requirement for future affordable housing for three-bed properties relative to the Housing Market Area as a whole, but in general a greater need is identified for the smaller properties, as identified in the table below.

Table 2: Housing Mix from 2015 SHMA

	1-bed	2-bed	3-bed	4+bed
Market Housing	5-10%	25-30%	40-45%	20-25%
Affordable Housing	30-35%	30-35%	20-25%	5-10%

- 14.4 The tenure and mix of affordable housing in line with the Council's requirement will be determined at the time the application is considered and secured as part of the S106 agreement. This is explained further in Sections 25 and 26 of this SPD.




Self-build and custom housebuilding

- 14.5 Local Plan Policy H1 states that “Sustainable Urban Extensions will be expected to provide opportunities for self-build and custom build as part of the mix and type of development”. Since 2016, demand for self-build and custom housebuilding within Rugby Borough has been met through the granting of suitable planning permissions. The role of South West Rugby is to help to meet any unmet demand which cannot be provided through suitable planning permissions.
- 14.6 Where there is evidence that the demand for self-build and custom housebuilding is not being met through the granting of suitable planning permissions, the Council will work with the developers within the South West Rugby allocation to identify opportunities to meet this demand within the allocation area. This would involve identifying potential suitable plots, defining phasing plans and separate access works for self-build plots if necessary, and appropriate marketing strategies.
- 14.7 The exact number of custom and self-build plots will be negotiated at planning application stage and secured by a Section 106 Agreement.


Specialist Housing


- 14.8 Local Plan Policy H6 states that: “Development proposals on Sustainable Urban Extensions will be expected to provide opportunities for the provision of housing to meet the housing needs of older persons, including the provision of residential care homes.” The SHMA identifies that a key driver of change in the housing market over the plan period will be the growth in the population of older people.
- 14.9 There is estimated to be a 122% increase in the 85 and over age group over the life of the Local Plan and a total increase of over 55 year olds of 51%. Such evidence demonstrates a clear need for housing for older people in the Borough.

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- 14.10 Specialist housing will be expected to come forward in line with the need identified in the latest Strategic Housing Market Assessment (SHMA) and Local Plan Policy H6. The SHMA provides an indication of the levels of demand expected in the Borough over the course of the plan period. This identifies an annual requirement across the whole Borough for market Extra Care provision of 72 units and 22 affordable Extra Care units. The Council considers that South West Rugby could provide opportunities for a variety of different housing products to meet older people's needs, including Extra Care.
- 14.11 Having regard to up to date local evidence, consideration should be given to the potential to meet the housing needs of older people as part of the preparation of planning applications for individual sites within the South West Rugby allocation.
- 14.12 Crucial to the assessment of planning applications for specialist housing within South West Rugby will be the ability of future residents to access essential services, including public transport, shops and appropriate health care facilities. Further detail on this can be found in the Housing Needs SPD.
- 14.13 Housing to meet the needs of older persons and those members of the community with specific housing needs would include a proportion of homes which meet the Category 2: Accessible and adaptable or Category 3: Wheelchair user dwellings. Requirements are found under part M of the Building Regulations.
- 14.14 Development should provide for the appropriate integration of affordable housing and market housing, in order to achieve an inclusive and mixed community. Affordable housing should be indistinguishable from market housing in terms of design and materials and be dispersed throughout development parcels. Further detail on this can be found in the Housing Needs SPD.

15 District Centre

- 15.1 Policy DS8 of the Local Plan identifies that a new mixed use District Centre is to be delivered and the Council's preference is that it is within the centre of the South West Rugby allocation, well connected to the sustainable transport network. The District Centre's function is to provide a range of services and facilities to serve the entire allocation.
- 15.2 Policy DS8 sets out the services and facilities to be provided at the District Centre as follows:
- A convenience store (Use Class A1) plus other retailing (Use Class A1 to A5) with residential or office uses provided on upper floors (note: please see paragraph 15.5 below for changes to these Use Classes since the Local Plan was adopted);
 - 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.
- 15.3 In addition, Policy DS8 also identifies that one secondary school, co-located with a two form entry primary school, is located close to community facilities within the District Centre; and that other local facilities will be located in appropriate sustainable locations within or outside the District Centre.
- 15.4 Policy DS8 is designed to be flexible so that additional market demand could be accommodated through the provision of "other retailing" or "other local facilities" but it is the Council's aspiration that the majority of services and facilities are focused within a single District Centre. Other retailing and local facilities will be acceptable in other appropriate locations across South West Rugby provided that:
- They complement the intended function of the District Centre;
 - Are required outside the District Centre to assist and facilitate good design and place-making; and
 - Do not lead to the delivery of additional district or local centres that detract from the role and function of the mixed District Centre required by Policy DS8.

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- 15.5 On 21 July 2020, the Government published the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 which came into force on 1 September 2020 and made significant changes to the Use Classes. Of relevance to the South West Rugby District Centre are the following changes:
- The previous Use Classes of A1 (Shops), A2 (Financial and Professional Services) and A3 (Food and Drink) are incorporated into a new Use Class E – Commercial, Business and Service. The new Use Class E also contains Offices, Research and Development, Industrial Processes (previously Use Class B1), Clinics, Health Centres, Creches, Day Nurseries (previously Use Class D1) and Indoor Sport, Recreation or Fitness (previously Use Class D2).
 - The previous Use Classes of A4 (Drinking Establishments) and A5 (Hot Food Takeaways) are now Sui Generis. This means they do not fall into any use class and changes to and from these uses will be subject to full consideration through the planning application process.
- 15.6 Planning applications for the District Centre and other facilities will be determined in accordance with the changes to the Use Classes as set out above or such changes as may have been made to the Use Classes at the time of the planning application.
- 15.7 The Local Plan anticipates a modest level of retail growth in Rugby over the life the Local Plan and focusses that growth within Rugby Town Centre. The intention of the District Centre at South West Rugby is to complement rather than compete with Rugby Town Centre allowing residents and workers to undertake day-to-day activities, such as convenience shopping, while minimising the need to travel.
- 15.8 The policy requirements of Policy DS8 identify a minimum range of services and facilities considered commensurate with an allocation of this size. The Council will support the provision of up to 11,500 sqm gross floorspace within Use Class E, Drinking Establishments and Hot Food Takeaways in the District Centre. Any planning application for the District Centre will need to be supported by robust market retail evidence demonstrating that the proposed quantum of floorspace is appropriate for the new community and a viable new District Centre.

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- 15.9 Local Plan Policy DS8 requires the provision of a single mixed-use District Centre at South West Rugby, as opposed to a District Centre and a network of Local Centres. This is to ensure a critical mass of facilities and services to serve the whole allocation.
- 15.10 Local Centres provide a limited range of services for residents within immediate walking distance whereas a District Centre serves a larger area and provides a wider range of services and facilities. The South West Rugby District Centre's central location is vital to ensure it is accessible to the entire allocation.
- 15.11 The proximity of existing Local Centres within the Rugby Urban Area to the South West Rugby allocation and the range of services and facilities provided at those Local Centres has been considered – see Appendix O of this SPD.
- 15.12 Although the existing Local Centres provide a range of services and facilities, they are all in excess of a 10 minute walk. This means that these existing Local Centres are not considered easily accessible to the future residents of South West Rugby. The provision of one new District Centre helps to ensure a sufficient range of services and facilities are available to meet the needs of the new population, without the risk of increased trip generation outside the allocation. Increased trips outside the allocation would undermine the sustainability of the allocation and counter the objective to create sustainable patterns of travel and overall objective of combatting climate change, as detailed in Section 11 of this SPD.
- 15.13 A single outline or full planning application is expected to be submitted for the District Centre. This is to ensure a cohesive scheme with the highest design standards which will create a distinct, high quality place.
- 15.14 The District Centre should be fully compliant with and where possible exceed national design guidance. A high quality public realm will be used to knit the District Centre together to produce a distinct sense of place. Where appropriate, the use of tree planting will be encouraged as a reflection of Cawston Spinney to give the District Centre a unique, locally distinctive identity.

16 Education and Community Facilities

- 16.1 The scale of new housing proposed means that development will generate demand for additional community services and facilities. Allocation wide 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.
- 16.2 Policy DS8 and the Infrastructure Delivery Plan detail the onsite infrastructure to support the allocation. Local Plan Policy DS8 requires the following facilities to be provided:
- A 3 GP Surgery, rising to 7 GP Surgery
 - Provision for a Safer Neighbourhood Team. The existing police premises within the borough operate at capacity. New premises will be required within the allocation 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 close to community facilities within the District Centre
 - Two further primary schools, each to be two form entry, with at least one rising to three form entry, as necessary
 - Other local facilities to be located in appropriate sustainable locations within or outside the District Centre (see Paragraph 15.4)
 - Land for an onsite fire and rescue provision.



Education

- 16.3 Development of the allocation will be required to deliver two primary schools, one of which should be co-located with the secondary school close to the District Centre. A further primary school is being provided as part of the Ashlawn Road approval (see Appendix M for details).
- 16.4 As set out in Appendix K the calculation provided by Warwickshire County Council estimates a sum of £37million² will be required as a contribution toward school places for the allocation. This also makes an assumption about the mix and tenure of the dwellings on site. The financial contribution is based on the number of pupils the proposed housing is likely to generate and also includes on-site nursery provision at the primary schools.
- 16.5 The location of the school or schools as shown on the Masterplan (see Figure 2) are intended to meet the policy requirements of Policy DS8 by being close to the District Centre and are the Council's preferred broad location for schools on the site. The location of the school or schools put forward in a planning application does not have to be in this exact location. However, the local education authority will expect the school site to meet specific requirements or to include appropriate mitigation. The list of requirements can be found in Appendix D - Part A.
- 16.6 The design of the school or schools should be of a high standard, the local education authority will expect the school site to meet specific design requirements. A list of requirements can be found in Appendix D - Part B.
- 16.7 Whilst there are existing schools and other public facilities in the surrounding communities, new facilities within the allocation will be required to meet the needs of the future residents of the allocation and mitigate their impacts having regard to up to date evidence of existing schools' capacity and the number of new school places generated by the South West Rugby development. As with the highway infrastructure, these will need to be phased in line with the rate that the residential development is built within the allocation.

² This is the indicative cost for the new schools. Contributions for other education provision will be considered locally for each planning application.



Social and Community Infrastructure

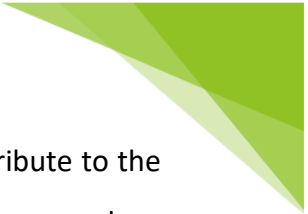
- 16.8 Warwickshire County Council is the fire and rescue authority for the area, and requested a new fire and rescue station to be located on the South West Rugby allocation, as identified on the Masterplan in Figure 2. The provision of land for this station forms part of Policy DS8. This is required in order to meet statutory response times by close proximity to the Strategic Road Network.
- 16.9 Warwickshire County Council has also requested off-site developer contributions towards library provision.
- 16.10 Policy DS8 requires the provision of a GP Surgery as part of the District Centre. The size, location, design and phasing of this facility should be discussed with Warwickshire County Council Public Health, and the NHS Coventry and Rugby Clinical Commissioning team as part of the detailed planning of the District Centre. Consideration should also be given to providing other local facilities, for example dedicated space for community use, within or outside the District Centre.
- 16.11 These facilities are within the Infrastructure Delivery Plan as detailed in Appendix 3 of the Local Plan and were agreed as part of the Local Plan Evidence (OTH/018).
- 16.12 Land for social infrastructure such as education, health, police, and fire & rescue are required to be provided at nil cost. Detailed phasing is set out in Appendix L for each infrastructure item.

17 Health

- 17.1 Health Impact Assessments (HIAs) are an important tool for understanding the potential impacts upon wellbeing arising from development proposals. HIAs aim to both reduce adverse impacts from development on wellbeing and maximise the positive effects of proposed development. Local Plan Policy HS2 identifies the criteria for when Health Impact Assessments are required, including for all residential development of 150 units and above, where the site area is 5 hectares or above and non-residential development where the area of development exceeds 1ha.
- 17.2 Where required, an assessment of potential impacts on health and wellbeing should be demonstrated through:
- A Health Impact Assessment screening report; and
 - A full Health Impact Assessment where the screening report identifies that significant impacts on health and wellbeing would arise from the development.
- 17.3 Where required, screening reports and HIAs should contain a proportionate level of detail in relation to the scale and type of development proposed. This can take the form of a standalone assessment or as part of a wider Environmental Impact Assessment (EIA). The thresholds identified within the policy are consistent with EIAs to ensure development proposals below the defined threshold are also encouraged to consider potential impacts on health through the design process, where appropriate.
- 17.4 Where required, Health Impact Assessments should be prepared in accordance with the advice and best practice for such assessments as published by the Department of Health and other agencies, such as the Coventry and Rugby Clinical Commissioning Group, Public Health Warwickshire, and University Hospitals Coventry and Warwickshire NHS Trust. HIAs are assessed by Public Health Warwickshire and early engagement with them can ensure the most up-to-date methods and HIA templates are utilised.
- 17.5 Where it is demonstrated that a development proposal would have a significant adverse impact on wellbeing, the Council may require appropriate mitigation measures through planning conditions, financial or other contributions secured through Section 106 agreements and/or the Council's CIL charging schedule.

18 Employment

- 18.1 Policy DS8 of the Local Plan includes the allocation of a net area of 35 Hectares of land for B8 (Storage or distribution). Although the Local Plan does not identify within the allocation where the employment land should be located, the masterplan (Figure 2) shows the location of the employment to be located off the M45/A45 roundabout and therefore allowing direct access onto the strategic road network. Outline planning permission has been granted for the B8 element of the allocation (Ref: R16/2569). The overall permitted site area includes the associated infrastructure such as structural landscaping, roads, the fire and rescue station site and attenuation basins; some of which are 'shared' with the residential elements of the allocation. As such, while the total permitted site area of 46.2 hectares exceeds the 35 hectares set out above, this has been considered acceptable and accords with the site boundary identified for the employment area on plans in the previous iterations of the SPD.
- 18.2 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 states '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.
- 18.3 A Landscape and Visual Impact Assessment will be required to accompany planning applications for employment development at South West Rugby. These assessments should demonstrate that impacts can be adequately mitigated. Mitigation measures such as reduced building heights, graduated colour elevations, roof materials and colour, and extensive planting may be necessary.

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- 18.4 Extensive planting will assist in the screening of new units but also contribute to the wider green infrastructure strategy of the allocation, which already has many mature native trees benefiting from Tree Preservation Orders. Structural landscaping is a specific requirement of Policy 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 surrounding locations including outside of the allocation, within the countryside, adjacent neighbours and Thurlaston Conservation Area.
- 18.5 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.
- 18.6 Typically, structural landscaping 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 Policy DS8 and the guidance contained within this SPD. Any planting proposals should be respectful of the existing species composition on site.
- 18.7 Given the location of the employment within the allocation, boundary treatments are particularly important. This should be of a character and scale to suit the location.

19 Connectivity and Highways

- 19.1 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 Local Plan Policy DS9, will deliver significant benefits to the local highway network and its environment, in particular Dunchurch Crossroads which is already operating at capacity.
- 19.2 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 (STA), informed Local Plan Policies DS8 and DS9. Alongside these larger schemes there will be a number of smaller local highway schemes that will be required.
- 19.3 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.
- 19.4 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 8 and 9 below and will form the foundations of the allocation's walking and cycling network required by Policy DS8.

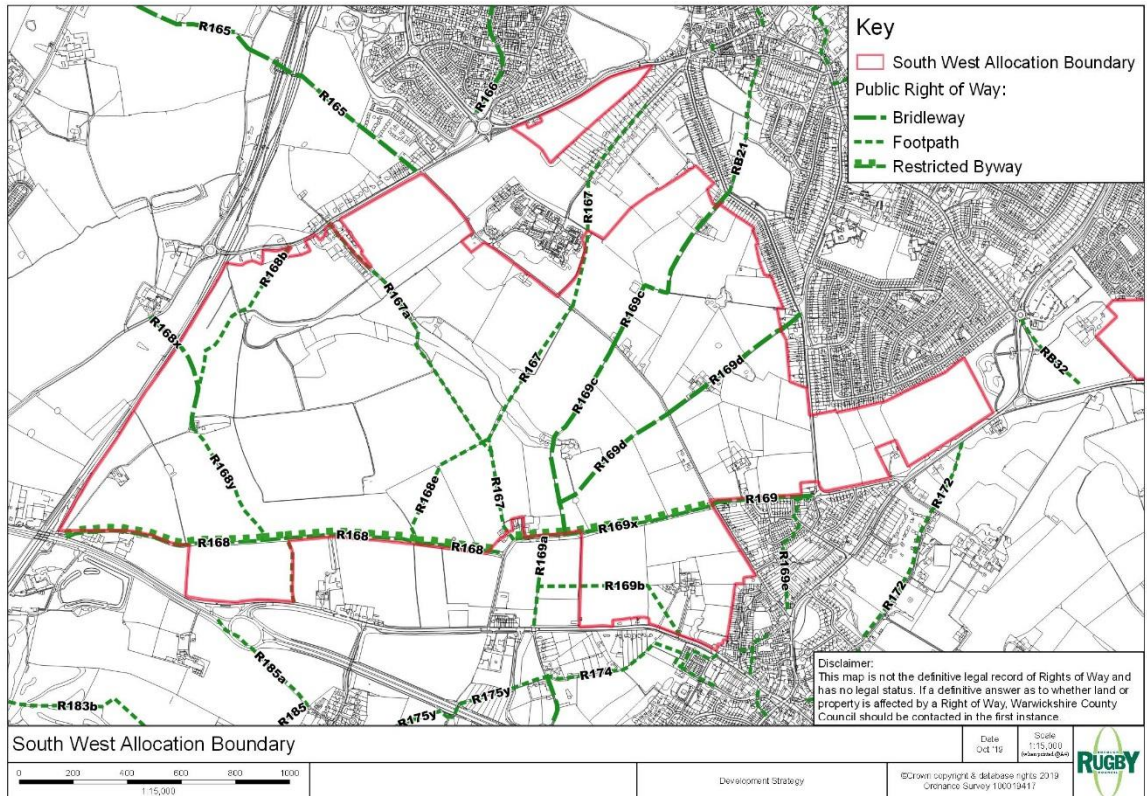


Figure 8: Public Rights of Way

- 19.5 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 L to this SPD provides detail of the phasing of development, including the Spine Road, where the Homestead Link is required in phase 3 (by 2026) in order to successfully mitigate the transport impact of the development on the surrounding highway network.
- 19.6 Other mitigation requirements are listed in Appendix L, which together with Appendix K sets out the indicative costs and phasing which will inform planning applications for any development proposals on the allocation.



Homestead Link and transport alleviation to Dunchurch Crossroads

- 19.7 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, in particular, the Dunchurch Crossroads. A key objective 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 Rugby allocation is not compromised by lack of proportionate mitigation. This is required by Policy DS9, the IDP and this SPD. Transport infrastructure funding will be required by the developers through Section 106 agreements as set out in Section 25 of this SPD.
- 19.8 The precise alignment and design of the Homestead Link, including the location and form of junctions and crossings, are matters for detailed consideration and confirmation through the determination of the planning application for the Homestead Link. This will be in accordance with Policies DS8 and DS9, and enable the delivery of the Link at an early phase of the allocation's implementation.
- 19.9 Policy DS9 is clear that development proposals will not be granted planning permission for implementation ahead of the delivery of the east – west Homestead Link, 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 both the local highway authority and the local planning authority.




Potsford Dam Link

19.10 The allocation is in close proximity to the A45/M45 and B4429 junction which provides a connection to the wider strategic road network. Policy DS9 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 southern part of the Potsford Dam Link, inclusive of the connections and alterations to the A45/ M45 junction and the B4429 Coventry Road, and the connection from the employment area to the Sustainable Transport Link is to be provided as part of the first phase of the employment development. The northern part of the Potsford Dam Link, inclusive of the connections and alterations to the B4642/ A4071 junction, is to be provided as part of the second phase of the employment site alongside development of Development Parcel 12.

Spine Road Network Phasing

19.11 The 2017 STA identifies indicative phasing of infrastructure necessary to minimise impacts on Dunchurch as well as on the rest of the road network in 5 year intervals. This is contained within Appendix L 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.

19.12 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 Appendix L. An essential component of ensuring that the road network does not suffer adversely will be through a 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. Monitoring will be incorporated into Section 106 agreements.



19.13 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, are shown in Appendix K of this SPD. Contributions to the provisions of the South West Link Road will be sought as part of planning applications for development parcels within the allocation that come forward and as further explained in Section 25 of the SPD. 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 local highway authority and Highways England.

Cycling and Walking

19.14 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 unless it is necessary to divert them for strategic reasons. 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. This should include connecting to and expanding the emerging Rugby Connector Network which provides path routes for walking and cycling through and between parks and open spaces throughout Rugby.

19.15 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.


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- 19.16 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. Section 106 contributions may be required to help these 'off-road' routes.
- 19.17 Figure 9 shows the National Cycle route 41 (known as the Lias Line), 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.
- 19.18 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 in the allocation 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. Section 106 strategic infrastructure contributions, set out in Appendix K, will be required to deliver these routes.



Figure 9: Cycle routes

Bus Services

19.19 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.

19.20 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 highway authority, the service provider and developers of individual development parcels.

Sustainable Transport Link

19.21 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.


19.22 The Sustainable Transport Link (STL) is a requirement of DS9, to provide fast and efficient bus access to serve the South West Rugby allocation. It is also required to provide a safe and attractive route for pedestrians and cyclists, connecting the employment and residential elements of the allocation. 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. The STL has two parts: the east-west link through the employment elements of the allocation, and the southern part of Cawston Lane which links to the Homestead Link.

19.23 Opening the east-west STL as a through route to all traffic would be likely to have the following undesirable implications:

- 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.
- It would encourage traffic, including 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.
- It would reduce the potential use of the Potsford Dam Link (as the key north/ south corridor through the site) and the A4071 Rugby Western Relief Road thus preventing HGVs and general traffic to avoid Rugby Gyratory where opportunities for further capacity improvements are limited.

19.24 Opening the southern part of Cawston Lane as a through route to all traffic would be likely to have the following undesirable implications:

- It would encourage drop-off/pick-up journeys to be made to the primary and secondary schools off Cawston Lane.

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- It would encourage local re-assignment of traffic along Cawston Lane which has less capacity to cope owing to the pinch-point at its northern end.
 - It would require a loss of trees and hedgerows to widen Cawston Lane for the two-way passage of large vehicles and provision of suitable footway and cycleway infrastructure.

19.25 Any proposals to enable general traffic to use the STL as a partial or full through route will be required to provide an evidence-based strategy that addresses the implications listed above and avoids the impacts of a through road.

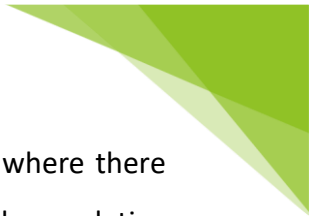
Transport assessments

19.26 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 for major schemes. A Transport Statement (TS) will be required for minor developments. A TA must demonstrate to the satisfaction of the local highway authority and the local planning authority that on-site and off-site measures will mitigate the transport impact of development.

19.27 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.

19.28 The local highway 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.

19.29 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.

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- 19.30 Paragraph 109 of the NPPF is clear that permission should be refused where there would be an unacceptable impact 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.
- 19.31 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.
- 19.32 Appendix I of this SPD sets out the modelling guidance for the preparation of planning applications for allocation. Planning applications which are not able to identify the proposed development's impacts and satisfactorily mitigate them, will be refused as it would be contrary to both Policies DS8 and DS9. The spine road network as required by Policy DS9, should show the internal routes, informed by a road hierarchy, to provide more opportunities for public transport services to move through the allocation and link with the urban area. In addition, transport mitigation by specific measures will be required as set out in the IDP and/or in response to individual planning applications.

Transport infrastructure delivery

- 19.33 The phasing plan for the allocation area is shown in Figure 3. 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.



20 Design

- 20.1 The National Planning Policy Framework (NPPF) has a renewed focus on the importance of good design. Paragraph 130 of the NPPF makes clear that permission should be refused for development of poor design and that design standards in SPDs should be taken into account. The Design and Access Statement submitted with planning applications within the South West Rugby allocation should make clear how the proposal has considered the design considerations set out in this SPD.
- 20.2 NPPF Chapter 12 - Achieving well-designed places - concerns design. 'Building for a Healthy Life', which updates 'Building for Life 12' referenced in the NPPF, will be used in the assessment of applications and it is advised that applicants use this to help inform layout and design.
- 20.3 NPPF Paragraph 124 states that: *"The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this."*
- 20.4 The National Design Guide was published in October 2019. The guidance states that: *"The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This design guide, the National Design Guide, illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools."*
- 20.5 Local Plan Policy SDC1 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 a scale, density and design that responds to the character of the areas in which they are situated.




Site-wide design principles:

- 20.6 The layout and design of the development should be sympathetic to local character and maintain a strong sense of place:
- The District Centre is expected to become a distinct place through an appropriate mix of materials, hard and soft landscaping. Higher densities would be expected within and immediately adjacent to the District Centre, in line with placemaking best practice;
 - Parcels close to existing urban areas should be sympathetically designed to not have a negative impact on the amenity of residents in adjoining areas;
 - Where sites adjoin open countryside and/or green infrastructure, appropriate soft landscaping and densities will be expected.
- 20.7 There are opportunities to form a connected network throughout the site, linking green infrastructure and woodland to provide strong walking and cycling routes. Site features, including hedgerows and trees, will be retained wherever possible. New tree planting and hedgerows will be introduced where additional buffering and/ or screening is required.
- 20.8 Development parcels are expected to harmonise with surrounding design characteristics to create a sense of design unity throughout the allocation. This is vital given the significant size and timescales expected for delivery.
- 20.9 The relationship between the residential, employment and school elements of the allocation must be carefully considered. Appropriate landscaping and separation distances may be used to mitigate the potential impacts of respective uses.
- 20.10 Residential and employment design principles can be found in Appendix E of this SPD.



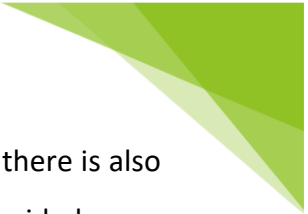
Residential design principles:

- 20.11 The density of residential development should sit broadly in line with that of nearby development and respect the boundary of the allocation, whilst making efficient use of land.
- 20.12 Affordable housing should be well integrated with market dwellings and housing types and sizes should be varied across the site. Affordable housing should be indistinguishable from market housing in terms of design and materials. Affordable housing will be expected to be dispersed throughout development parcels, not concentrated together.
- 20.13 Housing should be laid out to create a variety of frontages which could include stepped, staggered and consistent designs. 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 ancient woodland. 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 sites.
- 20.14 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.
- 20.15 Primary entrances to buildings should be visible from the public realm with active frontages created along main routes and spaces.
- 20.16 Light and privacy should be maintained.
- 20.17 Boundaries fronting the public realm should be constructed in brick to provide continuity with the main built form. Rear boundaries can be brick or fenced.

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- 20.18 There are a wide variety of materials used in the immediate vicinity of South West Rugby. Dwellings at South West Rugby should look to use materials which compliment these. 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.
- 20.19 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.
- 20.20 Appropriate bin storage should be provided for all dwellings.
- 20.21 Opportunities should be taken to incorporate renewable and low carbon technologies into the design of the development, such as ultra low emission boilers, solar panels and ground source heat pumps.

Parking

- 20.22 The latest parking standards are contained within Appendix 5 of the adopted Local Plan. 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 highway authority.
- 20.23 The parking standards set out in the 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 highway authority.
- 20.24 The District Centre will contain a mix of uses and be 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.
- 20.25 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 Local Plan.



20.26 In addition to the parking standards set out in the 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.

20.27 The parking standards in the Local Plan include cycle parking spaces for each type of development. Cycle parking spaces for residential development should be covered and secure. 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 Local Plan.

Crime

20.28 Careful consideration should be given to the element of design that can influence crime at an early stage of the overall design process reflecting that crime is not a stand-alone issue. To assist with this, the Council supports the implementation of established design principles and standards set out in the design guides published by the national police organisation Secured by Design.

20.29 Design and Access Statements submitted with planning applications will need to demonstrate their contribution to reducing crime and the fear of crime, such as through following the principles and standards of Secured by Design. Supporting guidance on how this can be achieved can be found here:

https://www.securedbydesign.com/images/downloads/HOMES_BROCHURE_2019_update_May.pdf

https://www.securedbydesign.com/images/downloads/SBD_Commercial_2015_V2.pdf

https://www.securedbydesign.com/images/downloads/New_Schools_2014.pdf

21 Heritage

21.1 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 Grade II Registered Park and Garden;
- Cock Robin 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.

21.2 In addition to these buildings, there are conservation areas located in Rugby Borough at 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’.

21.3 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.

21.4 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 Council 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.

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- 21.5 The allocation site has significant archaeological potential. A significant number of archaeological sites have been previously identified across the allocation site, including a number of cropmarks relating to a number of possible enclosures and ditches of probable prehistoric date (including Warwickshire Historic Environment Records MWA4139, MWA4150, MWA5540, MWA5541, MWA5641, MWA5683, MWA4103, MWA4150, MWA5545). Previous geophysical survey and trial trenching across parts of the allocation site has confirmed the cropmark evidence across the areas examined and identified further previously unknown archaeological features, dating from the prehistoric and later periods, including several groups of rectangular and sub-circular enclosures which have been interpreted as representing the site of a linear farmstead or settlement of probable Late Iron Age/ Roman date, and further undated features including enclosures, a track and roundhouse.
- 21.6 There is a potential for archaeological features to survive across the allocation which are likely to be disturbed or destroyed by the proposed development. This may include archaeological features which are worthy of conservation.
- 21.7 Any planning application submitted within the allocation boundary should therefore include an archaeological assessment, including the results of an appropriate programme of evaluative fieldwork, to help ensure that an adequately informed planning decision, in respect of the archaeological potential of this area, can be made.
- 21.8 Applicants are encouraged to contact the Warwickshire County Council Archaeological Information and Advice team 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.




22 Noise, Odour and Lighting

- 22.1 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.
- 22.2 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. Appendix G sets out additional guidance
- 22.3 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'³ 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. Further guidance is provided in Appendix G.

³ <https://www.ioa.org.uk/sites/default/files/14720%20ProPG%20Main%20Document.pdf>

23 Air Quality

- 23.1 Rugby town, Dunchurch and the entire allocation are designated as an Air Quality Management Area (AQMA) due to the exceedances of the annual mean Nitrogen Dioxide objective, mainly from traffic related impacts. Policy HS5 of the Local Plan requires that major developments and any development that creates new floorspace within the AQMA that are not Air Quality Neutral address their impacts in accordance with Policy HS5. For the South West Rugby allocation, the impacts are likely to be severest on the Rugby gyratory in the town centre and the Dunchurch crossroads but there is also a need to address on site emissions from new homes and buildings.
- 23.2 An allocation wide Air Quality Assessment may not be feasible, therefore each planning application for major development (i.e. more than 1,000 sqm of floorspace or 10 or more dwellings) should be accompanied by an Air Quality Report which takes into account cumulative impacts for the wider allocation. In particular, the Air Quality Report 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, and on site emissions generated by the development such as domestic boilers. This assessment should have regard to the EPUK and IAQM Guidance on Planning for Air Quality⁴. Appendix I of this SPD deals with the traffic modelling protocols for this piece of work.
- 23.3 Planning applications that come forward for the allocation will need to demonstrate compliance with Local Plan Policy HS5 and include mitigation to meet the requirements of the policy. Examples of mitigation measures are enhancements to the green and blue infrastructure network, including biodiversity enhancements, the incorporation of the landscaped buffer between Rugby and Dunchurch and on site mitigation such as the use of ultra low emission boilers (<40mgNO_x/kWh), ground or air source heat pumps, solar heating, all electric heating, green roof and walls, cycle parking, electric vehicle charging points and landscaping that benefits air quality.
- 23.4 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.



23.5 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 adopted.

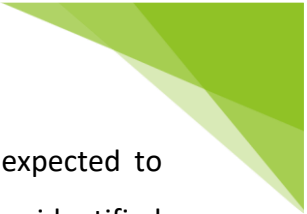
24 Utilities

24.1 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 undertakers and/or utilities providers. Utilities serving the existing properties may also need to 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 statutory undertakers and/or utilities providers at an early stage to ensure required works are carried out. Local Plan Policy SDC9 requires broadband to be provided in new developments.

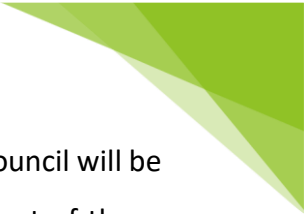


25 Section 106 Framework


- 25.1 The Council considers the best means of ensuring that the costs of delivering strategic infrastructure (meaning both the build costs and the costs of providing the land, including the market value of such land) are equitably and proportionately apportioned between the different development parcels forming part of the allocation would be to set out a similar "consistent approach" to planning applications for development within the allocation via a framework Section 106 agreement. The aim of this framework Section 106 agreement would be to ensure that a consistent approach is taken to development within the allocation, regardless of when development parcels come forward and that the necessary strategic infrastructure is provided together with clarity and certainty for developers and landowners over the obligations they will be expected to enter into.
- 25.2 The framework SW Rugby Section 106 agreement precedent will contain a "Part 1" (Strategic Infrastructure) and a "Part 2" (Site Specific Infrastructure and Affordable Housing) which will respectively set out the provisions which the Council will expect to be included in Section 106 agreements relating to the development of any land parcel within the allocation boundary save development referred to in Paragraph 25.3 below. The framework Section 106 agreement will state that "Part 1" provisions are expected to be included as standard across all development sites with adjustments limited to those set out in the framework Section 106 agreement. "Part 1" will include the following provisions:



25.2.1 *Payment of strategic infrastructure contributions:* Developers will be expected to make Section 106 contributions towards items of strategic infrastructure as identified in Appendix K (as the same may be updated annually by the Council – see paragraph 25.2.4 below). Some contributions will be payable only in relation to residential development; others will be payable whatever the form of development – this will be as identified in Appendix K to this SPD. The amount of contributions payable will be determined by the Council on a consistent and proportionate basis in accordance with regulation 122 of the Community Infrastructure Levy Regulations 2010 (as the same may be amended or replaced) and will be informed by an allocation wide assessment of strategic infrastructure costs and viability which has been carried out for the Council. Where appropriate, such contributions shall be payable retrospectively – i.e. even if the strategic infrastructure has been fully built or provided as at the date the relevant Section 106 agreement is entered into, the Section 106 agreement will require payment of those contributions. Early delivery of certain items of infrastructure may be beneficial or necessary in order to enable or encourage development. The contributions may be paid in instalments to be agreed in the relevant Section 106 agreement and the payment date(s) for payment of the contributions will also be agreed in the relevant Section 106 agreement.



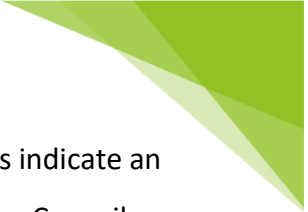
25.2.2 *Works in kind*: In relation to some items of strategic infrastructure, the Council will be open to discussing the possibility of the developer constructing all or part of those items and paying a reduced Section 106 contribution towards those items or an adjustment to other Section 106 contributions, as appropriate. Any developer proposing to carry out works in kind is encouraged to discuss their proposals with the Council, County Council (in relation to County matters) and other landowners in the allocation area at the earliest possible opportunity - the Council will expect such discussions to have taken place prior to the submission of any planning application. The applicant will be expected to include with the planning application an allocation-wide deliverability appraisal which shall reflect any equalisation agreements entered into by landowners and include the proposed delivery arrangements for the strategic infrastructure including the nature, scale and timing of delivery and a proposal as to how the landowner will be appropriately compensated by other landowners in the allocation area in respect of the proposed works in kind (such compensation may be monetary, through the provision of land or through agreement to meet or offset any Section 106 obligations otherwise falling to be met by the relevant landowner/developer or a combination thereof). If such agreements have not been made, the Section 106 agreement may restrict development until such agreements have been entered into and/or set out an expert determination provision to resolve any dispute between landowners. Any works in kind proposals which are agreed by the Council (and County Council, in relation to County matters) will be subject to the developer agreeing appropriate fall-back provisions, including step-in rights for the Council or County Council (in relation to County matters), to ensure the delivery of infrastructure when it is needed. The decision on whether to accept infrastructure works in kind shall be at the Council's discretion, bearing in mind all relevant circumstances. Where the Council does permit works in kind the developer will be expected to obtain the approval of the Council (and where appropriate to its functions the County Council) to the detailed design of those works, obtain all necessary consents and enter into all statutory agreements required, provide the Council (and where appropriate to its functions the County Council) with suitable collateral warranties in relation to the design and construction of those works and provide



appropriate security, including bonds, where reasonably required to help guarantee the performance of those works. The developer will also be expected to transfer the ownership of such works (including the freehold ownership of the land on which the works are built) to the Council (or the County Council in relation to County infrastructure) when required by the Council.

25.2.3 *Provision of land:* In relation to land on which it is proposed by this SPD that an item of strategic infrastructure shall be built, there shall be a presumption in favour of that item of strategic infrastructure being provided on that land. In relation to land on which a landowner or developer proposes that an item of strategic infrastructure will be built (where it is not identified as such by this SPD), the Council will expect the developer to have discussed and agreed such proposal with the Council (and County Council in relation to County matters) prior to the submission of any planning application. In both cases, the applicant will be expected to include with the planning application an allocation-wide deliverability appraisal which shall reflect any equalisation agreements entered into by landowners and include the proposed delivery arrangements for the strategic infrastructure including the nature, scale and timing of delivery and a proposal as to how the landowner will be appropriately compensated by other landowners in the allocation area for the loss of that strategic infrastructure land as development land (such compensation may be monetary, through the provision of land or through agreement to meet or offset any Section 106 obligations otherwise falling to be met by the relevant landowner/developer or a combination thereof). If such agreements have not been made, the Section 106 agreement may restrict development until such agreements have been entered into and/or set out an expert determination provision to resolve any dispute between landowners. This is on the basis that the Council (and County Council) will not expect to pay the relevant landowner/developer for the cost of that strategic infrastructure land.

25.2.4 *Review and indexation:* The strategic infrastructure (including the scope, specification, description and costs of that strategic infrastructure) shall:


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- be reviewed by the Council no more than annually (unless circumstances indicate an interim review is necessary) with such revisions being consulted on by the Council as appropriate and then published (though this will not affect agreed strategic infrastructure contributions or agreed works in kind); and
 - be subject to indexation between the date of the last review and publication by the Council and the date of payment.

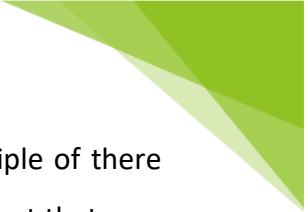
25.2.5 *Conditions:* In appropriate cases the Council may use pre-commencement and/or pre-occupation conditions on planning permissions to prevent development and/or occupation of relevant phases of the development in advance of the necessary strategic infrastructure being in place.

25.2.6 *Access provisions:* All landowners/developers will be expected to provide access to the Council (or County Council as appropriate) and their contractors for the purpose of enabling the Council (or County Council) to construct the strategic infrastructure works at nil cost.

25.2.7 *Statutory agreements:* In appropriate cases the Council and County Council may require conditions to form part of any planning permission or obligations in a S106 agreement requiring the landowners/developers to enter into highways agreements to secure adoption of any roads or other public rights of way forming part of the strategic infrastructure and/or any other planning or infrastructure agreements that may be required at the relevant time.


25.2.8 *Reimbursement of contributions:* In relation to provisions regarding the repayment of unspent and uncommitted strategic infrastructure Section 106 contributions once all funding requirements and obligations have been met, the Council will act consistently in deciding whether or not to include such provisions. Any reimbursement will be proportionate and subject to the development to which it relates being policy-compliant and all other infrastructure needs of that development having been met; if not then any reimbursement monies due in respect of that development may first be applied by the Council towards making that development policy-compliant.

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- 25.3 *Exempt development:* Development of any part of the allocation consisting of:
- less than 10 dwellings and less than 1,000 square metres of non-residential development (save where a larger parcel of land has been sub-divided into proposed developments consisting of less than 10 dwellings and less than 1,000 square metres of non-residential development); or
 - development consisting of a replacement dwelling or dwellings shall not be expected to enter into a Section 106 agreement in accordance with the framework S106 agreement.
- 25.4 *Land in the vicinity of the allocation:* Where landowners/developers of parcels of land lying in the vicinity of the allocation make planning applications for development not being exempt development (as described above) which development will benefit from the strategic infrastructure provided or funded by development within the allocation, those landowners/developers may also be required by the Council to contribute towards the cost of such strategic infrastructure 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 such contributions or a proportion thereof, should be payable.
- 25.5 *Access to adjacent land:* Where a parcel of land within the allocation 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 vehicular and pedestrian/bridleway access from that land to adjacent parcels of land to ensure appropriate site-wide connectivity. This will ensure that the allocation 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 agreements.
- 25.6 *Community infrastructure levy:* 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, it is envisaged that there would be no increased financial burden on landowners/developers as a result.

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- 25.7 *Planning white paper:* The S106 agreements would deal with the principle of there being no increased financial burden on landowners/developers in the event that new planning legislation is brought into force which introduces a new levy in full or partial replacement of agreements made under Section 106 of the Town and Country Planning Act 1990 which means that it would no longer be lawful and/or appropriate for the Council and any landowners or developers to enter into a Section 106 agreement as proposed by the framework Section 106 agreement and/or that any such Section 106 agreement ought to be scaled back and/or drafted differently from the drafting proposed by the framework Section 106 agreement, or that any Section 106 agreement already entered into pursuant to the framework Section 106 agreement ought to be amended.
- 25.8 *Section 106 monitoring fees:* Local planning authorities are entitled to charge a fee to cover the cost of the monitoring and reporting on the delivery of S106 agreements. The Council will charge a proportionate and reasonable monitoring fee for the monitoring and reporting on the delivery of S106 agreements made in relation to planning applications for development within the South West Rugby allocation. The County Council may also charge a monitoring fee.

26 Viability

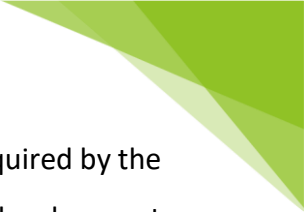
- 26.1 Proposals should be designed in a way that accords with Local Plan policies, including the requirement to contribute towards strategic infrastructure costs in accordance with this SPD and other items that may be secured through Section 106 agreements, including affordable housing.
- 26.2 Where, in the opinion of a developer, their proposed development cannot meet Local Plan policy requirements and the requirements of this SPD, the developer is required to robustly demonstrate that the development is clearly unviable by submitting a financial viability assessment (FVA) to the local planning authority. An FVA should normally be submitted with the planning application for the proposed development scheme and must in any event be submitted well in advance of determination of that planning application.
- 26.3 All FVAs submitted by developers should contain the following information with supporting evidence:
- 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 dwellings/non-residential floorspace;
 - 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;
 - a summary clearly setting out the reasons that make a development proposal unviable; and
 - if applicable, any request to vary Section 106 agreements and/or affordable housing requirements from those set out in the Local Plan and this SPD and stating the proposed level of obligations, demonstrating why they are the maximum that



can be provided, provided that this shall only be acceptable if all of the following have already been completed and a justificatory statement in respect of the same has been provided to the local planning authority:

- a review of all assumptions within the viability model with a view to improving viability, including land value, build and development costs, sales prices, dwelling types, phasing, funding (including borrowing costs) and legal, professional and marketing costs has been carried out;
- consideration of a reduction in the minimum anticipated developer profit for the scheme to offset any degree of non-compliance with Local Plan or SPD requirements has been undertaken;
- consideration of how growth assumptions (value increases over time) have been factored into the viability model;
- available options for public sector funding which would enable the proposed development to be compliant with Local Plan or SPD requirements have been actively explored; and
- a consideration of how adjustments to the tenure mix and/or phasing of affordable housing affect the viability model, as well as adjustments in percentage terms, has been undertaken.

26.4 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 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.



26.5 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:

- a) reduce the Section 106 contributions payable pursuant to this SPD; and/or
- b) adjust the timetable for delivery of strategic infrastructure to be funded by those Section 106 contributions or provided in kind; and/or
- c) 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 across the whole allocation.

26.6 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 26.5 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.

27 Submission Documents

27.1 Several documents should be submitted as part of an application for development on the site in order to aid assessment of the proposal and avoid delay. These have been referred to throughout this SPD but are listed here for completeness. This list is not designed to be exhaustive, other information or studies may be required by the case officer or requested by consultees:

- Air Quality Assessment, when necessary due to areas of exceedance, or an Air Quality Report explaining adherence to mitigation requirements associated with Policy HS5;
- Archaeological Assessment;
- Contaminated Land Assessment;
- Design and Access Statement;
- Ecological Assessment including a Biodiversity Impact Assessment;
- Financial Viability Assessment (where required);
- Health Impact Assessment Screening Report and full Health Impact Assessment if required;
- Heritage Statement;
- Landscape and Visual Impact Assessment;
- Noise Impact Assessment;
- Proposed Heads of Teams for Section 106 Agreement;
- Site-specific Drainage Strategy;
- Site-specific Flood Risk Assessment;
- Statement of Compliance with this SPD;
- Transport Assessment for major schemes;
- Transport Statement for minor developments; and
- Travel Plan.

Appendices



Appendix A - Local Plan Policy DS8

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.

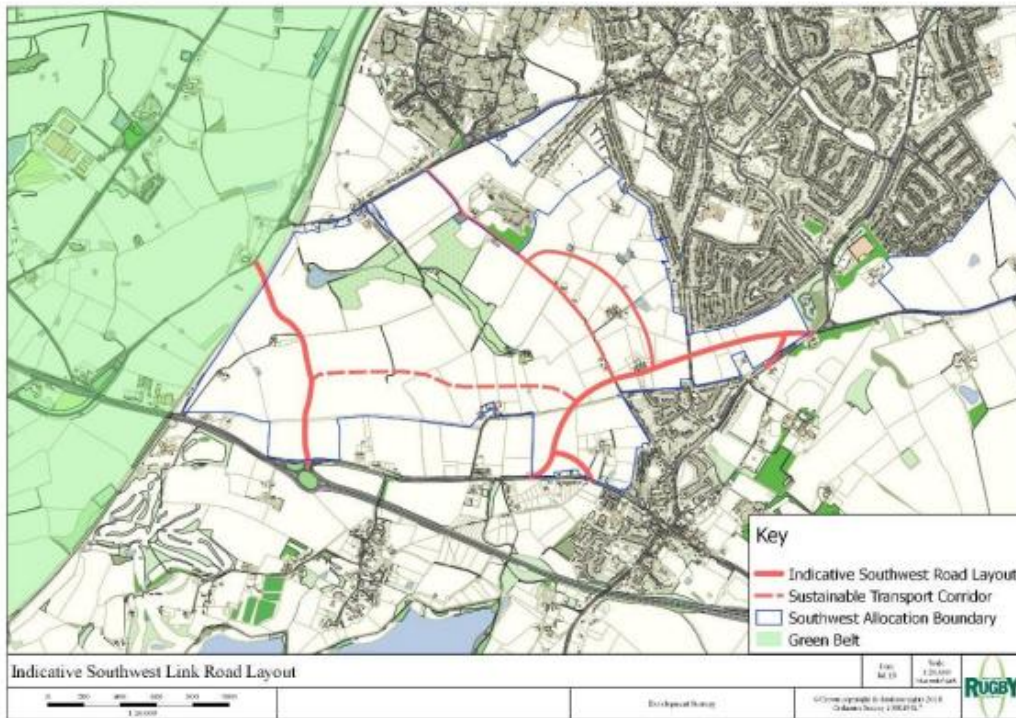
Development proposals within the South West Rugby allocation must come forward comprehensively, informed by the South West Rugby Masterplan SPD, and in accordance with the requirements of this policy, Policy DS9, the Policies Map, and the Infrastructure Delivery Plan. Rugby Borough Council will not support 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.

Appendix B - Local Plan Policy DS9


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.

Appendix C - Strategic Environmental Assessment Screening Report

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)) Regulation 5(2)	Yes	It is required to complete local plan policy.
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 private projects on the environment, as amended by Council Directive 97/11/EC? (Article 3.2(a))	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.

<p>Regulation 5(3)</p> <p>Will the SPD, in view of the likely effect on sites, require an assessment pursuant to Article 6 or 7 of the Habitats Directive?</p> <p>(Article 3.2(b))</p>	No	<p>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.</p>
<p>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.</p>		
<p>Regulation 5 (5)</p> <p>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</p> <p>(Article 3.8,3.9)</p>	No	Not applicable
<p>Regulation 5(6)</p> <p>Does the SPD:</p> <p>determine the use of a small area at local level; or propose a minor modification of an existing PP subject of the regulations.</p> <p>(Article 3.3)</p>	No	<p>(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.</p> <p>(b)The SPD does not propose minor modifications of an existing PP subject of the regulations.</p>
<p>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.</p>		
<p>Regulation 9(1)</p> <p>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?</p> <p>(Article 3.5)</p>	No	<p>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.</p>

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)?
1. The characteristics of plans and programmes, having regard to:		
(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 compromise the objectives of higher level strategies.	No

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	No



	taken place as part of the consideration of the Local Plan. As long as subsequent planning application 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 D - Location and Design Principles for Education

Part A

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 B

The local education authority will expect the location of each of the schools to be provided on the South West Rugby allocation 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.



Appendix E - 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 and within 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. Affordable housing should be indistinguishable from market housing in terms of design and materials. Affordable housing will be expected to be dispersed throughout development parcels, not concentrated together;
- 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;
- Light and privacy should be maintained;
- Boundaries fronting the public realm should be constructed in brick to provide continuity with the main built form. Rear boundaries can be brick or fenced;
- 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 and 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.

Appendix F - Criteria for NEAPs and LEAPs

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

Part A

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 experienced 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 B

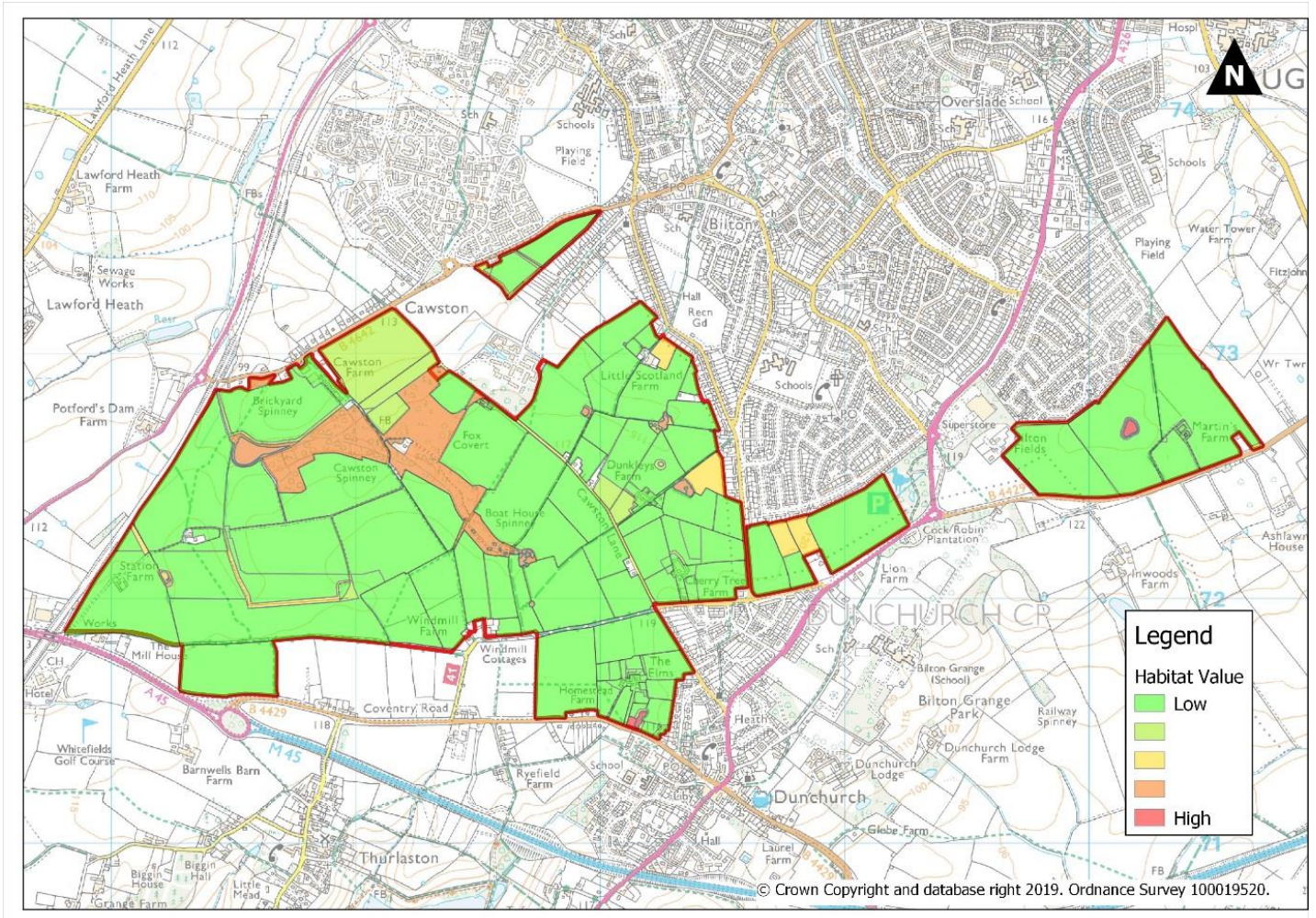
The Council expects the location and design of a LEAP to meet the following criteria:

- 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 G - Required considerations for a Noise Impact Assessment

- Noise from existing industrial or commercial operations or sites with permission or under consideration. Noise from transport sources including the M6, A5 and local roads. According to ENDS noise data approximately the northern upper third of site is affected by night time noise of 55.0-59.9dB Lnight value or above, with over half the site showing as 55.0-59.9dB LAeq 16 hr or above;
- Noise from the new development that could have an adverse impact upon existing sites, sites with permission or under construction or those that form part of the South West Rugby development itself. This would include noise from traffic ingress and egress. Hours of operation including restrictions on deliveries and or collections may be appropriate where spatial or other acoustic treatments are likely to prove insufficient;
- Assessments would need to have regard to relevant standards including BS4142 and BS8233 and consider the protection of outdoor amenity;
- The school(s) will need to consider the amended issue of Building Bulletin 93 which provides minimum acoustic performance standards for school buildings;
- Outdoor play areas, outdoor sports areas or all weather pitches (MUGA's or similar) will need site specific consideration. MUGA's in particular can cause significant noise impact and complaints about noise and lighting and should be as far from residential properties as possible, suitably screened and may need an hours of use restriction;
- Guidance documents including 'ProPG: Planning and Noise' recommend spatial layout and the use of buffer zones between residential and industrial or commercial uses should be considered to minimise disturbance and the likelihood of complaints.

Appendix H - Baseline Habitat Values for Biodiversity Net Gain Calculations



Appendix I - Traffic Modelling Protocol agreed by Rugby Borough Council and Warwickshire County Council Highways.

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 work⁵ 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.

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 areas⁶.

⁵ 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).

⁶ For example the impacts on Dunchurch in advance of the Link Road being delivered.

Appendix J - Glossary

Term	Description
Affordable Housing	Housing, for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers).
Air Quality Management Area	Designation made by Local Authority where assessment of air quality requires action plan to improve the air quality and to which Local Plan Policy HS5 applies.
Air Quality Neutral	Emissions from the development proposal being no worse, if not better, than those associated with the previous use.
Development	Development is defined under the Town and Country Planning Act 1990 as “the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land”.
Development Plan Documents (DPDs)	Planning policy documents which make up the Local Plan.
Evidence base	An evidence base is the evidence that any development plan document, is based on. It is made up of the views of stakeholders and background facts about the area.
Green and Blue Infrastructure	The terms green and blue infrastructure refer to a strategic network of green and blue spaces, such as woodlands, parks, amenity landscaping, ponds, canals and rivers, and the links between them.
Greenfield	Land which has not been developed before. Applies to most sites outside built-up area boundaries.
Hectare	A unit of land area equivalent to 10,000 square metres or 0.01 of a square kilometre. One Hectare is approximately equal to 2.5 acres.
Infrastructure	A collective term for services such as roads, electricity, sewerage, water, children’s services, health facilities and recycling and refuse facilities.
LEAP	Locally Equipped Area for Play. An area of open space specifically designated and laid out with features including equipment for children. See also NEAP.
Listed Building	Buildings and structures which have been identified by the Secretary of State for National Heritage as being of special architectural or historic interest and which are subject to the law to ensure their protection and maintenance.
Rugby Borough Council Local Plan 2011-2031, Adopted June 2019	The main planning document for the Borough comprising the policies against which proposals for physical development will be evaluated and provides the framework for change and development.

Masterplan	A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.
Mitigation measures	These are measures requested/carried out in order to address the impact by a particular development/activity.
National Planning Policy Framework (NPPF)	A document setting out the Government's planning policies for England and how these are expected to be applied. The NPPF references throughout this SPD are to the February 2019 version.
NEAP	Neighbourhood Equipped Area for Play. An area of open space specifically designated, laid out and equipped mainly for older children but with play opportunities for younger children as well.
Planning Obligation	Legal agreements, also known as Section 106 agreements, between a planning authority and a developer to ensure that certain infrastructure works which are necessary and relevant to mitigate the impacts of a development are undertaken or financial contributions made to facilitate such infrastructure works in relation to the development.
Policies Map	A map based representation of the Spatial Plan identifying areas for protection and sites for particular uses of land and development proposals. The Policies Map is revised when each new Development Plan Document is adopted.
Public realm	The parts of a village, town and city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.
Supplementary Planning Document (SPD)	These contain guidance to supplement the policies and proposals in Development Plan Documents.
Transport Assessment	A Transport Assessment report that provides detailed information on a range of transport conditions and related issues, taking into account proposed development to assess its impacts. The assessment is often used to show whether developments will cause problems of congestion, impacts associated with highway safety, or on the transport network and are therefore also used in the determination of planning applications.
Viability	Viability relates to whether a site is financially viable, by looking at whether the value generated by a development is more than the cost of developing it. This includes looking at the key elements of gross development value, costs, land value, landowner premium, and developer return.

Appendix K – Strategic Infrastructure Indicative Costs

Table A: Strategic Infrastructure - Contributions required by housing development only

Strategic Infrastructure	Phase	Total cost Nov 2023
6 form entry secondary school (to be co-located with one of the primary schools)	2027 (Phases 3 and 4)	£40,000,000 (for secondary school without sixth form)
A 2 form entry primary school with the potential to increase to 3 form entry (includes nursery provision)	Phase 3	£14,000,000
A 2 form entry primary school (includes nursery provision)	Phase 3	£14,000,000
Land to accommodate and financial contributions to provide 3GP surgery rising to 7GP upon completion of site	Phase 2- Completion post plan period.	£5,123,077
Hospital of St Cross (full detail set out in Appendix 3 of the Local Plan)	Phase 2- Completion post plan period.	£1,144,144
Open Space provision & maintenance. As set out in Table 1 in the main SPD.	Ongoing throughout the development of the site.	£12,246,558
Sports Pitches & Facilities provision & maintenance. As set out in Table 1 in the main SPD.	Ongoing throughout the development of the site.	£8,726,314
TOTAL		£95,240,093

Table B: Strategic Infrastructure - Contributions required by all development

Strategic Infrastructure	Phase	Total cost Nov 2023
Provision of high quality cycling network: a) National Cycle Route 41 Potsford Dam to Draycote Water b) B4429 Ashlawn Road/ A428 to Great Central Way/ DIRFT c) A426 Dunchurch Road to Rugby Town Centre d) Secondary Route Improvements	Ongoing throughout the development of the site.	a) £1,900,000 b) £2,044,942 c) £1,621,900 d) £3,155,620
High quality public transport a) Two bus services b) Bus Stop Infrastructure c) Traffic Signal Bus Priority d) Southbound Bus Stop, A426 Leicester Road	Ongoing throughout the development of the site.	a) £4,698,000 b) £854,100 (6 bus stops) c) £228,829 d) £708,727
A426/Bawnmore Road/Sainsbury's roundabout	2026 (Phase 3)	£1,863,000
A426 Rugby Road between Ashlawn Road and Sainsbury's Roundabout	2026 (Phase 3)	£2,283,000
A426 approach to Ashlawn Road roundabout	2026 (Phase 3)	£1,835,000

Strategic Infrastructure	Phase	Total cost Nov 2023
South West Link Road (SWLR)- Homestead Link	2026 (Phase 3)	£32,000,000
SWLR- Rerouting of Cawston Lane (Community Spine Road)	Ongoing throughout the development of the site.	£6,666,000
SWLR- Potsford Dam Link	2031 (Phase 4)	£8,149,000 (Northern section only, excludes southern section paid for by Tritax Symmetry).
A426/Evreux Way	2026 (Phase 3)	£364,000
Rugby Gyratory Improvements	2031 (Phase 4)	£611,000
A428 Hillmorton Road/Percival Road	2031 (Phase 4)	£790,000
B4429 Ashlawn Road/Percival Road (widening to provide a right turn lane)	2031 (Phase 4)	£713,000
B5414 (North Street/Church Street) traffic calming and downgrading of route	2031 (Phase 4)	£572,072
Hillmorton Road/Whitehall Road Roundabout (widen two arms to provide roundabout and 2 puffin crossings)	2031 (Phase 4)	£1,860,000
A45/ M45 partial signalisation works	2026 (Phase 3)	Paid for by Tritax Symmetry
Main Street/Alwyn Road/Lawford Lane signalisation		No costing yet available
The employment and deployment of 17 additional police staff requiring- a) Additional staff start-up cost and personal equipment b) Additional vehicles c) On-site premises to cater for the additional staff.	Phase 3	£721,889
Fire and rescue station	Phase 3	£4,493,054
TOTAL		£78,133,133

Note:

Local Plan Phases referred to in the table above are taken from the Rugby Borough Local Plan. These are:

Phase One- 2011/12 to 2015/16

Phase Two- 2016/17 to 2020/21

Phase Three- 2021/22 to 2025/26

Phase Four- 2026/27 to 2030/31

Appendix L – Indicative Phasing Plan

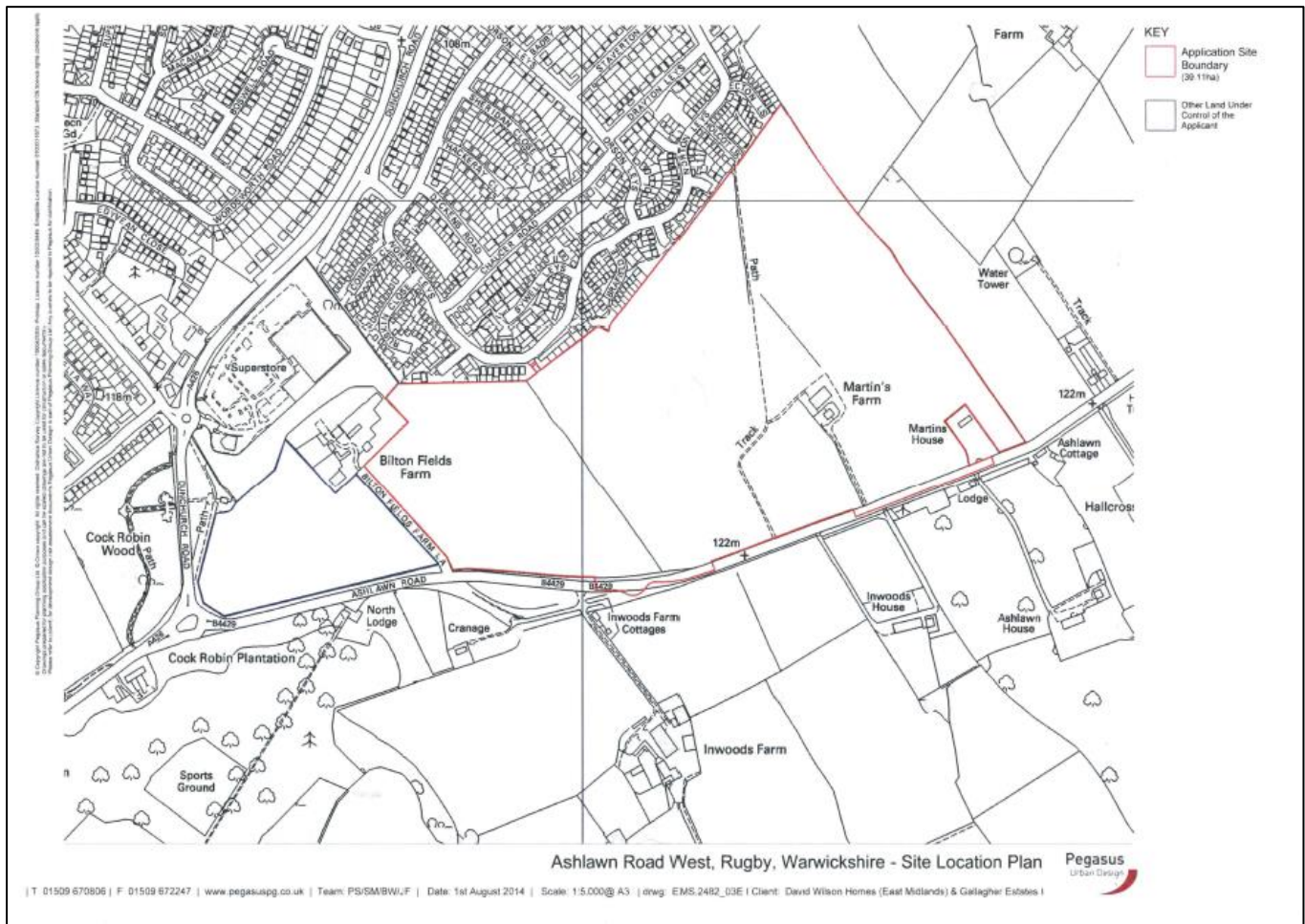
Phase of Development and Infrastructure Trajectory	Local Plan Phase	3					4					Post 2031
		2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	
Development Parcel (Parcel Numbers relate to the locations shown on the map in Figure 3)	Progress											
1. Ashlawn Road (Outline for 860 dwellings)	Outline application approved for 860. Detailed permission granted for 438 dwellings. Detailed application for 206.		130	160	155	120	120	82	40	40	13	0
2. Homestead Farm (425 dwellings)								40	40	40	40	265
3. Land South of Dunkleys Farm (420 dwellings/ Part of District Centre)					40	40	40	40	40	40	40	140
4. Land South of Montague Road (40 dwellings)				40								0
5. Land South of Montague Road (222 dwellings)				30	40	40	40	40	32			0
6. South of Coventry Road (210 dwellings)	Outline application approved for up to 210 dwellings.		20	40	40	40	40	30				0
7. Land West of Cawston Lane (550 dwellings)				30	40	80	80	80	80	80	80	0
8. Land South of Alwyn Road (1095 dwellings)				10	80	80	80	80	80	80	80	525
9. Land North of Dunkleys Farm (240 dwellings/ Part of District Centre)					40	40	40	40	40	40		0
10. Deeley Land (525 dwellings)												525
11. Land West of Cawston Lane (0 dwellings – Schools/ Part of District Centre)												0
12. Cawston Spinney (670 dwellings)	Outline application received for up to 275 dwellings			30	40	40	40	40	40	40	40	360

Total Dwellings (3,442 dwellings to 2031 and 1,815 dwellings post 2031)		0	150	340	475	480	480	472	392	360	293	1815
Strategic Infrastructure to support housing development only												
6 form entry secondary school (co-located with a 2 form entry primary school).							← →					
A 2 form entry primary school with the potential to increase to 3 form entry		← →										
A 2 form entry primary school		← →										
Land and financial contributions for a 7 GP doctors' surgery (this will initially be opened as a 3GP surgery and will increase to 7)		← →										→
Contributions towards The Hospital of St Cross		← →										→
Strategic Infrastructure to support the whole site												
A high quality cycling network		← →										→
A high quality public transport bus route		← →										→
A426/Bawnmore Road/Sainsbury's roundabout		← →										
A426 Rugby Road between Ashlawn Road and Sainsbury's Roundabout		← →										
Works to A426 approach to Ashlawn Road roundabout		← →										
South West Link Road (SWLR)- Homestead Link		← →										
SWLR- Rerouting of Cawston Lane		← →										→
SWLR- Potsford Dam Link								← →				
A426/Evreux Way		← →										
Rugby Gyratory Improvements								← →				
A428 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 (widen two arms to provide roundabout and 2 puffin crossings)								← →				

Appendix M - Ashlawn Road Approval Site

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 N - Woodland Management Plan

See additional document:

https://www.rugby.gov.uk/downloads/file/2650/cawston_spinneycawston_fox_covert_woodland_management_plan

Appendix O - Existing Local Centres close to South West Rugby

Review of Existing Local Centres – Proximity and Range of Services and Facilities

The proximity of existing Local Centres within the Rugby Urban Area to the South West Rugby allocation and the range of services and facilities provided at those Local Centres has been considered.

Identified Local Centres Walking Times to South West Rugby


Local Centre	Distance	Approximate walking time
Bilton (Main Street)	1 mile (1.6km)	19 minutes
Cawston (Gerrard Road)	1.3 miles (2.1km)	24 minutes
Woodlands (Cymbeline Way)	1.2 miles (2km)	24 minutes
Dunchurch Village (Southam Road - Coventry Road)	1.2 miles (2km)	24 minutes

Methodology

The Department of Transport's "Manual for Streets" (2007) defines a 'walkable' distance as 10 minutes, or 800 metres. The above walking distances are based on Google Maps walking routes. Measurements were taken from a central location within the allocation along Cawston Lane and to an approximate centre point of each aforementioned existing Local Centre to provide a consistent approach.

Existing Local Centre Audit April 2020

Settlement	Convenience store	Post Office	Pub	Hair & Beauty	Café/ takeaway	Pharmacy	Dentist	Bank/ building society	Garage	Community hall/ place of worship	Other
Bilton (Main Street)	2	1	2	7	5	1	1	0	0	2	12
Cawston (Gerrard Road)	1	0	0	2	2	0	0	0	0	0	0
Woodlands (Cymbeline Way)	0	1	1	2	1	0	0	0	1	0	1
Dunchurch (Southam Road and Coventry Road)	0	1	4	6	5	1	1	0	1	0	10



The 2015 Rugby Retail and Town Centre Uses Study (see pages 25 and 50) assessed the nearby Bilton and Dunchurch Local Centres. They are found to serve ‘top up’ shopping needs. Bilton’s Local Centre captures 2.7% of retail demand within the locality. The Sainsbury’s superstore on Dunchurch Road (1.5. miles from the centre of the allocation) is the most popular foodstore in the Borough with a 16.4% market share.