



3 January 2025

## PLANNING COMMITTEE - 15 January 2025

A meeting of the Planning Committee will be held at 5.30pm on Wednesday 15 January 2025 in the Council Chamber at the Town Hall, Rugby.

*Members of the public may view the meeting via the livestream from the Council's website.*

Mannie Ketley  
Chief Executive

***Note: Councillors are reminded that, when declaring interests, they should declare the existence and nature of their interests at the commencement of the meeting (or as soon as the interest becomes apparent). If that interest is a pecuniary interest, the Councillor must withdraw from the room unless one of the exceptions applies.***

***Membership of Warwickshire County Council or any Parish Council is classed as a non-pecuniary interest under the Code of Conduct. A Councillor does not need to declare this interest unless the Councillor chooses to speak on a matter relating to their membership. If the Councillor does not wish to speak on the matter, the Councillor may still vote on the matter without making a declaration.***

## A G E N D A

### PART 1 – PUBLIC BUSINESS

1. Minutes.  
To confirm the minutes of the meeting held on 18 December 2024.
2. Apologies.  
To receive apologies for absence from the meeting.
3. Declarations of Interest  
To receive declarations of –
  - (a) non-pecuniary interests as defined by the Council's Code of Conduct for Councillors;
  - (b) pecuniary interests as defined by the Council's Code of Conduct for Councillors; and
  - (c) notice under Section 106 Local Government Finance Act 1992 – non-payment of Community Charge or Council Tax.

4. Applications for Consideration.
5. Advance Notice of Site Visits for Planning Applications – no advance notice of site visits has been received.
6. Delegated Decisions – 14 November 2024 – 18 December 2024

**Membership of the Committee:**

Councillors Gillias (Chair), S Edwards, Freeman, Harrington, Howling, Karadiar, Lawrence, Maoudis, Russell, Sandison, Srivastava, Thomas.

***If you have any general queries with regard to this agenda please contact Lucy Kirbyshire, Democratic Services Officer by emailing [lucy.kirbyshire@rugby.gov.uk](mailto:lucy.kirbyshire@rugby.gov.uk). Any specific queries concerning reports should be directed to the listed contact officer.***

*The Council operates a public speaking procedure at Planning Committee. Details of the procedure, including how to register to speak, can be found on the Council's website ([www.rugby.gov.uk/speakingatplanning](http://www.rugby.gov.uk/speakingatplanning)).*

**Planning Committee – 15 January 2025**

**Report of the Chief Officer for Growth and Investment**

**Applications for Consideration**

Planning applications for consideration by the Committee are set out as below.

**Recommendation**

The applications be considered and determined.

## APPLICATIONS FOR CONSIDERATION – INDEX

<b>Item</b>	<b>Application Ref Number</b>	<b>Location site and description</b>	<b>Page number</b>
1	R18/0995	Land adjacent to Cawston Spinney and Brickyard Spinney, South of Coventry Road, Cawston, Rugby – Residential development of up to 275 dwellings (Use Class C3); provision of open space, including means of access into the site (not internal roads) and associated works, with all other matters (relating to access, appearance, landscaping, scale and layout) reserved. Demolition of six silos and buildings referenced A-K.	3

**Reference: R18/0995**

**Site Address: Land adjacent to CAWSTON SPINNEY & BRICKYARD SPINNEY, SOUTH OF COVENTRY ROAD, CAWSTON, RUGBY,**

**Description: Residential development of up to 275 dwellings (Use Class C3); provision of open space, including means of access into the site (not internal roads) and associated works, with all other matters (relating to access, appearance, landscaping, scale and layout) reserved. Demolition of six silos and buildings referenced A-K.**

**Weblink: <https://planning.agileapplications.co.uk/rugby/application-details/28026>**

### **Recommendation**

1. Planning application R18/0995 be approved subject to:
  - a. the conditions and informatives set out in the draft decision notice appended to this report; and
  - b. the completion of a legal agreement to secure the necessary financial contributions and/or planning obligations as indicatively outlined in the heads of terms within this report.
2. The Chief Officer for Growth and Investment be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.
3. The Chief Officer for Growth and Investment (in consultation with the Planning Committee Chair) be given delegated authority to add, vary or remove any of the financial contributions and/or planning obligations outlined in the heads of terms within this report.

### **0.0 Introduction**

0.1 This application is being reported to Planning Committee for determination because the proposed development falls within the definition of major development, proposes over 50 dwellings and over 15 letters of objection have been received.

0.2 The development proposed is considered to be an Environmental Impact Assessment (EIA) development and as such, in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 is accompanied by an Environmental Statement (ES). The ES provides an overview of the environmental impact of the proposals with a summary of mitigation measures proposed and contains a methodology for assessing the significance of the environmental effects and the cumulative impact. A series of technical papers consider the range of environmental factors.

### **1.0 Description of site**

1.1 This application relates to land to the south of Coventry Road, Cawston, Rugby. The original application site was originally 13.81 hectares however amended plans have been received which reduce the overall site to 13.25 hectares.

1.2 The majority of the application site is an agricultural field which slopes down from north to south, there are no hedgerows or trees within this field. The south western part of the application

site includes Potsford Dam which is a large pond used as an agricultural reservoir. An area of woodland, known as Cawston Spinney is to the south of the application site. Trees within Cawston Spinney are protected by a Tree Preservation Order.

1.3 Trees and hedgerows within the application site boundary include trees on the Coventry Road frontage, woodland to the north of the Potsford Dam pond, trees on the western boundary and to either side of the agricultural buildings on the eastern boundary.

1.4 Cawston Farm is located within the application site adjacent to the eastern boundary. This farm includes a range of traditional brick agricultural buildings located at the north eastern corner of the site adjacent to Coventry Road with more modern agricultural buildings and silos to the sides and rear of these.

1.5 At the north the application site includes an area of Coventry Road required to carry out highway works. The application initially included the woodland known as Brickyard Spinney which is between the agricultural field and Coventry Road, however this has now been removed from the application site. Trees within Brickyard Spinney are protected by a Tree Preservation Order.

1.6 There are scattered residential properties to the south side of Coventry Road, adjacent to the application site. There are also existing residential developments to the north of Coventry Road, including the recent development by Linden Homes/Vistry Homes.

1.7 To the east of the site is Natural Trails Nursery which is located within Cawston Farm House a Grade II Listed Building.

1.8 Public footpath R167a runs along the eastern edge of the application site. Public footpath R168b crosses the site in a south westerly direction from Brickyard Spinney to the area of Potsford Dam.

1.9 To the west of the site is the former railway which is known as Cawston Greenway. The north western corner of the site adjoins this, there is a ditch adjacent to the field with a bank which slopes up to the former railway.

## **2.0 Description of proposals**

2.1 This is an outline application which seeks permission for residential development for up to 275 dwellings with all matters reserved apart from the means of access into the site. The proposals also include areas of public open space, including a play area and allotments and surface water drainage.

2.2 Although this is an outline application a parameters plan has been submitted that includes details of proposed building heights. These were initially proposed with three storey (maximum ridge height of 15m) buildings in the northern, western and central parts of the site with two storey buildings (maximum ridge height 11m) in the eastern and southern areas. However, the amended parameters plan shows maximum building heights across the site as 2.5 storeys. These were initially shown with a maximum ridge height of 12m however revised plans have been provided which reduce this to 9.75m.

2.3 The amended parameters plan also provides an open space area close to the northern boundary setting built development a minimum of 10m from the dwelling Bushfield and away from Brickyard Spinney. The parameters plan also shows development set 15m from ancient woodland in Cawston Spinney to the south. Public open space is proposed around the edges of the site and

this is shown on the illustrative masterplan along the route of the public right of way crossing the site. The proposed open space includes allotments and a play area in the south eastern corner of the site and a balancing area close to the western boundary.

2.4 The proposals also include the demolition of agricultural buildings and silos at Cawston Farm. These are generally modern agricultural buildings or timber buildings which are in a poor condition. The brick agricultural buildings adjacent to the eastern boundary are to be retained.

2.5 The plans also show an emergency access at the east of the site connecting to the track/footpath close to Cawston Farm House.

2.6 The original plans proposed two accesses from Coventry Road including an access through Brickyard Spinney. This western access has now been removed from the proposals.

2.7 The eastern access on the proposed plans was initially shown as a T-junction adjacent to Bushfield. A right turn lane was proposed when travelling from the west and the proposed plans showed the provision of a pedestrian refuge forming an informal crossing point.

2.8 Revised plans were received in 2021 which moved the proposed access to the east, away from Bushfield by around 8.8m. The revised parameters plans received in 2021 showed a potential access from Potsford Dam link on the western boundary of the site. The 2021 illustrative masterplan showed the road through the site connecting to the Potsford Dam link to the west of the site at a T-junction with the Potsford Dam link connecting to the A4071/B4642 roundabout. However, this is outside of the current site boundary and is not part of this application.

2.9 Further revised plans were received in 2023 which made changes to the proposed access. These moved the access further east, around 19.9m away from Bushfield. The junction design was revised to provide a traffic light-controlled junction. Within the site left and right turn lanes would be provided, and a right turn lane would be provided when travelling from the west on Coventry Road. A pedestrian crossing would be provided as part of these junction works.

2.10 An illustrative masterplan was also revised. This showed the Potsford Dam link outside of the site to the west connecting to the road through the current application site rather than connecting to the roundabout.

2.11 A Highways Technical Note was provided with the 2023 revised plans which summarised traffic modelling undertaken and discussions between the applicants and Warwickshire County Council, Highways. This referred to the road through the proposed site and junction onto Coventry Road being open to all traffic from the Potsford Dam link, connecting to the employment site and A45/M45 to the south, with the exception of HGVs connected to the Symmetry Park employment site which the applicants advise would be routed elsewhere.

2.12 The access plans were further revised in 2024. The access now proposed is similar to that submitted in 2021. The access will be around 9m from Bushfield to the west. The access within the site also includes a footway cycleway on the eastern side and the pedestrian refuge on Coventry Road is proposed further to the east. A footway cycleway is also shown on the northern side of Coventry Road.

2.13 A further revised illustrative masterplan was also received which shows the Potsford Dam link, outside of the site, connecting to the A4071/B4642 roundabout. This is not part of the current application.

## Planning History

None

## Relevant Planning Policies

As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004, the proposed development must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Statutory Development Plan for the area relevant to this application site comprises of the Rugby Borough Local Plan 2011-2031. The relevant policies are outlined below.

### Rugby Borough Local Plan 2011-2031, June 2019

The Local Plan is over 5 years old, and paragraph 35 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should be updated as necessary. The Local Plan review is underway however, this report sets out the relevant Local Plan policies and notes any NPPF inconsistencies between them or any other material consideration which could render a policy out of date.

- GP1 Securing Sustainable Development
- GP2 Settlement Hierarchy
- GP4 Safeguarding Development Potential
- GP5 Parish Level Documents
- DS1 Overall Development Needs
- DS3 Residential Allocations
- DS5 Comprehensive Development of Strategic Sites
- DS8 South West Rugby
- DS9 South West Rugby Spine Road Network
- H1 Informing Housing Mix
- H2 Affordable Housing Provision
- HS1 Healthy, Safe and Inclusive Communities
- HS2 Health Impact Assessments
- HS4 Open Space, Sports and Recreation
- HS5 Traffic Generation and Air Quality, Noise and Vibration
- NE1 Protecting Designated Biodiversity and Geodiversity Assets
- NE2 Strategic Green and Blue Infrastructure
- NE3 Landscape Protection and Enhancement
- SDC1 Sustainable Design
- SDC2 Landscaping
- SDC3 Protecting and Enhancing the Historic Environment
- SDC4 Sustainable Buildings
- SDC5 Flood Risk Management
- SDC6 Sustainable Drainage
- SDC7 Protection of the Water Environment and Water Supply
- SDC9 Broadband and Mobile Internet
- D1 Transport
- D2 Parking Facilities
- D3 Infrastructure and Implementation
- D4 Planning Obligations



National Planning Policy Framework, 2024 (NPPF)

South West Rugby Masterplan Supplementary Planning Document, December 2024  
Air Quality Supplementary Planning Document, July 2021

Climate Change & Sustainable Design and Construction Supplementary Planning Document,  
February 2023

Cawston Parish Plan, 2010

### **Technical consultation responses**

#### Original plans

Environment Agency	No objection	Subject to conditions
Highways England	No objection	
NHS & Public Health	No objection	Subject to contribution to healthcare facility
NHS	No objection	Subject to contribution to hospital provision
RBC Environmental Health	No objection	Subject to conditions & informatives
RBC Housing	Comment	Advise on affordable housing requirements
RBC Parks	Comment	Sufficient distance required around play area, connections to wider area should be shown
RBC Tree & Landscape Officer	Objection	Loss of protected trees in Brickyard Spinney will have a major detrimental impact on visual amenity and habitat, further detail required in tree report
Warwickshire Fire & Rescue	No objection	Subject to condition
Warwickshire Police	Comments	Request s106 contribution, comment re: security
Warwickshire Wildlife Trust	Comment	Request measures to protect hedgehogs
WCC Ecology	Objection	Link through spinney would lead to loss of trees and harm habitats and wildlife sites, wider buffer from woodland should be provided, request more information on BNG and species surveys
WCC Flood Risk	Objection	Require further information
WCC Highways	Objection	Require further modelling (which may affect air quality assessment), junction assessments, information on sustainable travel and Road Safety Audits
WCC Rights of Way	Comment	Require further information

#### Amended plans & additional information (2021)

Highways England	No objection	
Historic England	No comment	
Natural England	No objection	
Sport England	Comments	Sports facilities should be sought in line with local policy, healthy lifestyles should be promoted
Tree & Landscape Officer	No objection	Subject to conditions
Warwickshire Fire & Rescue	No objection	Subject to condition
Warwickshire Police	Comments	Request s106 contribution, comments re:

WCC Archaeology	No objection	security Subject to condition
WCC Ecology	No objection	Subject to conditions
WCC Infrastructure	Comment	Request s106 contributions
WCC Rights of Way	No objection	Subject to condition & informative
WCC Flood Risk	No objection	Subject to conditions

#### Revised access plans (2023)

Active Travel England	No comment	Refer to standing advice
Environmental Agency	No objection	Subject to conditions
Environmental Health	Objection	Revised air quality and noise assessments required to assess through traffic
Historic England	No comment	
National Highways	No objection	
Natural England	No comment	
Sport England	No comment	
Tree & Landscape Officer	Objection	Proposed cycleway will affect significant protected oak tree
Warwickshire Fire & Rescue	No objection	Subject to condition
WCC Archaeology	No objection	Subject to condition
WCC Ecology	No objection	Subject to conditions
WCC Flood Risk	No objection	Subject to conditions
WCC Highways	No objection	Subject to s106, conditions & informatives
WCC Rights of Way	No comment	

#### Updated comments (2023)

Tree & Landscape Officer	No objection	Subject to condition
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#### Revised access plans (2024)

WCC Ecology	No further comments	
WCC Highways	No objection	Subject to s106, conditions & informatives

### **Third party comments**

#### Original plans

Local residents (15) Objection

- Development will adversely impact the character of the local area and the rural landscape;
- Destruction of Brickyard Spinney not acceptable and would lead to loss of ancient features, trees, including those covered by TPOs, and habitat;
- This is not sustainable development as required by national and local policy;
- Impact on wildlife and ecosystems;
- Trees needed to absorb pollution, removal is contrary to Council declaring a Climate Emergency;
- Errors in submitted ecological reports;
- Loss of woodland and green space that is used for recreation;
- Country park should be created around Cawston Spinney linking to old rail line;
- Local services cannot cope with increased population, particularly schools and medical facilities;
- Increased traffic will affect quality of life;
- Access through spinney is not needed, 2 other accesses are proposed;
- Strategic Access is explained as an alternative to Potsford Dam link, no evidence this is required;

- Council needs to be clear what road is required to avoid speculative proposals;
- Main access is in a dangerous location and will result in loss of trees;
- Multiple accesses onto Coventry Road not part of a comprehensive scheme;
- Strategic access should be calmed to 20mph;
- Proposals show road along existing Right of Way, network should not be affected;
- Residents will drive to Bilton or Dunchurch where there is insufficient parking;
- Three storey buildings should be moved away from existing property, or removed completely;
- Soft edges should be proposed to reduce impact on surroundings;
- Piecemeal development not related to wider strategic site;
- Will set precedent for destruction of the countryside;

#### Amended plans & information (2021)

Dunchurch Parish Council No comment

#### Local residents (3) Objection

- Main access adjacent to spinney was preferred;
- Access will lead to noise, pollution and disruption;
- Car parking will overwhelm green environment in residential areas;
- Too many houses proposed, cannot provide enhanced residential amenity;
- Overdevelopment should be reason for refusal;
- High standard of design is not demonstrated;
- Development cannot respond to the character of the rural area;
- Development too close to Cawston Woods and the character of the woods will be affected;
- Green corridors cannot be provided in this type of layout;
- States "hedges/trees to be retained as far as possible" this is not sufficient;
- Pollution from development, increased by density and relief road, may affect pond ecosystem;
- Plans do not show sustainable energy for homes or sufficient sustainable transport connections to existing centres;
- Development is isolated, car required to travel to Bilton and there is insufficient parking;
- Residents have already been affected by Linden Homes development;
- Existing farm buildings should remain;
- Square of bungalows would retain the character of the farm;
- Bungalows are rarely proposed;
- Development is piecemeal and in advance of wider development, should be refused as this is contrary to the Local Plan which requires a comprehensive development;
- No evidence development will bring investment to the area;
- Disingenuous to state this is bringing much needed housing to the area;

#### Local residents (1) Comment

- Planned access to the site must be improved;
- Land is allocated for residential use so whatever view is taken on moral or environmental worth of the application it is difficult to see how the Committee could reject the principle of residential development;
- Regard must be had to Local Plan policies, the South West SPD and the Warwickshire Design Guide;
- The Planning Statement refers to footways and cycle routes linking the site to Cawston, Rugby and local facilities and amenities, this is incorrect there are no cycle routes to the site and the footway along Coventry Road is on the opposite side of the road, this

document contains other inaccuracies in relation to the provision of cycle connections within the site and to the wider area;

- Proposal includes a main access to Coventry Road and an emergency access onto the track at the east, the masterplan implies there will be a foot access onto this track but no details are provided;
- The only road improvements proposed are an informal crossing point on Coventry Road;
- Design & Access Statement suggests the public footpath will be upgraded to a cycleway in the site, but this would only connect to footpaths;
- Design & Access Statement refers to a pedestrian crossing linking to rights of way to north, this is no longer correct;
- Environmental Statement refers to pedestrian and cycle facilities within the site and a signalised crossing, these are not shown;
- Statements in the Transport Assessment are out of date as 1 access has been omitted;
- No Travel Plan has been provided;
- Documents refer to Cawston Greenway being a cycleway, this has not yet been upgraded to a cycleway;
- Adjacent development is providing a signalised crossing and a footway to the south of Coventry Road;
- Proposal is contrary to policy as it does not provide suitable pedestrian and cycle links, connections to Cawston Greenway and does not prioritise sustainable transport.

#### Revised access plans (2023)

##### Local residents (12) Objection

- Application should be refused;
- Road is proposed to be used by traffic from the south and the employment development;
- Should not be used for access for the employment development, a second access could be formed from the A45;
- Work done for the Council by BNP Paribas in 2019 showed link road connecting close to Potsford Dam Farm, this would reduce disturbance to the community;
- There is no place for HGVs on a housing estate;
- Technical note refers to one HGV every 4 minutes, this would lead to noise, pollution and congestion vibration could also affect properties;
- Heavy traffic dangerous for pedestrians;
- Western relief road has reduced HGV traffic in the area reducing noise and congestion, the employment development should connect to the roundabout;
- Warehouses do not need 2 accesses;
- Previous proposal for road through Brickyard Spinney was better;
- There are other places where the link road could be provided, should connect to the roundabout as preferred by the Council;
- Traffic modelling carried out over the summer so nursery traffic will have been less;
- Junction has been used for farm traffic it is not suitable for 275 homes with 550 cars;
- No consideration has been given to existing residents;
- Traffic signal junction will prevent safe access to Colmar House and garage;
- Additional plans showing arrangements for Colmar House access and garage will require use of access with reduced line of sight, closer to nursery junction, turning across traffic and conflict with traffic light and cycle lane, there will not be sufficient space to exit the garage safely;
- Keep clear markings will not make remaining eastern access safe;
- Will prevent parking and deliveries, will not be able to access garden with a caravan;
- Safety survey does not consider these issues;
- Use of garage must be retained;

- Traffic from nursery currently prevents access to properties at key hours, the junction will conflict with this traffic;
- Traffic signal junction will cause increased noise and disturbance;
- Will affect people's daily lives and freedom;
- House values will be reduced and people will be unable to move;
- Entry and exits from existing properties will be blocked by queueing traffic;
- Proposed widening of the footway to a cycleway would only work for 400m as the path then narrows, this works as a footpath without a problem and the frontages are used for visitors, delivery drivers etc;
- Combined footpaths and cycleways problematic for pedestrians;
- Cycleway unnecessary as routes will be provided in new developments;
- Emergency access should not be provided to access track due to conflict with vehicles and pedestrians using the nursery;
- Oak tree near Cawston Lane must be retained, this is a magnificent 200 year old tree that must be retained for future generations;
- RBC policy is clear that trees and woodland must be retained;
- Proposals include removal of 2 further trees on site;
- Buffer zone of 10m should be provided to all existing properties;
- Properties are not currently overlooked, screening and high fencing should be provided and building restricted to 2 storey near existing homes;
- Field slopes and drainage must be provided to ensure flooding does not occur;
- Environmental & Planning Statements refers to an existing network of cycle routes but there are no existing routes, this has not been corrected;
- Travel plan not provided although it is referred to in the Environmental Statement;
- Right of Way within site may be upgraded for cycle access but this will only connect to footpaths so does not provide enhanced access to services and facilities;
- Parameters plan does not show pedestrian or cycle facilities;
- Applicants letter refers to no objection from WCC Highways but previous objection has not been withdrawn;
- Site is not well connected to rest of SW development including local centre or schools;
- Amended plans include toucan crossing and cycleway to the north of Coventry Road, shared facilities are not favoured by the Warwickshire Guide and the proposed route will be blocked by a telegraph pole and protected oak tree;
- Footpath should be provided along south side of Coventry Road;
- No access is provided to Sustrans Route 41;
- Revised plans show lower value "Key Frontage" adjacent to road through site indicating it will be used by HGVs;
- No information regarding infrastructure provision, this development should not go ahead before infrastructure is programmed and funded;
- Masterplan is required to achieve high quality development;
- Access to paddock should be shown on plans;
- Proposal is just greed and politics;

#### Local residents (1) Comment

- New entrance is proposed in a better position;
- Concern traffic signals may conflict with junction to west;
- Footpath must be maintained on north side of Coventry Road;
- Crossing should be provided to access nursery;
- Will residents be compensation for construction dirt;

### Revised access plans (2024)

#### Local residents (4) Objection

- Welcome proposal for HGV traffic to travel to roundabout not through site;
- Junction and cycleway being proposed close to existing properties;
- Coventry Road traffic would lead to tailbacks at the proposed junction;
- Proposed cycleway will be dangerous for existing residents to enter and leave properties;
- Cycleway may be used by e-scooters and e-bikes which are fast, they currently use the footpath;
- Cycleway design must consider access to existing properties as well as traffic linked to the nursery;
- Reduces grass verge used for parking by service vehicles and visitors;
- Crossing with bollards would be dangerous due to speed and size of vehicles;
- Vegetation and grass must be retained;
- If road is widened this will reduce visibility and cause problems with parking;
- Road access to Colmar House should remain in line with existing to provide suitable visibility;
- Change to access will reduce width of access to off road parking preventing use by large vehicles, affect access to garage/barn, make access dangerous and devalue property;
- Delivery vehicles would park on the road near the junction and crossing;
- Central refuge and users would restrict visibility;
- Access to nursery causes problems with waiting vehicles these will be worsened;
- Drivers will assume vehicles indicating are turning into the new access not Colmar House;
- Access to new property at 111 not considered;
- Should provide the access at the nearby controlled junction and purchase existing properties to do this;
- Buffer zone of 10m should be provided to all existing properties;
- Properties are not overlooked, screening and high fencing should be provided and building restricted to 2 storey near existing homes;
- Field slopes and drainage must be provided to ensure flooding does not occur;
- Development is proposed on adjacent site, footpath cycleway would be better near woods going to new school;

### **3.0 Assessment of proposals**

#### 3.1 Key Issues

3.2 This is an outline application for development with all matters reserved except for the access from Coventry Road. The application is accompanied by parameters plans and an illustrative masterplan which show areas for residential development, open space, accesses and internal indicative roads.

3.3 The key issue to assess is therefore whether the principle of the proposed development is acceptable. The impacts in terms of highway safety, heritage assets, residential amenity, landscape and protected species must also be considered.

#### 4.0 Principle of development

4.1 Policy GP1 of the Local Plan states that when considering development proposals, a positive approach will be taken on development that reflects the presumption in favour of sustainable development and to secure development that improves the economic, social and environmental conditions in the area.

4.2 This is reflected in Section 2 of the NPPF which states that when considering development proposals, the Local Planning Authority will take a positive approach that reflects the presumption in favour of sustainable development.

4.3 Paragraph 11 of the NPPF states that where there is an up-to-date development plan applications should be determined in line with that development plan unless material considerations indicate otherwise. Paragraph 12 of the NPPF states that *“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted”*.

4.4 The latest Five-Year Housing Land Supply Position Statement 2024-2029 confirms the council can currently demonstrate a 6.9 year supply of housing.

4.5 Policy GP1 of the Local Plan seeks to secure sustainable development in accordance with the policies in the Local Plan. Policy DS1 sets out the proposed levels of housing and employment development for the borough between 2011 and 2031. In relation to residential development this states that 12,400 additional homes are required over the plan period.

4.6 The application site falls within an area to the South West of Rugby which is allocated for development. Policy DS3 details sites allocated for residential development including land for around 5000 houses at South West Rugby and additional detail regarding South West Rugby is included within policy DS8. Local Plan policy DS9 sets out the requirements for an internal spine road network.

4.9 Policy GP2 sets out the settlement hierarchy for development throughout the borough and states that Rugby town and allocated Sustainable Urban Extensions, such as this, are the main focus for development.

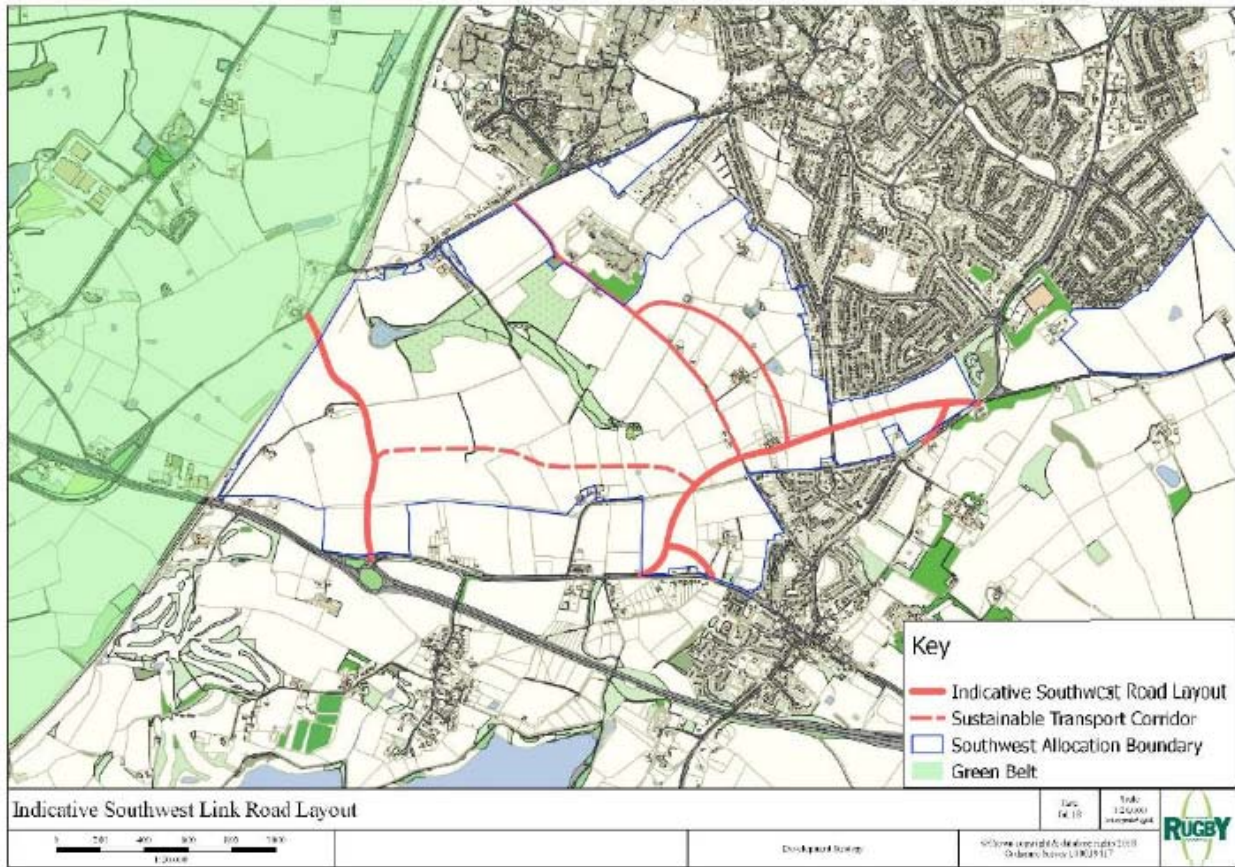
4.10 This site is also subject to the South West Rugby Masterplan Supplementary Planning Document, 2024 (the SPD). This sets out further guidance to ensure the comprehensive delivery of the planning objectives for the South West Rugby allocation, including masterplanning, infrastructure requirements and guidance on phasing and delivery. It advocates a framework section 106 approach to equitably and proportionately apportion the cost of delivering strategic infrastructure required by the allocation between the different development parcels (including the site) forming part of the allocation.

4.11 It is considered that the overall principle of the development of the site for residential use is acceptable in accordance with the relevant policies.

4.12 However, the principle of the proposed access arrangements must also be considered. The parameters plans show a connection to the Potsford Dam link to the west. Although the masterplan shows the Potsford Dam Link connecting to the roundabout the arrangement shown on the masterplans would allow traffic to access the site from the Symmetry Park employment site and A45/M45 to the south. The plans submitted in 2023 showed the junction onto Coventry Road being suitable for large vehicles and HGV traffic, however the revised plans from 2024 reduce the size of this junction.

4.12 The South West Rugby Spine Road Network is referred to in policy DS9. This policy states that land is allocated to facilitate the full alignment of the spine road network and support and enable the delivery of the South West Rugby allocation.

4.13 The plan forming part of this policy showed the Potsford Dam link crossing the former railway line and land to the west connecting to the A4071 close to Potsford Dam Farm.

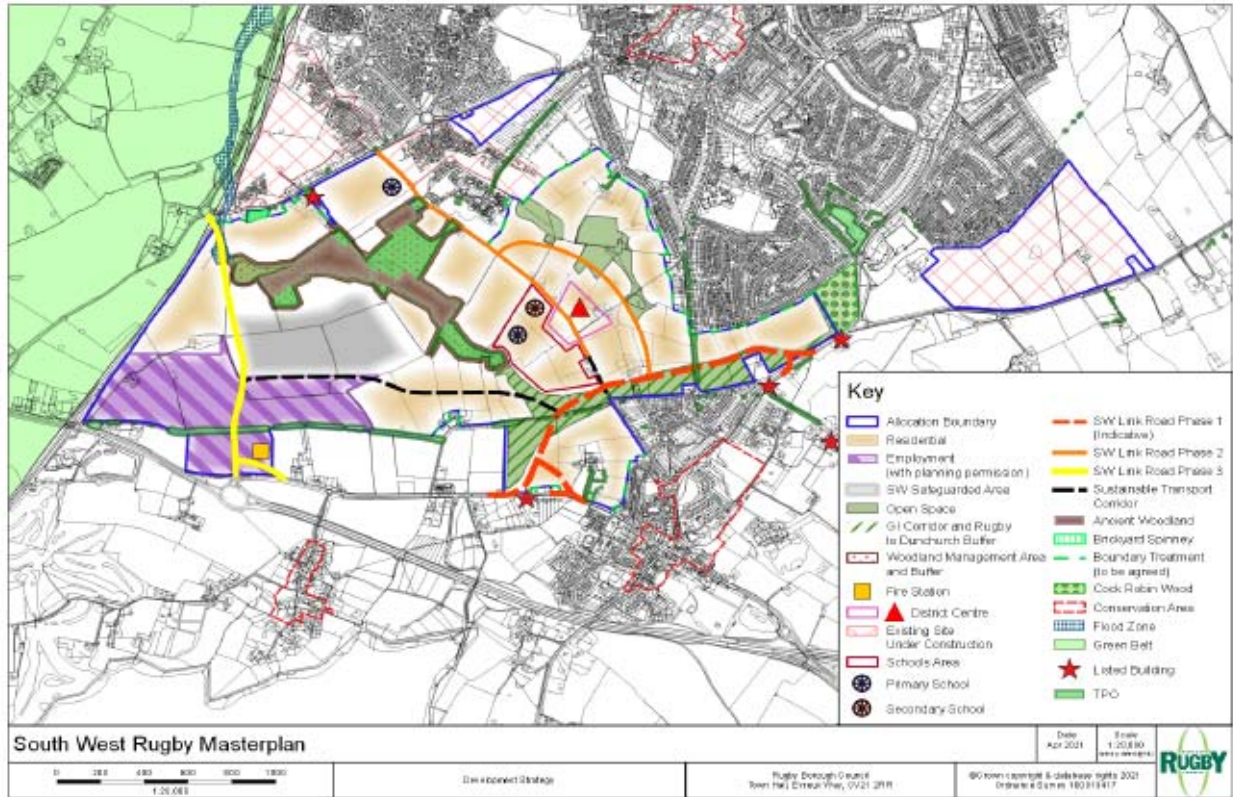


4.14 Policy DS9 states that the design and routing of the spine road network will be considered in more detail in the South West Rugby SPD and the development proposals must be consistent with the alignment in this document.

4.15 The policy goes on to state that should the alignment of the spine road network be varied a revised alignment plan will be published. The alignment has been updated within the SPD.

4.16 The SPD refers to the Potsford Dam link and comments that this is required to prevent traffic having to use other routes within Rugby and Dunchurch. The Masterplan within the SPD shows the Potsford Dam link connecting to the A4071/B4642 roundabout.





4.17 This masterplan alignment will allow traffic to travel from the south at the A45/M45 along the Potsford Dam link to the western relief road and further north. Traffic would no longer need to use the A45/B4453, Blue Boar, junctions with the Straight Mile.

4.18 The SPD refers to the southern part of the Potsford Dam link being provided as part of the employment development with the northern part, 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. Parcel 12 comprises the current application site and land to the west, located to the east of the former railway line, known as Cawston Farm 2, which is subject of a separate planning application (R22/0853).

4.19 The 2024 revised plans do not show the Potsford Dam Link being routed through the site. The Potsford Dam Link shown on the masterplan outside of the site shows an intention for this to be provided as a strategic link in accordance with the SPD and policy DS9.

4.20 However, although the junction arrangements have been altered the parameters plans and illustrative masterplan show the road through the site forming a through link between the Potsford Dam Link and Coventry Road.

4.21 A condition is therefore proposed (condition 30) that will prevent vehicular access, either direct or indirect, being provided between the access from Coventry Road and the western access. This will prevent the roads through the site from forming a through route for traffic from the south.

4.22 Policy GP4 states development will not be permitted if it would prevent the development of other land, the comprehensive development of allocated sites or the provision of necessary

infrastructure. It is considered the proposed development will not prevent the development of the wider South West Allocation in accordance with this policy.

## 5.0 Highways & Transport

5.1 Policy D1 seeks to ensure that transport impacts will be mitigated and that safe and convenient access to the site can be achieved. Policy D2 seeks to ensure adequate car parking can be achieved on site.

5.2 As this is an outline application layout of the development is not being considered at this stage (other than the details of the access from Coventry Road). At the Reserved Matters Stage, it is considered that it would be possible to achieve a layout that has adequate car parking to confirm with policy D2. Exact parking levels should conform with the Parking Standards contained within Annex 5 of the Local Plan as well as minimum cycle parking.

5.3 Policies DS8 and DS9 stress the need to ensure sustainable transport links integrate with existing networks and provide good connectivity within the development and to the surrounding area including an all traffic spine road, a comprehensive walking and cycling network to link residential areas with the key facilities on site, such as schools, health centres and food stores, and high quality public transport services to Rugby Town Centre.

5.4 As detailed earlier in the report policy DS9 seeks to allocate land to facilitate the full alignment of the South West Rugby spine road. This shows an indicative alignment of the Potsford Dam link which has been updated within the SPD.

5.5 The Environmental Statement submitted with the application included a Transport Assessment and details of transport modelling carried out. This assessed the impact of the proposals in the area surrounding the development and the wider area, including Rugby Gyratory. This compared the likely traffic movements in 2031 with and without the proposed development.

5.6 This modelling showed that the proposed development itself is forecast to generate 195 two-way vehicle trips in the AM Peak hour and 183 two-way vehicle trips in the PM Peak hour. The modelling shows that the additional development traffic will have a negligible impact on journey time routes, and those junctions closest to the site where the impact would be expected to be the greatest are forecast to operate with low levels of queuing. Impacts at Rugby Gyratory and Blue Boar were also assessed and show minimal differences in queues and delays with or without the proposed development.

5.7 National Highways (previously Highways England) commented on the proposals. They accepted the modelling carried out but requested additional information to assess the potential impact on the A45/M45 junction. This was provided and they raised no objection to the proposals.

5.8 The Highway Authority, Warwickshire County Council raised an objection to the application as originally submitted. Whilst they accepted the modelling of the trip generation and trip distribution they requested further modelling of the impacts on the strategic network. They also requested junction assessments of the Dunchurch crossroads and Blue Boar junctions and further information on sustainable travel and connections to the wider area.

5.9 The Highway Authority also expressed concern regarding the, now omitted, junction to the access through Brickyard Spinney and requested a Road Safety Audit of the other proposed junction.

5.10 The Addendum to the Environmental Statement included revised transport modelling to omit the Brickyard Spinney access and provide the information requested by the Highway Authority. The revised Parameters Plans and Illustrative Masterplan showed a potential connection from the main access road through the development to the Potsford Dam link, proposed as part of the overall South West allocation, to the west of the site.

5.11 As detailed above further amended plans were received by the Council in 2023. The revised parameters plan showed the Potsford Dam link connecting into the application site itself. The proposed junction to Coventry Road was revised to a traffic signal controlled junction designed to accommodate traffic travelling from the south, including HGV traffic. Highway modelling was provided to assess this proposed arrangement.

5.12 National Highways raised no objection to the 2023 revised plans and information.

5.13 The Highway Authority, Warwickshire County Council, commented on the 2023 revised plans and the intention to route traffic from the south through the development. They commented that their preference was for the Potsford Dam link to connect to the A4071/B4642 roundabout rather than route through the site.

5.14 However, the Highway Authority commented that the 2023 proposed access would operate under capacity, that routing the Potsford Dam link traffic through the site would not impact on key parts of the local network and the impact on existing junctions would be acceptable. They concluded that subject to conditions the impact of the 2023 proposals on the highway network would not be unacceptable or severe and raised no objection to the proposals.

5.15 Notwithstanding the Highway Authority's "no objection" to the 2023 access proposals officers expressed concerns regarding this in relation to the proposed route not forming the strategic link required by the Local Plan and the impact on the amenity of local residents.

5.16 Further revised access plans were received in 2024. These remove the traffic signals and propose an access similar to that submitted in 2021. The access will be around 9m from Bushfield to the west. The access within the site includes a footway cycleway on the eastern side and a pedestrian refuge on Coventry Road is proposed further to the east. A footway cycleway is also shown on the northern side of Coventry Road.

5.17 A further revised illustrative masterplan was also received which shows the Potsford Dam link, outside of the site, connecting to the A4071/B4642 roundabout although this is not part of the current application.

5.18 The Highway Authority made comments on the 2024 revised access proposals and advised that the Highway Authority will not permit a through route for vehicular traffic between the Potsford Dam Link and Coventry Road to be provided via the proposed development, this can be controlled by condition (condition 27). Subject to this condition they advised that the proposed accesses, footpath and cycle facilities and crossing point are acceptable in terms of highway safety.

5.19 They also advised that the development would not have an adverse impact on existing junctions within the area, including the Blue Boar junctions, A4017/B4642 (Coventry Road/Relief Road) roundabout, the Trussell Way traffic light junction and would not lead to queueing back to the former railway bridge on Coventry Road.

5.20 The proposals will involve changes to the access arrangements to Colmar House, to the east of the proposed access. This property currently utilises an area of highway land between the road and property in order to gain access to the property. There are 2 access points to this area from the road and this area provides separate access to the garden area and a garage/workshop.

5.21 The 2024 proposals involve the narrowing of the western access point to Colmar House as this will be positioned in close proximity to the pedestrian refuge. A road safety audit and tracking information were provided. The tracking plans show that a large car or 3.5t panel van could enter and exit Colmar House in both directions using the narrowed access. The tracking plans show that a 7.5t panel van or a large car with twin axle caravan could enter the narrowed access from the both directions and exit towards the east.

5.22 The owner of Colmar House has objected to the proposals on the grounds that the narrowed access does not have sufficient visibility and that it would not be possible to use the narrowed access to enter the garden area. They also have concerns that delivery vehicles would then block the highway.

5.23 Warwickshire County Council advised that Road Safety Audits of the proposed access have been undertaken and that visibility at the access does not appear to be an issue, although there is a telegraph pole within the visibility splay this would only provide a momentary obstruction to visibility and an approaching vehicle would never be fully obscured. The Highway Authority accepted the tracking which shows a large car or 3.5T van would be able to access the garden of Colmar House. Although larger vehicles, such as a 7.5T van or car with caravan would only be able to exit the site and travel east given that movements to/from a single residential dwelling involving vehicles larger than a van will be relatively infrequent, this constraint is considered to be acceptable.

5.24 In relation to sustainable transport the proposals include:

- A pedestrian refuge to provide a link between the site and the existing footway on the north side of Coventry Road;
- The upgrading of the footway to the north of Coventry Road to a 3m footway/cycleway;
- The retention of public footpath R168b which connects Coventry Road in the north to the southwest corner of the site, this footpath continues further south to the Tritax Symmetry employment site;
- a connection in the west of the site to allow a link to be formed to Cawston Greenway, this will provide a link to Cawston and Rugby to the north;
- a connection in the south-east corner of the site to public footpath R167a which runs along the eastern site boundary. (The adjacent site is also proposing to provide a connection to this footpath which will result in a link between the site and the proposed primary school and the wider South West allocation.

These proposals will allow the site to be accessed by means other than the private car.

5.25 The plan of the pedestrian/cycleway on the north side of Coventry Road within the Highways Technical Note shows the existing footpath being upgraded to a 3m footway/cycleway along the majority of Coventry Road and connecting to an existing cycleway close to the roundabout to the east. The footway/cycleway is shown as narrowing to 2.7m at one point due to the position of the adjacent boundary.

5.26 There is an existing oak tree positioned adjacent to the existing footpath, opposite Cawston Lane. This tree is over 200 years old, is protected by a Tree Preservation Order and makes a significant contribution to the amenity of the area.

5.27 The provision of the proposed 3m footway/cycleway as shown would impact on this tree and could require its removal. This is therefore not considered acceptable.

5.28 This point was raised with the Highway Authority, and it was questioned whether it would be acceptable to provide a narrowed cycleway in this area or provide an alternative design. The Highway Authority commented that they recognise that localised narrowing of the shared footway/cycleway will be required, including in the vicinity of this tree. A condition is proposed to require details of the footway/cycleway, including the retention of the protected tree, to be agreed (condition 36).

5.29 Warwickshire County Council advised that it is proposed that two bus service routes will be required to serve the South West allocation. The first is along the Coventry Road corridor, to serve this site and the adjacent L&Q site, the second would be as set out in the South West SPD, and route along the Homestead link Road, and serve the residential development parcels to the north and west of this and the employment development.

5.30 As this site is proposed to be developed in advance of other sites, it is proposed to extend an existing bus service (number 4) to serve the site. A bus stop will be required on Coventry Road to serve this bus route and this will be secured as part of the highways technical approval process. Contributions are requested towards this bus service and maintenance of the bus stops. This is considered to comply with the public transport requirements of policy DS5.

5.31 A Construction Traffic Management plan was also requested and this can be secured by condition (condition 23).

5.32 Policy DS9 and the South West SPD set the transport infrastructure required to support the South West Rugby allocation. Some of this will be directly provided by the developers of the sites within the allocation and some will be funded by s106 contributions. Details of the transport contributions for this site will be set out in the s106 agreement.

5.33 WCC Highways raise no objection to the proposals subject to appropriate conditions and planning obligations.

5.34 NPPF paragraph 116 states that. *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”* Neither condition applies in this case. It is therefore considered that the proposals are acceptable in relation to highway safety and the impact on the highway network.

## 6.0 Impact on amenity

6.1 Policy SDC1 states that new development should ensure the living conditions of existing and future neighbouring occupiers are safeguarded and should add to the overall quality of the areas in which they are situated.

6.2 There were concerns that the 2023 proposals would result in large numbers of HGVs travelling through the development leading to noise and disturbance and a detrimental impact on the residential amenity of the proposed dwellings. Environmental Health also requested further assessments in relation to this.

6.3 The 2024 access is not suitable for HGV traffic which would reduce the impact on future occupiers. However, the proposals as shown on the Illustrative Masterplan would allow other traffic to travel through the site.

6.8 As detailed above it is proposed to impose a condition (condition 30) that will prevent vehicular access, either direct or indirect, being provided between the access from Coventry Road and the western access. This will prevent the roads through the site from forming a through route for traffic from the south. This will therefore address the impacts on residential amenity that would occur if a through route was provided.

6.9 Objections received to the original proposals referred to concerns regarding noise from the development. Assessments of noise during construction and once the development is complete were included within the Environmental Statement. Environmental Services originally raised no objection to the original proposals in relation to noise, subject to a condition (condition 24) requiring an additional noise assessment to be carried out at the detailed design stage to ensure suitable living conditions for future occupiers. Subject to the condition preventing the site being used as a through route, it is considered that a scheme could be designed that would not have a detrimental impact on residential amenity or noise, in accordance with policy SDC1.

6.10 As the application is in outline form the detailed layout is not being considered at this stage. However, the submitted parameters plans and masterplan show the areas of built development and open space.

6.11 The originally submitted plans showed residential development to the side and rear of Bushfield which is an existing property on Coventry Road adjacent to the site. The revised parameters plans show areas of open space between this property and the access road and residential development.

6.12 Open space is also shown to the rear of properties further west on Coventry Road however this is less than 10m in places. Residential development is shown to the west of Colmar Houser. Due to the sizes of gardens at these properties and the orientation of these dwellings it is considered that a suitable scheme could be designed at the reserved matters stage to ensure there is no adverse impact in terms of sense of enclosure or loss of privacy.

6.13 It is considered that a suitable scheme can be provided to ensure that existing properties are not adversely impacted in relation to light, privacy and residential amenity

## 7.0 Visual Amenity and Landscaping

7.1 Since all matters in relation to design and layout are to be determined at the reserved matters stage, apart from access, the main issue in relation to design, layout and landscaping is the overall impact of proposals within the site in terms of broad areas for the open space, residential elements, hedgerows and trees and road infrastructure, together with pedestrian and cycle links.

7.2 Policy SDC1 refers to design and states that development must demonstrate high quality design and must be of a scale, density and design which responds to the character of the area where they are situated. Factors such as massing, height, landscape, layout and materials are key considerations in the determination of applications.

7.3 As detailed above the originally submitted parameters plan proposed three storey (maximum ridge height of 15m) buildings in the northern, western and central parts of the site with

two storey buildings (maximum ridge height 11m) in the eastern and southern areas. However, the amended parameters plan shows maximum building heights across the site as 2.5 storeys, with rooms in the roof space. These were initially shown with a maximum ridge height of 12m however revised plans were received which reduced this to 9.75m which is consistent with other 2.5 storey developments in the area.

7.4 A vehicular access to the site will be provided from Coventry Road, Cawston. The houses along this road are a mix of ages and styles including bungalows, two and two and a half storey houses. There has been recent development within the wider area including two, two and a half and three storey properties. Although the detailed design of the development will be assessed at the reserved matters stage it is considered that the development of properties up to two and a half storeys, 9.75m high, will reflect the character of the area.

7.5 The site is currently agricultural land and it is therefore inevitable that a housing development will alter the character and appearance of the area. However, the proposals set built development away from the site boundaries which will lessen the impact of the development on visual amenity.

7.6 Policies SDC2 and NE3 of the Local Plan relate to landscape protection and enhancement, and seek to integrate landscape planning into the design of the development at an early stage, consider landscape context, enhance key landscape features, address the importance of habitat biodiversity features ensuring their long term management and maintenance, and expanding these features through means such as buffering. Policy SDC2 specifically refers to the need to provide sufficient planting around the perimeter of the site to minimise visual intrusion on neighbouring uses.

7.7 The application site is adjacent to a Local Wildlife Site. Cawston Spinney and Fox Covert Local Wildlife Site which comprises areas of ancient woodland, 19th century plantation woodland and a modern agricultural reservoir. This woodland is protected by a Tree Preservation Order.

7.8 Woodland in Brickyard Spinney to the north of the site is also protected by a Tree Preservation Order. This was originally included within the application site but has now been omitted.

7.9 The submitted parameters plans show that the open space for the site would be situated to the edges of the site, including adjacent to Cawston Spinney and Brickyard Spinney. This approach is supported as it reduces the visual impact of the proposals in the wider area and moves built development away from existing landscape features. This arrangement conforms with policy SDC2 in that it is considered that sufficient planting could be provided around the perimeter of the site.

7.10 Providing open space as additional buffering to Cawston Spinney and Fox Covert means that the structural landscaping complements the need to buffer the woodland areas, thereby complying with policy NE3 which seeks to integrate landscape planning into the design. The arrangement of open space would ensure that the ancient woodland is safeguarded. The South West SPD also seeks to protect, enhance and secure the future for important habitats, and ensure a minimum buffer of 15 metres around the ancient woodland is maintained to avoid root damage. The proposals as submitted exceeds these requirements.

7.11 Policy DS8 states that for the allocation as a whole it is a requirement to incorporate a continuous Green and Blue infrastructure corridor, as well as a Woodland Management Plan,

linking adjacent networks and utilising existing and potential habitats and historic landscape, in particular between Cawston Spinney and Cock Robin Wood. A draft Woodland Management Plan was provided in the Environmental Statement accompanying the application. The open space arrangement as set out on the parameters plans, conforms with the general requirement to incorporate green infrastructure. It is considered that this aspect conforms with policy DS8.

7.12 The reserved matters will need to provide further details as to the exact landscaping proposals, including detailed planting specifications (condition 16). As such it is considered that the proposal conforms with policies SD2 and NE3 of the Local Plan, does not adversely affect ancient woodland or the Local Wildlife Site and continues the green infrastructure objectives of the South West SPD, subject to conditions since it integrates landscape planning into the design.

## 8.0 Biodiversity

8.1 Policy NE1 refers to biodiversity and states that designated species will be protected and that significant harm to biodiversity should be avoided, mitigated or compensated for.

8.2 Policy NE2 states existing the Green and Blue Infrastructure should be protected and retained and new Green and Blue Infrastructure corridors should be provided to link into the existing network. The provision of an on-site Green Infrastructure network linking to the wider area is also required by policy DS5.

8.3 Guidance within the NPPF also refers to the need to minimise impacts on and provide gains for biodiversity, including by establishing ecological networks. This goes on to state that where significant harm to biodiversity resulting from a development cannot be avoided, mitigated for or as a last resort, compensated for, then planning permission should be refused.

8.4 The County Ecologist initially objected to the application on the basis that the initially proposed access through Brickyard Spinney would lead to a loss of trees and have an adverse impact on habitats. They also requested a greater buffer from the ancient woodland and additional information regarding biodiversity off-setting and species surveys.

8.5 In relation to the amended plans the removal of the road through Brickyard Spinney overcame this part of the objection. However, they advised this area should be protected from recreational use by dense planting or fencing and that this could be secured through the landscape scheme and a Construction Environmental Management Plan (condition 12).

8.6 In relation to the buffer from Cawston Spinney the SPD states that this should be a minimum of 15m. The parameters plan exceeds this which is considered acceptable.

8.7 The western part of the site is identified within the Green Infrastructure Network by policy NE2. In addition the entire site is within the Potential Green Infrastructure Network with the watercourses adjacent to the south and western boundaries falling within the Blue Infrastructure Network. The submitted parameters plans show open space areas provided to the site boundaries, these will provide linkages into the Green and Blue Infrastructure Network in accordance with policy NE2.

8.8 In relation to protected species surveys the County Ecologist requested additional information regarding surveys for breeding birds, bats and otters. They also recommended that changes be made to the submitted Biodiversity Impact Assessment.



8.9 Revised documents were received and the County Ecologist raised no objection to the proposals subject to conditions relating to a Construction Environmental Management Plan, Landscape and Ecological Management Plan, ecological lighting scheme and bat mitigation details (conditions 12, 13, 14 & 15).

8.10 The proposal is not considered to impact on Draycote Meadows SSSI or Cock Robin Wood due to the distance from these sites.

8.11 This application was submitted prior to the mandatory requirement to provide 10% Biodiversity Net Gain which came into force in 2024. The development will therefore not have to provide a 10% biodiversity net gain but will be expected to demonstrate a net gain in biodiversity in accordance with policy NE1 and the NPPF.

8.12 The proposals will alter the biodiversity and habitats provided on the site. The revised BIA showed an overall gain of 0.16 units which the County Ecologist advised is considered realistic and achievable. However, as this is an outline application changes to the proposed habitats may occur at the reserved matters stage. Therefore, an updated BIA will be required at that stage and if there is a resultant loss of biodiversity units an off-site contribution will be required to mitigate for this.

8.13 A condition is proposed to require the submission of a Landscape Ecological Management Plan (condition 13). Additional conditions are proposed that relate to tree and hedgerow protection measures (condition 17), species planting (condition 16) and a lighting strategy within the site, to ensure that significant light spillage does not occur within sensitive areas of the site, such as in proximity to hedgerows and within the green infrastructure areas (condition 14).

8.14 Hedgehogs are a priority species due to their continued decline. Comments from Warwickshire Wildlife Trust requested measures to protect hedgehogs be incorporated into the proposals. This can be included in the Landscape and Ecological Management Plan (condition 13) and Construction Environmental Management Plan (condition 12).

## 9.0 Trees and Hedgerows

9.1 The NPPF and policies NE3 and SDC2 of the Local Plan set out the importance of incorporating features such as trees and hedgerows into proposed development.

9.2 As detailed above Brickyard Spinney and Cawston Woodlands (Cawston Spinney and Fox Covert) are covered by group Tree Preservation Orders.

9.3 The proposals originally included the provision of an access through Brickyard Spinney and the removal of protected trees. This was not considered acceptable and objections to this were received from technical consultees and local residents. Amended plans were received which omitted this access and allowed these trees to be retained.

9.4 The Council's Tree and Landscape Officer commented on the revised plans and arboricultural reports. They commented that there appeared to be inaccuracies in the reports which would result in trees surrounding the site having larger root protection areas than shown and commented that this should be incorporated within the design. Additional and revised information was provided to address this concern.

9.5 A revised illustrative masterplan was provided to reduce the impact on existing trees. This moved the allotments, play area and proposed footpath away from the Ancient Woodland buffer,

repositioned the emergency access out of the root protection areas of any trees and moved the proposed housing areas away from trees and woodland. Revised tree surveys and root protection plans were also provided.

9.6 A buffer zone of 15 metres has been incorporated between the developable area and the protected woodland to be provided as open space with additional planting, as shown on the Parameters Plan and Illustrative Masterplan. This is in accordance with Natural England's Standing Advice and the South West SPD.

9.7 Condition 4 will maintain the general structural landscaping proposals fixing the position of the buffer, open space and developed portions of the site.

9.8 The submitted tree report details that 2 category B trees, a Beech and Leyland Cypress will be removed from the Coventry Road frontage and the category B, Hawthorne, Blackthorne and Elm hedge to the west of the existing agricultural buildings will also be removed. The Tree and Landscape Officer has no objection to these removals.

9.9 The Tree and Landscape Officer also commented that the Illustrative Masterplan showed development close to 2 further Category B trees, a Birch and Cherry. However, the revised Illustrative Masterplan moves the proposed development away from these trees.

9.10 All other trees and hedgerows within the application site boundary will be retained. Additional planting is also required by condition 16.

9.11 A condition is proposed (condition 17) to ensure that detailed tree reports and protection plans are provided at the reserved matters to ensure trees are protected and a successful layout can be achieved paying particular attention to the placement of properties, roads, paths and gardens in relation to retained trees ensuring both can co-exist successfully.

9.12 As detailed earlier in the report the Highways Technical Note shows the existing footpath being upgraded to a 3m footway/cycleway along the majority of Coventry Road. There is an existing oak tree positioned adjacent to the existing footpath, opposite Cawston Lane. This tree is over 200 years old, is protected by a Tree Preservation Order and makes a significant contribution to the amenity of the area.

9.13 The Tree and Landscape Officer raised an objection to the proposals on the grounds that the cycleway works would impact on this protected tree. However, as detailed above the Highway Authority have accepted that the cycleway can be narrowed in the vicinity of the tree and the design amended to ensure the tree is retained. The Tree and Landscape Officer has no objection to this, subject to conditions relating to the design and narrowing of the cycleway and an Arboricultural Method Statement and tree protection (conditions 17 & 36).

9.14 Subject to these conditions the Tree and Landscape Officer raised no objection to the proposals which are considered to comply with policy NE3 and SDC2.

#### 10.0 Public Right of Way and Cycle Routes

10.1 Public footpath R167a runs along the eastern edge of the application site. Public footpath R168b crosses the site in a south westerly direction from Brickyard Spinney to the area of Potsford Dam pond.

10.2 The Illustrative Masterplan shows these Rights of Way retained on the existing alignment. Open space is provided to either side of R168b which will reduce the impact of the development on users of the footpath.

10.3 Links are proposed throughout the development connecting to these Rights of Way. A link is also proposed to the west of the site to allow a connection to be made to the former railway, Cawston Greenway which connects to the wider area.

10.4 WCC Rights of Way commented on the application and initially requested information as to how the existing Rights of Way would be accommodated in the development. This was provided on the Illustrative Masterplan and the Rights of Way Team raised no objection to the proposals subject to a condition and informative (condition 42). Some elements of the requested condition, related to the surfacing or disturbance of the Rights of Way are controlled by other legislation and are considered more appropriate as an informative.

10.5 The South West SPD and policy DS5 seeks to increase pedestrian and cycle links to connect housing and other uses and provide access to adjacent developed areas. As detailed earlier in the report it is considered that suitable connections are provided to other part of the South West allocation and the wider area.

#### 11.0 Open Space, Sport and Recreation and Play Provision

11.1 Policy HS4 of the Local Plan seeks to ensure that residential development above 10 dwellings contribute or provides towards the attainment of the Council's open space standards and Appendix K of the South West SPD sets out the open space and outdoor sports requirements for the South West allocation as a whole.

11.2 The parameters plans and masterplan show public open space around the edges of the site and along the route of the public right of way crossing the site. This includes allotments and a play area in the south eastern corner of the site and a balancing area close to the western boundary.

11.3 The on-site open space provides the required amounts of all types of open space (children's play facilities, amenity green space, natural/semi-natural open space, parks and gardens and allotments) in association with the development itself which is in accordance with policy HS4 and the South West SPD. Contributions towards the maintenance of this on-site open space will be secured by a s106 agreement.

11.4 Policy DS8 and the South West SPD require the development of the South West allocation to maintain a physical and visual separation between Rugby and Dunchurch which will form a landscaped buffer along the Homestead Link road. This will not be related to any specific phase of development and forms part of the strategic infrastructure to serve the South West as a whole. A contribution towards the provision and maintenance of this open space will therefore be required.

11.5 The proposals do not include the provision of sports pitches and contributions will be required towards football, cricket and rugby pitches in the area.

11.6 Subject to the s106 requirements it is considered that the open space provision will comply with policy HS4.

## 12.0 Heritage

12.1 Policy SDC3 refers to protecting and enhancing the historic environment. This states development will be supported that sustains and enhances the significance of the Borough's heritage assets, which include Listed Buildings, Conservation Areas and archaeology. The policy goes on to state that development affecting the significance of a designated or non-designated heritage asset will be expected to preserve or enhance its significance.

12.2 With regards the NPPF, chapter 16 sets out the government's advice on conserving and enhancing the historic environment. Paragraph 208 requires that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset). Paragraph 212 advises great weight should be given to the assets conservation irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 213 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) requires clear and convincing justification. Paragraph 214 states that where a proposal will lead to less than substantial harm to a designated heritage asset this should be weighed against the public benefit of the proposal.

12.3 The Setting of a heritage asset is defined by the glossary of the NPPF as: *“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of the asset, may affect the ability to appreciate that significance or may be neutral.”*

12.4 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on a decision maker to pay special attention to the need to preserve and enhance the character or appearance of a conservation area. In addition the council is required by section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building or any of its features of special architectural or historic interest.

12.5 There are no designated heritage assets within the application site itself. Cawston Farm House to the east of the application site is a Grade II Listed Building. This is a substantial mid to late 18th Century farmhouse incorporating elements of an earlier, mid 17th Century building which also has 20th Century additions to the east and west elevations and UPVC windows and hardstanding added. This is currently used as a children's day nursery. The farmhouse's value is, for the most part, derived from heritage interest associated with its physical form; its historic interest, reflecting its origin as one of the earliest buildings in Cawston, and its architectural interest derived from the building representing an example of a vernacular, post medieval farmhouse.

12.6 There are brick built barns located within the application site adjacent to Cawston Farm House. These are the former outbuildings of Cawston Farm House dating from the mid-late 19th century. These are a mix of single and two storey buildings with pitched tiled roofs that run along the public right of way, these are to be retained as part of the development. These are not Listed, however, it is considered that these constitute a non-designated heritage asset. These are currently disused and are in a poor condition. There is also an additional 19th century brick barn to the west of these within the farmyard itself, this has been modified and attached to a more modern barn and is in a poor condition. This barn is proposed to be removed.

12.7 The South West SPD states that applications with the potential to affect the significance of a heritage asset will be required to provide sufficient information and assessment of the impacts on the assets and their settings. An Archaeological and Heritage Assessment Report was included within the Environmental Statement and it is considered that the level of detail is sufficient to make the appropriate assessment in the planning balance.

12.8 The Environmental Statement assesses the impact of the proposals on these heritage assets and their settings.

12.9 In relation to Cawston Farm House it is considered that the development will impact on the setting of this building. It is considered that the retention and future conversion of the brick barns will have a positive impact on the setting. In addition the removal of the modern agricultural buildings located adjacent to these will also have a positive impact. Whilst housing development is proposed within the site this will be set away from the boundary by the open space which will reduce the impact on the setting of the Listed Building. Due to the proposed conversion of the existing barns the views of Cawston Farm House from Coventry Road will not be altered. The proposals include the removal of 1 brick barn located within the farm yard, as this is separated from Cawston Farm House by the barns which are to be retained it is considered this will have a minor negative impact on the setting which is outweighed by the positive impacts.

12.10 In relation to the brick barns, it is considered that the majority of the heritage value will be preserved. The architectural and aesthetic qualities of the buildings along the north-eastern boundary will be preserved and enhanced by future conversion and their historical interest as the outbuildings of the former Cawston Farm will remain. The removal of 1 barn, which is immediately adjacent to the farm house, has been altered and is in a poor condition is not considered to have a significant impact on this group of farm buildings. It is therefore considered that the proposals will, overall, have a positive impact on these non-designated heritage assets.

12.11 The area lies in an area of significant archaeological potential. Prior to the submission of the application an archaeological trial trench evaluation was undertaken which established that archaeological features survive across the site.

12.12 The County Archaeologist advised that the proposed development will have a significant impact on the archaeological features across the site. However, they requested a condition relating to an archaeological mitigation strategy (condition 44).

12.13 It is therefore considered that the proposals will not lead to harm to designated or non-designated heritage assets. The proposal does not conflict with the Planning (Listed Buildings and Conservation Areas) Act 1990, the relevant sections of the NPPF or policy SDC3.

### 13.0 Drainage and Flooding

13.1 Policy SDC5 states that a sequential approach will be taken to development based on the Environment Agency's flood zones to steer development to areas with the lowest probability of flooding. The site is located within Flood Zone 1, which has the lowest likelihood of flooding and in accordance with this policy.

13.2 Policy SDC6 states that Sustainable Drainage Systems are required on major developments and that these should be provided on-site or, where this is not possible, close to the site.

13.3 There are currently watercourses running along the western and southern boundaries of the site and the irrigation pond known as Potsford Dam is located within the south west corner of the application site. The Environmental Statement included a Flood Risk Assessment and Drainage Strategy which detailed that a surface water drainage scheme would be provided utilising Potsford Dam and a new attenuation basin close to the western boundary.

13.4 The Environment Agency did not object to the current application subject to conditions relating to compliance with the submitted Flood Risk Assessment (condition 18), site investigation to ensure water courses are not adversely affected (condition 25), the provision of buffer zones adjacent to watercourses (included in condition 13 & 21) and to prevent pollution of watercourses during construction (condition 23).

13.5 Warwickshire County Council, as Lead Local Flood Authority, initially objected to the application on the grounds that additional surface water drainage information was required. This information was provided and Warwickshire County Council advised they have no objection to the application, subject to conditions relating to a surface water drainage scheme (condition 19), a maintenance plan (condition 20) and the provision of buffer zones adjacent to watercourses (condition 13 & 21).

13.6 The proposals therefore comply with policy SDC6.

13.7 Policy SDC7 states that developers will be expected to ensure there is an adequate water supply to serve developments and that development should not have an adverse impact on water quality in accordance with the Water Framework Directive. As the development proposals do not include any works to the existing watercourses a separate Water Framework Directive Compliance Report is not required.

#### 14.0 Housing

14.1 The proposed development will boost the supply of housing and will contribute to the Council's five year housing supply. Policy H1 states that a mix of market houses and types should be provided consistent with the latest Strategic Housing Market Assessment (SHMA), although an alternative mix will be considered where market factors demonstrate that this would better meet market demand.

14.2 As layout is not being considered at this stage, the exact housing mix has not been established. However, a condition is proposed (condition 6) to ensure that housing mix at the reserved matters stage complies with this policy.

14.3 Policy H1 also 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. The applicant reviewed the Council's Self-Build and Custom Housebuilding Register which states that sufficient planning permissions have been granted for an equivalent number of plots as those on the register. In addition, there is limited demand for self-build in the vicinity of the site. Reference was also made to the South West SPD which states that demand for self-build and custom housebuilding within the borough has been met.

14.4 Development Strategy confirmed that the Council considers that it is meeting its obligations in respect of self-build and custom housebuilding and this is not required as part of the proposed development.

## 15.0 Affordable Housing

15.1 Policy H2 relates to affordable housing and seeks to provide a target of 30% affordable homes on green field sites such as this. The policy also states that the tenure and mix should accord with the latest SHMA.

15.2 As this is an outline application details of the tenure and mix of affordable housing are not known at this stage. The s106 legal agreement will include clauses to secure the target of 30% affordable units, subject to viability, and to allow the tenure to be agreed by the Council.

15.3 This is therefore in accordance with policy H2.

## 16.0 Air Quality

16.1 Policy HS5 states development proposals should promote a shift to sustainable transport modes and low emission vehicles to minimise the impact on air quality, noise and vibration caused by traffic. The Air Quality SPD also refers to the need for developments to be air quality neutral or provide appropriate mitigation. This SPD sets out a methodology for calculating the costs associated with the impact on air quality which can be used when assessing mitigation.

16.2 The site is located within the Air Quality Management Area (AQMA) which covers the Rugby Urban Area and areas surrounding this including Dunchurch. Sensitive areas within the AQMA include Dunchurch crossroads and the gyratory.

16.3 Due to the size of the development and the location within the AQMA this policy requires the development to achieve air quality neutral standards or provide mitigation. As the site is currently in agricultural use any built development would result in an impact on air quality. It therefore would not be possible for development to be air quality neutral and mitigation will be required.

16.4 The NPPF also refers to air quality and states planning decisions should contribute towards limits and objectives for pollutants taking into account AQMAs and that opportunities to improve air quality or mitigate impacts should be identified such as through traffic and travel management and green infrastructure. Decisions should ensure new development within AQMAs is consistent with the local air quality action plan.

16.5 Environmental Services commented in relation to air quality and accepted the applicants assessment that the impacts are not significant. However, as the development will not be air quality neutral they recommend a condition (condition 26) and informative to secure on-site mitigation. Subject to the condition and informative the proposals comply with policy HS5 in relation to air quality.

## 17.0 Healthy Safe, Inclusive Communities

17.1 Policy HS1 relates to the need to create healthy, safe and inclusive communities when considering development proposals including through the development of a high quality walking and cycling network, an attractive and safe public realm, opportunities for physical exercise, green infrastructure and links to Rights of Way.

17.2 As detailed earlier in the report the proposed development will allow access to suitable open space with linkages to a walking and cycling network and existing Rights of Way.

17.3 Policy HS1 also refers to development contribution to new and improved health services in accessible locations and good access to shops, employment, services, school and community facilities.

17.4 Although community facilities are not proposed as part of the current application the development falls within the overall South West Rugby Allocation. As detailed by policy DS8 the development of the allocation will include the provision of retail facilities, doctor's surgery, primary and secondary schools and other facilities as required. The site will be connected to these by the walking and cycling network and contributions towards the provision of off-site facilities will be secured by a legal agreement.

17.5 Policy HS2 relates to Health Impact Assessments and states proposals for residential development of over 150 dwellings will need to demonstrate that it would not generate adverse impacts on health and wellbeing. This goes on to state that a Health Impact Assessment screening report will be required to determine whether a full assessment is required.

17.6 A Health Impact Screening Assessment was undertaken for the scheme which discusses a range of health aspects, many of which would be considered at the reserved matters stage. This assessed the impact of the proposals in terms of healthy housing, active travel, healthy environment and vibrant neighbourhoods and considered factors such as access to open space and walking and cycling infrastructure. This concluded that it is unlikely that the development will have significant adverse health effects and a more detailed Health Impact Assessment is not required. This is in accordance with policy HS2.

#### 18.1 Climate Change and Sustainable Design

The Council has declared a 'Climate Emergency' pledging to take local action to contribute to national carbon neutrality targets; including recognising steps to reduce its causes and make plans to respond to its effects at a local level.

18.2 Local Plan Policy SDC4 read in conjunction with the Climate Change and Sustainable Design and Construction SPD, sets out further guidance on how the development is required to demonstrate compliance with matters relating to climate change and a reduction in carbon emissions.

18.3 A sustainability checklist was provided which provides details of how the development will be provided in a location which is accessible to local facilities and services, either existing or proposed. Bus services and pedestrian and cycle links will be provided to the development increasing accessibility. As this is an outline application the detailed design of the dwellings is not being considered at this stage, however renewable and low carbon technologies could be incorporated as the detailed design stage such as solar PV panels, solar water heating or air source heat pumps.

18.4 It is considered that the applicant has demonstrated how energy efficiency and sustainability can be incorporated within the development and therefore the development complies with Policy SDC4

#### 19.0 Other matters

19.1 Policy GP5 states that neighbourhood level documents, such as Parish Plans, are a material consideration in determining planning applications. The majority of the site is within Dunchurch Parish and Dunchurch does not have a Parish Plan. The works to Coventry Road fall within Cawston Parish and Cawston has a Parish Plan. However, this largely relates to Cawston



Grange itself although reference is made to a demand for an increased bus service. Public transport has been considered earlier in the report and is considered acceptable. This is therefore in accordance with policy GP5.

19.2 Policy SDC4 refers to the need to ensure that all new dwellings should meet the Building Regulations requirement of 110 litres of water per person a day unless it can be demonstrated that it is financially unviable. The South West SPD supports this policy and promotes water efficiency, and water re-use measures. This can be secured by condition (condition 46). The SPD also seeks to encourage planning applications to transition to a low carbon future and minimise energy consumption. Condition 48 relates to the need for an energy statement to accord with this as well as complying with paragraph 157 of the NPPF which seeks to shape places in ways that contribute to radical reductions in greenhouse gases, improve resilience, and support renewable and low carbon energy.

19.3 Policy SDC9 relates to the need to ensure new development facilitates and contributes to the provision of broadband infrastructure which is also encouraged by the South West SPD and a condition is proposed to ensure appropriate broadband facilities are provided (condition 47).

19.4 Warwickshire Fire and Rescue have no objection to the proposals subject to a condition relating to the provision of fire hydrants (condition 45).

19.5 The NPPF states that Local Planning Authorities should take into account the economic and other benefits of the best and most versatile land and states that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to that of a higher quality.

19.6 The best and most versatile land is defined as Grade 1 (excellent), 2 (very good) and 3a (good) with remaining agricultural land graded as 3b (moderate), 4 (poor) and 5 (very poor). The applicants have submitted an Agricultural Land Classification report for the site. This analysis concluded that 34.75% of the site comprises Grade 2, 33.3% comprises Grade 3b with 31.95% in other non-agricultural use.

19.7 The proposals will therefore result in the loss of 4.8ha of Grade 2 best and most versatile agricultural land, this comprises around 0.1% of the Grade 2 land within the Borough. This is considered to carry very limited weight against the proposals which must be weighed against the benefits of the development of the site and its allocation for development within the Local Plan.

## 20.0 Planning Conditions and Obligations

20.1 Paragraphs 56, 58 and 59 of the Framework, policies D3 and D4 of the Local Plan and the Planning Obligations SPD set out the need to consider whether financial contributions and planning obligations could be sought to mitigate against the impacts of a development and make otherwise unacceptable development acceptable.

20.2 Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) makes it clear that these obligations should only be sought where they are:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

20.3 If a requested planning obligation does not comply with these tests, then it is not possible for the Council to take this into account when determining the application.

20.4 The South West SPD identifies infrastructure requirements associated with the South West Rugby Allocation and policy DS9 sets out the requirements in relation to the provision of the spine road network. Appendix K of the SPD sets out the overall strategic infrastructure requirements which will be apportioned between the South West Rugby developments.

20.5 Appendix K of the SPD was adopted in June 2021, this was reviewed during 2024 as the costs of the strategic infrastructure have been affected by inflation and there is now a greater level of understanding of the scope of some of the infrastructure items. The revised SPD with updated figures within Appendix K was adopted by the Council on 11/12/2024.

20.6 During the application process contribution requests were received from Warwickshire Police, however these contributions are no longer included within Appendix K as it is not considered that these comply with the tests within the CIL Regulations, therefore this request is not supported.

20.7 Appendix K includes contributions towards bus services to serve South West Rugby. Warwickshire County Council have advised this will include a route running along Coventry Road, Cawston and contributions towards this are included within Appendix K. In addition to this Warwickshire County Council Highways requested an additional £902,520 towards providing a bus service to serve the development site and provide public transport connection to Rugby town centre. It is considered that this request is not reasonable as bus services will be secured through the Appendix K contributions, this additional request is therefore not supported.

20.8 In addition to strategic infrastructure requirements set out within Appendix K there are other site specific requirements which will also be included within the s106 legal agreement.

20.9 It is within this context that the Council has made and received of requests for planning obligations as detailed below. It is considered that these requests meet the necessary tests and are therefore CIL Regulation 122 compliant. Where relevant, reference is made to contributions being made to various Strategic Infrastructure Funds which form part of the framework Section 106 agreement – although the funds are still being discussed and will be finalised as part of the Section 106 negotiations:

<b>Contribution</b>	<b>Requirement</b>	<b>Trigger</b>
STRATEGIC		
NHS Trust (GP Surgeries)	£353,094 Financial contribution to help meet patient demand for access to health care services in connection with the proposed development	First instalment prior to commencement, second instalment prior to occupation of more than 25% of dwellings
NHS Trust (Hospital of St Cross)	£78,857 Financial contribution to help meet patient demand for access to health care services in connection with the proposed development	Prior to occupation of more than 25% of dwellings
Warwickshire County Council (Education Primary & Secondary Strategic Infrastructure)	£4,458,646 Contribution towards the Strategic Infrastructure Fund to provide primary schools (including nursery provision) and a secondary school within the South West Rugby area.	25% prior to 25% occupation; 50% prior to 50% occupation & 25% prior to 75% occupation

Warwickshire County Council (Fire & Rescue)	£103,383 The Local Plan includes a Fire and Rescue facility as a result of growth at South West Rugby. A pro-rata contribution for 275 homes is required to support the delivery of this.	Prior to occupation of more than 75% of dwellings.
Warwickshire County Council (Highways – Bus Provision)	£334,101 Contribution towards improved bus services to the site and wider South West area.	Initial payment prior to occupation, then 4 annual payments.
Warwickshire County Council (Transport Strategic Infrastructure)	£359,299 Contributions will be required towards transport infrastructure in the area surrounding the development.	Initial 33% payment prior to occupation of more than 25% of dwellings, 33% payment prior to occupation of more than 50% of dwellings, 34% payment prior to occupation of more than 75% of dwellings.
Warwickshire County Council (South West Link Road Strategic Infrastructure)	£2,930,325 Contributions will be required towards the SW Rugby Link Road Strategic Infrastructure. (Comprising Homestead Link Road £1,516,291; Potsford Dam Link £500,432, Community Spine Road £913,602)	Initial 33% payment prior to occupation of more than 25% of dwellings, 33% payment prior to occupation of more than 50% of dwellings, 34% payment prior to occupation of more than 75% of dwellings.
Warwickshire County Council (Strategic cycle facilities)	£427,471 Contributions will be required towards cycle routes in the area surrounding the development	Initial 33% payment prior to occupation of more than 25% of dwellings, 33% payment prior to occupation of more than 50% of dwellings, 34% payment prior to occupation of more than 75% of dwellings.
Open Space (Link road open space buffer)	£197,497 A contribution towards the provision and maintenance of open space adjacent to the proposed Homestead link road.	Prior to the occupation of more than 75% of dwellings
Sports Pitches & Facilities	£491,669 Contributions towards the provision and maintenance of off-site sports pitches and recreation facilities.	Prior to the occupation of more than 75% of dwellings
<b>SITE SPECIFIC</b>		
Affordable Housing	Target provision of 30% of the total number of dwellings, subject to viability. Tenure and mix to be agreed. Affordable housing runs with the land in perpetuity.	Delivery triggers linked to open market provision to be agreed
Open Space & Play Space	£232,543. A contribution towards the maintenance of on-site open space areas.	Prior to the occupation of more than 75% of dwellings

Warwickshire Council (Bus stops)	£5,000 contribution toward for the cleaning and maintenance of the bus shelter over a period of 5 years.	On first occupation of development
Warwickshire County Council (Public Rights of Way)	£10,130 contribution to support the ongoing maintenance of public rights of way within a one and a half miles radius of the site and upgrades to public rights of way in vicinity of site. In line with South West SPD, the s106 agreement may include clauses to ensure reserved matters are designed to facilitate pedestrian/cycle access from application site to adjacent parcels of land to ensure appropriate site-wide connectivity, linked with internal pedestrian/cycle routes to ensure site is developed on a comprehensive basis. The Section 106 agreement shall also to incorporate clauses to provide for the safeguarding of suitable land for access to adjacent parcels in the allocation area	Prior to occupation of more than 50% of dwellings.
Warwickshire County Council (Education - Post 16 and SEN contributions)	£411,303 Contribution towards the provision of early years, primary, secondary, sixth form and special needs education provision in the area of the site. The s106 will include a formula based on dwelling sizes and tenure.	25% prior to 25% occupation; 50% prior to 50% occupation & 25% prior to 75% occupation
Warwickshire County Council (Biodiversity Offsetting)	The Section 106 agreement will contain obligations requiring the submission of BIA at reserved matters stage, which may require a contribution to mitigate biodiversity losses. These payments shall mitigate any residual impacts upon biodiversity that cannot be delivered on-site and should be spent in the area surrounding the development.	Prior to commencement
Warwickshire County Council (Libraries)	£6019 A financial contribution to improve, enhance and extend the facilities or services of existing libraries to cater for the additional demand for such services associated with the proposed development. The s106 will include a formula based on dwelling sizes.	Prior to occupation of more than 75% of dwellings.

Warwickshire County Council (monitoring and administration)	£1000 monitoring fee for the monitoring and administration of County Council obligations.	At the point of the signing of the S106 agreement
Rugby Borough Council - Monitoring contribution	£7000 to contribute towards the cost to the Council of monitoring the implementation and compliance with the legal agreement.	On completion of s106 agreement

20.10 If the committee resolves to approve the proposal, this will be subject to the completion of an agreement by way of a section 106 covering the aforementioned heads of terms.

20.11 In relation to any financial contributions or commuted sums sought through a s106 agreement, the financial contributions or commuted sums set out in this report will be adjusted for inflation for the period from resolution to grant to completion of the s106 agreement. In addition, any financial contributions or commuted sums sought through a s106 agreement will be subject to indexation from the completion of the s.106 agreement until the date that financial contribution or commuted sum falls due. Interest will be payable on all overdue financial contributions and commuted sums.

20.12 The final details of the financial contributions would be set out in the Section 106 agreement are to be finalised following Committee resolution. It is considered that the planning conditions set out below and Section 106 obligations detailed as above would comply with the relevant tests and with policy D4. The Section 106 obligations will be formalised using the framework section 106 approach advocated in the South West SPD. The use of the framework section 106 in connection with this application will ensure a consistent approach to applications within the allocation area, going forward.

20.13 Subject to the completion of a section 106 agreement the development would be in accordance with Policy D3 of the Local Plan.

21.0 Community Infrastructure Levy

21.1 The Council’s Community Infrastructure Levy (CIL) charging schedule came into effect on 1st April 2024, this is in accordance with the Planning Act 2008 and Community Infrastructure Regulations 2010.

21.2 Although the proposals are for residential development as they are within an identified strategic site they do not constitute chargeable development, the development is therefore not liable for CIL.

22.0 Planning Balance and Conclusion

22.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

22.2 Policy GP1 of the Local Plan states that the Council will determine applications in accordance with the presumption of sustainable development set out in the Framework. Paragraph 11 of the Framework sets out that for decision-taking this has two parts. The first part (paragraph 11(c)) outlines that this means “*approving development proposals that accord with an up-to-date development plan without delay*”.

22.3 The principle of development was established as a result of the allocation of the site due to the adoption of the Local Plan and the allocation of the site via policy DS3. The allocation is situated within a sustainable location.

22.4 To determine whether the development accords with the Local Plan it is necessary to undertake a planning balance exercise having regard to economic, social and environmental objectives.

#### *Economic*

22.5 The development represents an economic investment in the Borough. Investment benefits are likely to arise from money being invested in construction in terms of jobs, materials and new household economic spending which may increase the viability of nearby retail uses, services and businesses. New Homes Bonus generated by the development (approximately £347,600) would contribute to the Borough. Such factors would have a positive impact on the local economy and prosperity of the Borough which weighs in favour of the proposal. As such the proposals would comply with the economic role of sustainable development and the economic benefits associated with the scheme hold significant weight.

#### *Social*

22.6 From a social perspective, there is a significant need for new housing within the Borough. The proposal would contribute ensuring the Council's current five-year housing land supply position is maintained, particularly as this was identified as an allocated site. It also is consistent with the Government's objective of significantly boosting the supply of homes. The weighs significantly in favour of the proposal. The provision of affordable housing at 30%, secured via legal agreement also weighs in favour of the proposal.

#### *Environmental*

22.7 The potential adverse impacts in relation to amenity, heritage highway safety, traffic, parking, air quality, noise, landscape and biodiversity, flood risk, drainage, trees, archaeology, health, carbon emissions, water consumption, construction disruption and broadband have all been considered. Where potential impacts are identified, these can be mitigated through conditions and a Section 106 agreement. These weigh in favour of the proposal as these matters are capable of being mitigated.

22.8 The loss of 4.8ha of Grade 2 best and most versatile agricultural land carries very limited weight against the proposals.

22.9 On balance, it is concluded that the benefits of the proposed development are sufficient to clearly and demonstrably outweigh the harm that could be caused in relation to material planning considerations.

22.10 Overall, it is considered that the proposal would be a sustainable form of development and consequently accords with policy GP1 of the Local Plan. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and having regard to material considerations including the Framework, it is considered that the application should be approved without delay in accordance with paragraph 11 (c) of the Framework.

### **23.0 Recommendation**

1. Planning application R18/0995 be approved subject to:
  - a. the conditions and informatives set out in the draft decision notice appended to this report; and
  - b. the completion of a legal agreement to secure the necessary financial contributions and/or planning obligations as indicatively outlined in the heads of terms within this report.
2. The Chief Officer for Growth and Investment be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.
3. The Chief Officer for Growth and Investment (in consultation with the Planning Committee Chair) be given delegated authority to add, vary or remove any of the financial contributions and/or planning obligations outlined in the heads of terms within this report.

**DRAFT DECISION**

**REFERENCE NO:**  
R18/0995

**DATE APPLICATION VALID:**  
16-May-2019

**APPLICANT:**

Mr JONATHAN DAWES, TRITAX SYMMETRY GRANGE PARK COURT ROMAN WAY  
NORTHAMPTON NN4 5EA

**AGENT:**

Ms Louise Steele Oriel House 42 North Bar Banbury OX16 0TH

**ADDRESS OF DEVELOPMENT:**

Land adjacent to CAWSTON SPINNEY & BRICKYARD SPINNEY, SOUTH OF COVENTRY  
ROAD, CAWSTON, RUGBY

**APPLICATION DESCRIPTION:**

Residential development of up to 275 dwellings (Use Class C3); provision of open space, outline including means of access into the site (not internal roads) and associated works, with all other matters (relating to access, appearance, landscaping, scale and layout) reserved. Demolition of six silos and buildings referenced A-K.

**CONDITIONS, REASONS AND INFORMATIVES:**

**CONDITION 1:**

The development hereby permitted must be begun not later than the expiration of two years from the final approval of reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

**REASON:**

To comply with Section 92 of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

**CONDITION 2:**

Application for approval of the reserved matters specified in Condition 3 below, accompanied by detailed plans and full particulars, must be made to the Local Planning Authority before the expiration of three years from the date of this permission.

**REASON**

To comply with Section 92 of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

**CONDITION 3:**

Details of the following reserved matters shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is commenced and shall be implemented as approved to the satisfaction of the Local Planning Authority:

- a - Layout,
- b -Appearance,
- c - Scale,
- d -Landscaping

e - Access (excluding the vehicular access into the site from Coventry Road as shown on plan 50669-5506-002/P04 (or as amended by Road Safety Audit or highways Detailed Design or Section 278 Agreement) received by the Local Planning Authority on 20/11/2024.



**REASON:**

To ensure that the details of the development are acceptable to the Local Planning Authority.

**CONDITION 4:**

The reserved matters submitted under condition 4 shall be in accordance with the plans below:

Primary Access, Alternative Access Arrangement to Colmar House, General Arrangement – 50669-5506-002/P04 (or as amended by Road Safety Audit or highways Detailed Design or Section 278 Agreement)

Received 20/11/2024

Site Location Plan – OXUD340319/UD01/D

Blue line plan – land in same ownership – OXUD340319/UD05/C

Land Use and Access Parameter Plan – OXUD340319/UD02/I

Heights and Density Parameter Plan – OXUD340319/UD03/H

Green Infrastructure Parameter Plan – OXUD340319/UD04/I

Received 08/10/2024

Ecology Technical Note - edp4980\_r029a

Arboricultural Impact Assessment - edp4980\_r009g including:

- Tree Survey Schedule

- Tree Constraints Plan: Overview & Sheets 1-6 – edp4980\_d001d

- Tree Retention and Removal Plan: Overview & Sheets 1-6 – edp4980\_d022g

Sustainability Checklist

Received 15/08/2023

Update Ecological Baseline Report and BIA Assessment - edp4980\_r026a

Received 13/04/2022

Environmental Statement Addendum – 50669 31311/FINAL including:

- Design and Access Statement

Received 22/07/2021 and 15 August 2023

Environmental Statement – 31311/2.0

Planning Statement – PF/10045

Demolition Plan - OXUD340319/UD06

Outline Energy Statement – 31311/1.1

Sustainability Statement – 31311-3026/2

Received 16/05/2019

**REASON:**

For the avoidance of doubt and to ensure that the details of the development parcels are maintained at reserved matters stage and that areas for development are acceptable to the Local Planning Authority.

**CONDITION 5:**

The means of access to the site hereby permitted shall be in general accordance with the B4642 Coventry Road Site Access Signal Option – 50669-5506-002/P04 (or as amended by Road Safety Audit or Highways Detailed Design or Section 278 Agreement) received by the Local Planning Authority on 20/11/2024.

**REASON:**

In the interest of highway safety.

**CONDITION 6:**

The development shall consist of no more than 275 dwellings with a housing mix in general accordance with the Council's most recently adopted Strategic Housing Market Assessment (SHMA) or Housing and Economic Development Needs Assessment (HEDNA). The mix at the date of this permission is set out in Informative 2 to this permission.

**REASON:**

To deliver a wide choice of high quality market housing.

**CONDITION 7:**

Prior to or concurrently with the submission of the first of the reserved matters application(s), a Site Wide Phasing Plan shall be submitted to the Local Planning Authority for approval. Concurrently with the submission of any applications for an approval of reserved matters relating to layout, which result in amendments to this Plan, an updated Site Wide Phasing Plan shall be submitted to the Local Planning Authority for approval. The Site Wide Phasing Plan shall include the sequence of providing the following elements:

- a. Site Access works to Coventry Road;
- b. The provision of all major infrastructure including accesses, roads, cycle paths, footpaths and open space;
- c. Residential dwellings;
- d. Biodiversity improvements and open space provision; &
- e. Landscaping associated with the Landscape and Ecological Management Plan

The development, and the release of dwellings for occupation, shall not be carried out other than in accordance with the approved Phasing Plan.

**REASON:**

To ensure the proper development of the site

**CONDITION 8:**

No above ground development within each phase shall commence unless and until full details of the colour, finish and texture of all new materials to be used in all external surfaces, together with samples of facing bricks, roof tiles, and paved areas for that specific phase of development have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

**REASON:**

To ensure a satisfactory external appearance and in the interests of the visual amenities of the locality.

**CONDITION 9:**

No above ground development shall commence unless and until details of all proposed walls, fences and gates, have been submitted to and approved in writing by the Local Planning Authority. The details shall be informed by the Landscape and Ecological Management Plan with regards to the implementation of a Hedgehog Highway Scheme across the site to ensure all boundary treatments are permeable by ground dwelling species such as Hedgehogs, including the provision of 13cm sized holes and a routing plan. The details shall be incorporated into elevation plans, and other details shall show the position, materials, appearance and height of boundary treatments.

No dwelling shall be occupied until the approved boundary treatments have first been provided in accordance with the approved details.

**REASON:**

In the interest of visual amenity and biodiversity with particular emphasis upon hedgehogs and the need to allow them to move freely through the site.

**CONDITION 10:**

No phase of development shall commence until full details of earthworks, site levels, finished floor levels of all buildings and ground levels of all access roads, parking areas, footways, pedestrian links and cycle ways, including proposed grading and contours and a schedule of implementation for that specific phase of development as approved under condition 7 have been submitted to and approved in writing by the Local Planning Authority. Development shall not be carried out other than in accordance with the approved details.

**REASON:**

To ensure the proper development of the site and in the interests of visual amenity.

**CONDITION 11:**

For each phase of development., full details of the siting, design and materials of the proposed bin stores, together with all types of open, secure and covered cycle parking and cycle stores (having regard to Appendix 5 of the Local Plan relating to minimum cycle parking standards) for that phase shall be submitted to and approved in writing by the Local Planning Authority. The bin and cycle parking shall be provided, in accordance with the approved details before the first occupation of each phase of the development and retained in perpetuity.

**REASON:**

In the interest of visual and residential amenity.

**CONDITION 12:**

No development, including site clearance work, shall commence unless and until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority.

This shall include details concerning precautionary working measures for badger, bats, breeding birds, reptiles, otter, hedgehogs and other safeguards for wildlife that are to be employed whilst works are taking place on site. The agreed Construction Environmental Management Plan shall thereafter be implemented in full.

**REASON:**

To ensure that ecologically important sites and protected species are not harmed by the development.

**CONDITION 13:**

No above ground development in each phase of development shall commence until a Landscape and Ecological Management Plan (LEMP) for the specific phase of development, has been submitted to and approved in writing by the Local Planning Authority.

The LEMP shall include:

- a) Description and evaluation of features to be managed.
- b) Details of protected and other species found on the site, including hedgehogs, and measures for their protection and enhancement.
- c) Ecological trends and constraints on site that might influence management.
- d) Aims and objectives of management.

- e) Appropriate management options for achieving aims and objectives.
- f) Prescriptions for management actions.
- g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- h) Details of the body or organisation responsible for implantation of the plan.
- i) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

k) a scheme for the provision and management of a 10 metre wide buffer zone alongside the Lawford Brook, the buffer zone shall be free from built development including lighting, domestic gardens and formal landscaping. The scheme shall include:

- plans showing the extent and layout of the buffer zone
- details of any proposed planting scheme (for example, native species)
- details demonstrating how the buffer zone will be protected and enhanced during development and managed over the long-term
- details of any proposed footpaths, fencing, lighting, etc.

The plan shall also set out (where results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

**REASON:**

To protect and enhance biodiversity, to ensure a net biodiversity gain and, to ensure that protected species are not harmed by the development.

**CONDITION 14:**

Prior to the installation of any lighting (other than temporary lighting for construction) within each phase of development, full details of all external lighting for that specific phase of development shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include the full specification of the type, design, location, angle, fall, spread and intensity of the lighting together with a lighting assessment which sets out a strategy and measures to minimise the impact of lighting, particularly in the vicinity of existing woodland, hedgerows and ponds in order to minimise the impact on emerging and foraging bats.

The lighting shall be provided and maintained in perpetuity in accordance with the approved details.

**REASON:**

To ensure a satisfactory external appearance, in the interests of the visual amenities of the locality, and to protect biodiversity.

**CONDITION 15:**

No development shall commence unless and until a detailed schedule of bat mitigation measures (to include timing of works, replacement roost details, monitoring and further survey if deemed necessary) has been submitted to and approved in writing by the Local Planning Authority.

The approved mitigation measures shall thereafter be implemented in full.

**REASON:**

To ensure that protected species are not harmed by the development.

**CONDITION 16:**

The landscaping scheme for each phase, as required by condition 3(d) shall include details of the quantity, size, species, position and the proposed time of planting of all trees to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance.

The landscaping scheme for each phase, as detailed on the approved plans (for the reserved matters, shall be implemented no later than the first planting season following first occupation of that phase of development. If within a period of 10 years from the date of planting, any tree/shrub/hedgerow is removed, uprooted, destroyed or dies, (or becomes in the opinion of the Local Planning Authority seriously damaged or defective), another tree/shrub/hedgerow of the same species and size originally planted shall be planted at the same place.

**REASON:**

In the interests of biodiversity and visual amenity.

**CONDITION 17:**

No works, demolition or development shall take place until a final arboricultural method statement and tree protection plan for the protection of the retained trees (such method statement and plan to be in accordance with sections 5.5 & 6.1 of BS5837:2012 Trees in relation to design, demolition and construction - Recommendations) has been submitted to and approved in writing by the Local Planning Authority. This shall include details to ensure the oak tree located on Coventry Road, opposite the junction of Cawston Lane, and protected by a Tree Preservation Order, is protected during construction and retained thereafter.

This arboricultural method statement and tree protection plan must include details and positioning of tree protection fencing, any ground protection measures to create construction exclusion zones and an auditable system of monitoring.

The approved arboricultural method statement and tree protection plan shall be implemented in full prior to any works, demolition or development taking place. Protective measures must remain in place until the completion of all construction works. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority.

**REASON:**

To ensure retained trees are successfully incorporated into the design and are suitably protected from damage during the construction phase.

**CONDITION 18:**

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) April 2019 and the mitigation measures detailed within the FRA.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the development, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

**REASON:**

To reduce the risk of flooding to the proposed development and future occupants.

**CONDITION 19:**

No development shall take place in any phase until a detailed surface water drainage scheme for that phase, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by

the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details.

The scheme to be submitted shall include the following information:

- Infiltration testing information in accordance with the BRE 365 guidance to clarify whether or not an infiltration type drainage strategy is an appropriate means of managing the surface water runoff from the site.
- Where infiltration is demonstrated to not be feasible, limit the discharge rate generated by all rainfall events up to and including the 1 in 100 year (plus an allowance for climate change) critical rain storm to the QBar Greenfield runoff rate of 4.35l/s/ha for the site in line with the approved surface water drainage strategy (Flood Risk Assessment, Stantec dated April 2019).
- Where the drainage scheme proposes to connect into a 3rd party asset, for example a public sewer, information regarding the ownership, purpose, location and condition of this asset along with confirmation of the right to connect into it. (This could take the form of land ownership plans showing riparian ownership, land drainage consent, flood risk activity permit or agreement under Section 106 of the Water Industry Act (1991)).
- Drawings / plans illustrating the proposed sustainable surface water drainage scheme. The strategy agreed to date may be treated as a minimum and further source control SuDS should be considered during the detailed design stages as part of a 'SuDS management train' approach to provide additional benefits and resilience within the design.
- Detail drawings including cross sections, of proposed features such as infiltration structures, attenuation features, and outfall structures. These should be feature-specific demonstrating that such the surface water drainage system(s) are designed in accordance with 'The SuDS Manual', CIRIA Report C753.
- Detailed, network level calculations demonstrating the performance of the proposed system.

This shall include:

- Suitable representation of the proposed drainage scheme, details of design criteria used (incl. consideration of a surcharged outfall), and justification of such criteria where relevant;
- Simulation of the network for a range of durations and return periods including the 1 in 2 year, 1 in 30 year and 1 in 100 year plus 40% climate change events;
- Results that demonstrate the performance of the drainage scheme including attenuation storage, flows in line with agreed discharge rates, potential flood volumes and network status. Results will be provided as a summary for each return period;
- Evidence supported by a suitably labelled plan/schematic (including contributing areas) to allow suitable cross checking of calculations and the proposals;
- Plans such as external levels plans, supporting the exceedance and overland flow routeing provided to date. Such overland flow routing shall:
  - Demonstrate how runoff will be directed through the development without exposing properties to flood risk;
  - Consider property finished floor levels and thresholds in relation to exceedance flows.
  - Recognise that exceedance can occur during any storm event due to a number of factors therefore exceedance management should not rely on calculations demonstrating no flooding.

**REASON:**

To prevent the increased risk of flooding; to improve and protect water quality; and to improve habitat and amenity.

**CONDITION 20:**

No occupation and subsequent use of the development, in any phase, shall take place unless and until a detailed surface water maintenance plan, for that phase, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

The maintenance plan shall;

- Provide the name of the party responsible, including contact name, address, email address and telephone number;
- Include plans showing the locations of features requiring maintenance and how these should be accessed;
- Provide details on how surface water each relevant feature shall be maintained and managed for the lifetime of the development; &
- Be of a nature to allow an operator, who has no prior knowledge of the scheme, to conduct the required routine maintenance.

**REASON:**

To ensure the future maintenance of the sustainable drainage structures.

**CONDITION 21:**

A minimum easement of 6m shall be maintained adjacent to the ordinary watercourses located to the west and south of the Site.

The easement shall be measured from the top of the riverbank perpendicular to the direction of flow and must remain free from development.

**REASON:**

To prevent the increased risk of flooding and to ensure future access for maintenance purposes.

**CONDITION 22:**

No phase of development shall commence in any phase unless and until drainage plans for the disposal of foul sewage for that specific phase of development have been submitted to and approved in writing by the Local Planning Authority. The plans shall be implemented in accordance with the approved details before the development is first brought into use.

**REASON:**

To ensure the development is provided with a satisfactory means of drainage.

**CONDITION 23:**

No development shall commence unless and until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The Construction Management Plan shall include details relating to:

- (1) Days and hours of construction and deliveries;
- (2) The control of noise and vibration emissions from construction activities including groundworks, plant/generators and the formation of infrastructure as well as arrangements to monitor noise emissions from the development site during the construction phase;
- (3) The control of dust including arrangements to monitor dust emissions from the development site during the construction phase;
- (4) Any temporary site compound and its layout, including buildings/structures, lighting, fencing and storage provision;
- (5) Suitable areas for the parking of contractors and visitors, including details of the capacity of the on-site staff/visitor/contractor car parking areas and confirmation of the assessment that this is sufficient to accommodate forecast demand and thereby avoid vehicles having to park off site on the highway network.;
- (6) Measures to prevent deleterious material being carried onto the highway network including mud deposition, debris and obstacles offsite and on the highway from vehicles leaving the site during the construction phase and wheel washing facilities;
- (7) a Construction Traffic Management Plan (CTMP) that includes timings of heavy goods and delivery vehicle movements (avoiding peak periods) and a routing plan so that construction traffic uses the B4642, A4071 and A45, and does not travel through Dunchurch or the Dunchurch

crossroads on the B4429 and the A426 to minimise adverse air quality impact on the Dunchurch area and the measures by which this is to be managed and monitored, including signage and information that will be provided to contractors and delivery companies.,

(8) A point of contact for site management and their contact details (including out of hours);

(9) The swept path analysis of the expected largest type of delivery vehicle when entering, leaving and turning within the site. This is needed to confirm that vehicles can enter and leave the site (from and to the public highway) safely, in a forward gear and without obstructing the public highway, and if not, what safety precautions will be implemented.

(10) Unloading and storage of plant and materials used in constructing the development;

(11) Pollution prevention measures to protect the wet ditch on the southern boundary

(12) details noted within the Environmental Statement vol 1 main report ref 31311 rev 2.0 'for submission' including:

-paragraph 8.8.3 of the noise and vibration heading;

-subjects listed in section 9.8 Further Mitigation and Enhancement with regard to minimising impacts on air quality.

13. A scheme to treat and remove suspended solids from surface water run-off and manage spillages during construction works;

(14) The swept path analysis of the expected largest type of delivery vehicle when entering, leaving and turning within the site. This is needed to confirm that vehicles can enter and leave the site (from and to the public highway) safely, in a forward gear and without obstructing the public highway, and if not, what safety precautions will be implemented.

(15) Suitable areas for the unloading and storage of materials off the public highway.

Development shall not be carried out other than in accordance with the approved construction management plan.

**REASON:**

In the interests of residential amenity, highway safety, to ensure the details are acceptable to the Local Planning Authority and to avoid significant adverse impacts.

**CONDITION 24:**

No above ground development shall commence in any phase unless and until an additional noise assessment or addendum report to incorporate appropriate noise mitigation measures into the property design for that phase has been submitted to and approved in writing by the Local Planning Authority.

Assessment of noise from any proposed air source heat pumps or other mechanical plant to be incorporated into recommendations within the report. The report shall also consider any impact from the proposed B8 storage and distribution operations if the assumptions used in Environmental Statement vol 1 main report ref 31311 rev have altered.

Any recommended works shall be carried out and completed in accordance with the approved details prior to the first occupation of the development and retained thereafter.

**REASON:**

In the interests of residential amenity and to ensure the details are acceptable to the Local Planning Authority; and to ensure the avoidance of significant adverse effects of noise on the occupants of the proposed development.

**CONDITION 25:**

No development other than that required to be carried out as part of an approved scheme of remediation shall commence in any phase of the development until condition (a) to (d) below have been complied with for that phase. If unexpected contamination is found after development has begun, development shall be halted on that part of the site affected by the unexpected



contamination to the extent specified in writing by the local planning authority until condition (d) below has been complied with in relation to that contamination.

(a) An investigation and risk assessment shall be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme shall be subject to approval in writing by the local planning authority. The investigation and risk assessment shall be undertaken by competent persons and a written report of the findings shall be produced. The written report shall be subject to approval in writing by the local planning authority. The report of the findings shall include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to human health, existing or proposed property and buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments; and

(iii) an appraisal of remedial options, and proposal of the preferred option(s) to be conducted in accordance with Defra and the Environment Agency's Model Procedures for the Management of Land Contamination CLR 11.

(b) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be prepared and subject to approval in writing by the local planning authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation. The local planning authority shall be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action and demonstrates the effectiveness of the remediation carried out shall be prepared and subject to approval in writing by the Local Planning Authority.

(d) In the event that contamination is found at any time when carrying out the development hereby permitted that was not previously identified it shall be reported in writing immediately to the local planning authority. An investigation and risk assessment shall be undertaken in accordance with the requirements of condition (a) and where remediation is necessary a remediation scheme shall be prepared in accordance with the requirements of condition (b) which shall be subject to approval in writing by the local planning authority. Following completion of measures identified in the approved remediation scheme a verification report shall be prepared, which shall be subject to approval in writing by the Local Planning Authority in accordance with condition (c).

**REASON:**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, ecological systems, property and residential amenity and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to ensure that the development does not contribute to, or is not put at unacceptable risk from/adversely affected by, unacceptable levels of water pollution.

**CONDITION 26:**

No above ground development shall begin, in any phase, until a scheme detailing the on-site measures to be incorporated for that phase in order to meet the air quality mitigation requirements of policy HS5 has been submitted to and approved in writing by the Local Planning Authority. This shall include the use of ultra-low emission gas boilers (or alternative technology) to meet a minimum standard of <40mgNOx/kWh.

Prior to occupation of each phase of the development, the approved scheme shall be implemented and maintained in perpetuity.

**REASON:**

In the interests of air quality.

**CONDITION 27:**

Notwithstanding the details shown on the submitted plans, the vehicular access to the site from Coventry Road, B4642 (as shown on plan 50669-5506-002/P04 ) shall not provide vehicular access to more than 200 dwellings. A secondary access to the west of the site shall provide vehicular access to the remaining dwellings (and in any event not more than 200 dwellings) only. The layout shall not permit motor vehicles to travel between these 2 accesses, either directly or indirectly.

**REASON:**

In the interest of residential amenity and to allow a strategic road link to be provided to the west of the site.

**CONDITION 28:**

No built construction shall be carried out unless and until detailed drawings for the highway works in general accordance with plans 50669-5506-002/P04 (or as amended by Road Safety Audit or highways Detailed Design or Section 278 Agreement), and 50669-5501-SK01 , have been submitted to and approved in writing by the Local Planning Authority.

These drawings shall include details (including layout, surfacing, signage and drainage) in respect of the priority junction to be provided at the vehicular access to the site from Coventry Road (B4642), the pedestrian and cycle crossing of Coventry Road (B4642), the alteration of the western access of Colmar House, the bus stop(s) to be provided on the south side of Coventry Road (B4642), the shared footway/cycleway to be provided along Coventry Road (B4642).

Development shall not be carried out other than in accordance with the approved details.

**REASON:**

In the interest of highway safety.

**CONDITION 29:**

No dwelling to be accessed from Coventry Road shall be first occupied unless and until the vehicular access to the site from Coventry Road, B4642 (as shown on plan 50669-5506-002/P04 (or as amended by Road Safety Audit or highways Detailed Design or Section 278 Agreement)), the access to the site for pedestrians from Coventry Road (B4642), the crossing of Coventry Road (B4642) for pedestrians and cyclists, the alteration of the western access of Colmar House, the 3m wide (with limited narrowing) shared footway/cycleway along on Coventry Road (B4642) and the bus stop(s) on the south side of Coventry Road (B4642) within a 400m walk of the development have been provided.

**REASON:**

In the interest of highway safety.

**CONDITION 30:**

No dwelling to be accessed from Coventry Road shall be first occupied unless and until visibility splays have been provided to the vehicular accesses to the site from Coventry Road (B4642) with an 'x' distance of 2.4m and 'y' distances to the near edge of the public highway carriageway of no less than 120m as shown on drawing 50669-5506-002/P04 (or as amended by Road Safety Audit or highways Detailed Design or Section 278 Agreement) No structure, tree or shrub shall be erected, planted or retained within the splays exceeding, or likely to exceed at maturity, a height of 0.6 metres above the level of the public highway carriageway.

**REASON:**

In the interest of highway safety.

**CONDITION 31:**

The development shall not be occupied until sufficient inter-visibility between pedestrians/cyclists and eastbound drivers has been provided at the north side of the pedestrian and cycle crossing of Coventry Road (B4642), with an 'x' distance of 2.4m and a 'y' distance of no less than 90m. No structure, tree or shrub shall be erected, planted or retained within the splay exceeding, or likely to exceed at maturity, a height of 0.6 metres above the level of the public highway carriageway.

**REASON:**

In the interest of highway safety.

**CONDITION 32:**

No dwelling to be accessed from the secondary access to the west shall be first occupied unless and until this secondary access to the site for vehicles has been provided.

**REASON:**

In the interest of highway safety.

**CONDITION 33:**

No more than 150 dwellings shall be first occupied unless and until the emergency vehicular access point to the site, in general accordance with plan 50669-5506-002/P04 (or as amended by Road Safety Audit or highways Detailed Design or Section 278 Agreement), has been constructed and is available for use.

**REASON:**

In the interest of highway safety.

**CONDITION 34:**

No built construction shall be carried out until a detailed lighting scheme for the priority junction to be provided at the primary vehicular access to the site from Coventry Road (B4642), the pedestrian and cycle crossing of Coventry Road (B4642) and the shared footway/cycleway to be provided along Coventry Road (B4642) has been submitted to and approved in writing by the Local Planning Authority

The approved lighting scheme shall be provided before the first use of the primary vehicle access.

**REASON:**

In the interest of highway safety.

**CONDITION 35:**

No dwelling shall be first occupied unless and until the approved vehicle parking and secure cycle storage for that dwelling have been provided in accordance with the approved details and shall be retained in perpetuity.

**REASON:**

In the interest of highway safety.

**CONDITION 36:**

Notwithstanding the details shown on plans 50669-5506-002/P04 (or as amended by Road Safety Audit or highways Detailed Design or Section 278 Agreement) and 50669-5501-SK01 within Technical Note 332210212-5501-TN01 received by the Local Planning Authority on 15/08/2023 no above ground development shall commence unless and until details of the widening of the footway on the north side of Coventry Road to provide a pedestrian cycleway and footway have been submitted to and agreed in writing by the Local Planning Authority. These details shall include localised narrowing in order to ensure the oak tree located on Coventry Road, opposite the junction of Cawston Lane, and protected by a Tree Preservation Order, is protected during construction and retained thereafter.

The approved works shall be carried out in accordance with the approved plans prior to the first occupation of the development.

**REASON:**

To promote more sustainable forms of travel and preserve the protected tree.

**CONDITION 37:**

No groundworks, remediation or built construction shall be undertaken unless and until a construction access point has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority.

**REASON:**

In the interest of highway safety.

**CONDITION 38:**

The development shall not be first occupied until a shared, suitably surfaced and lit pedestrian and cycle path has been provided to form a direct link between the site and public footpath R167a, in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority.

**REASON:**

To ensure the proper development of the site and to promote more sustainable forms of travel.

**CONDITION 39:**

No dwelling to be accessed from the secondary access to the west shall be first occupied unless and until a pedestrian and cycle path has been provided to the western site boundary to allow a link to be formed between the site and the former railway, Cawston Greenway, to the west, in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority.

**REASON:**

To ensure the proper development of the site and to promote more sustainable forms of travel.

**CONDITION 40:**

No development shall commence, unless and until details of the design of the residential estate roads layout serving the development, including footways, cycleways, verges, footpaths, public transport infrastructure and means of accessing individual plots and parking provision has been submitted to and approved in writing by the Local Planning Authority.

Development shall not be carried out other than in accordance with the approved details.

**REASON:**

In the interest of highway safety.

**CONDITION 41:**

The construction of the residential estate roads serving the development, including footways, cycleways, verges and footpaths, that are agreed to be dedicated as highway maintainable at public expense, shall not be other than in accordance with the standard specification of the Highway Authority.

Should the residential estate roads serving the development not be offered for adoption, then following confirmation that the design information is considered acceptable, a Stage 2 Road Safety Audit shall be submitted to the Local Planning Authority for approval. A Stage 3 Road Safety Audit may also be required.

**REASON:**

In the interest of highway safety.

**CONDITION 42:**

No site security fencing may be erected on or within 1m of any public right of way.

**REASON:**

In the interest of sustainable travel and to protect the right of way network.

**CONDITION 43:**

No dwelling within the development hereby permitted shall be occupied until the applicant has provided a sustainability pack for the occupiers of that dwelling.

**REASON:**

In the interest of sustainability.

**CONDITION 44:**

No development shall commence in any phase of development unless and until an Archaeological Mitigation Strategy document (including a Written Scheme of Investigation for any archaeological fieldwork proposed) for that phase has been submitted to and approved in writing by the Local Planning Authority. This should detail a strategy to mitigate the archaeological impact of the proposed development.

The development, and any archaeological fieldwork post-excavation analysis, publication of results and archive deposition detailed in the Mitigation Strategy document, shall be undertaken in accordance with the approved Mitigation Strategy document.

**REASON:**

In the interest of archaeology.

**CONDITION 45:**

Each phase of development hereby permitted shall not be occupied until a scheme for the provision of adequate water supplies and fire hydrants, necessary for firefighting purposes at the site, for the specific phase of development has been submitted to, and approved in writing by, the Local Planning Authority. The specific phase of development shall not then be occupied until the approved scheme has been implemented.

**REASON:**

In the interest of fire safety.

**CONDITION 46:**

The dwellings approved as part of the reserved matters shall incorporate measures to limit water use to no more than 110 litres per person per day within the home in accordance with the optional standard 36 (2b) of Approved Document G of the Building Regulations 2010 (as amended).

**REASON:**

In the interests of sustainability and water efficiency.

**CONDITION 47:**

No dwelling shall be occupied until broadband infrastructure at a minimum of superfast speed has first been installed and made available for use by the occupants of the dwellings on site.

**REASON:**

To ensure that up-to-date communication system fit for the digital age is in place for residents in accordance with policy SDC9 of the Local Plan.

**CONDITION 48:**

No above ground development shall commence in any phase of development until an Energy Statement for that phase has been submitted to and approved in writing by the Local Planning Authority. The Energy Statement shall include full details, supported by calculations, demonstrating what measures will be incorporated into the design of the buildings, including ways to reduce greenhouse gases and carbon emissions, incorporate renewable and low carbon energy and deliver sustainable design. No dwelling shall be occupied until the measures have been provided in accordance with the approved details.

**REASON:**

To reduce carbon emissions.

**INFORMATIVE 1:**

This development is subject to a s106 legal agreement.

**INFORMATIVE 2:**

The Housing and Economic Development Needs Assessment, 2022 contains the current Strategic Housing Market Assessment housing mix for both market housing and affordable housing. These are:

**MARKET HOUSING:**

1-bed: 10%; 2-bed: 30%; 3-bed: 45%; 4/4+ bed: 15%

**SOCIAL/AFFORDABLE RENT:**

1-bed: 35%; 2-bed: 30%; 3-bed: 20%; 4/4+ bed: 15%

**AFFORDABLE OWNERSHIP**

1-bed: 20%; 2-bed: 40%; 3-bed: 30%; 4/4+ bed: 10%

#### INFORMATIVE 3:

It is a legal requirement that all new properties are numbered and roads named and in this respect you must apply for Street Naming and Numbering at the earliest opportunity for both new or changes to existing properties, including development revisions. Failure to do this in good time can delay the installation of services and/or prevent the sale of properties.

To register the properties on a development and receive correct addressing or to amend an existing address please complete an application form for Street Naming and Numbering. The form can be accessed at:

[https://www.rugby.gov.uk/info/20084/planning\\_control/76/street\\_naming\\_and\\_numbering](https://www.rugby.gov.uk/info/20084/planning_control/76/street_naming_and_numbering)

#### INFORMATIVE 4:

Warwickshire Fire and Rescue Authority draws your attention to the need for the development to comply with Approved Document B, Volume 2, Section B5 – Access and Facilities for the Fire Service. Full details including the positioning of access roads relative to buildings, the arrangement of turning circles and hammer heads etc. Further information can be found at: [www.warwickshire.gov.uk/fireguidance-commercialdomesticplanning](http://www.warwickshire.gov.uk/fireguidance-commercialdomesticplanning)

Where compliance cannot be met, please provide details of alternative measures to put in place directly to them. Please also note The Warwickshire County Council Guide 2001, Transport and Roads for Developments, Section 5.18; Access for Emergency Vehicles. Warwickshire Fire and Rescue Authority fully endorse and support the fitting of sprinkler installations, in accordance with the relevant clauses of BS EN 12845: 2004, associated Technical Bulletins, and/or to the relevant clauses of British Standard 9251:2014, for residential premises. Warwickshire Fire and Rescue Authority requests that access to the site during construction and upon completion is maintained free from obstructions such as parked vehicles, to allow emergency service vehicle access.

#### INFORMATIVE 5:

- Prior to commencement of any works involving disturbance of the surface of any public right of way the developer must contact Warwickshire County Council's Rights of Way team as Highway Authority to obtain any necessary consents and make any necessary arrangements for the protection of the public right of way and its users.
- Prior to the commencement of any works to resurface any public right of way the specifications for the new surface must be submitted to the Highway Authority for approval.
- The applicant must make good any damage to the surface of any public right of way caused during works.

#### INFORMATIVE 6:

- Public footpaths R167a and R168b must remain open and available for public use at all times unless closed by legal order, so must not be obstructed by parked vehicles or by materials during works.
- If it is proposed to temporarily close any public footpath during works then an application for a Traffic Regulation Order must be made to Warwickshire County Council's Rights of Way team well in advance.
- The Highway Authority are required to maintain public footpaths to a standard required for its public use by pedestrians only and not to a standard required for private vehicular use.
- Any disturbance or alteration to the surface of any public footpath requires the prior authorisation of Warwickshire County Council's Rights of Way team, as does the installation of any new gate or other structure on the public footpath.

#### INFORMATIVE 7:

The Environment Agency recommend that developers should:

- Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site. The local authority can advise on risk to other receptors, such as human health.
- Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.
- Refer to the contaminated land pages on GOV.UK for more information.

#### INFORMATIVE 8:

The Environment Agency refer the applicant to their groundwater position statements in 'The Environment Agency's approach to groundwater protection', available from gov.uk. This publication sets out their position for a wide range of activities and developments, including:

- Waste management;
- Discharge of liquid effluents;
- Land contamination;
- Ground source heat pumps; &
- Drainage.

#### INFORMATIVE 9:

In order to achieve air quality neutral standards the applicant is encouraged to incorporate measures to assist in reducing their impact upon the Air Quality Management Area as part of this development. Initiatives may include the installation of an ultra-low emission boilers (<40mg/kWh); increased tree planting, green walls and roofs; the incorporation of electric vehicle charging points or the provision of passive cabling and a 16amp fused spur to garages or off-street parking for residents. Such measures contribute towards making new development air quality neutral.

If further information is required regarding ensuring the development has a positive contribution on air quality, further information can be obtained from the Commercial Regulation team through 01788 533533.

#### INFORMATIVE 10:

There shall be no fires permitted at the allotments, as shown on Illustrative Masterplan update SK10 rev D 20/8/2018.

#### INFORMATIVE 11:

Prior to any demolition activities taking place an Asbestos Survey should be undertaken and any recommendations implemented. Such activities fall under the remit of the Health and Safety Executive.

#### INFORMATIVE 12:

In order to reduce the likelihood of local residents being subjected to adverse levels of noise annoyance during construction work on site must not occur outside the following hours: -

Monday – Friday – 7.30 a.m. – 18.00 p.m.,

Saturday – 8.30 a.m. – 13.00 p.m.

NO WORK ON SUNDAYS & BANK HOLIDAYS.



**INFORMATIVE 13:**

Houses near the children's play area and allotment may be subject to increased levels of reasonable noise and disturbance from activities taking place therein.

**INFORMATIVE 14:**

If ground or air source heat pumps are proposed to be fitted to houses by future occupants, appropriate attenuation should be provided to ensure that the rating level (with regard to BS4142:2014) is not less than 5dBA below the LA90, T background noise level.

**INFORMATIVE 15:**

The Landscape and Ecological Management Plan should detail how the site will be kept free of litter moving forward on an ongoing basis in order to protect the biodiversity and the amenity of the site from impacts of litter as a result of development.

**INFORMATIVE 16:**

Condition 14 requires the impact of lighting on bats to be minimised. This could be achieved in the following ways:

- Lighting should be directed away from vegetated areas;
- Lighting should be shielded to avoid spillage onto vegetated areas;
- The brightness of lights should be as low as legally possible;
- Lighting should be timed to provide some dark periods;
- Connections to areas important for foraging should contain unlit stretches.

**INFORMATIVE 17:**

Prior to any works, demolition or development taking place, a site meeting between the applicant, the Local Planning Authority arboricultural officer and designated arboricultural consultant responsible for the site should take place to inspect the tree protection measures required by condition 17.

**INFORMATIVE 18:**

The details required by condition 40 shall include large scale plans (dimensioned and including horizontal visibility splays and forward splays around bends), sections showing the layout, swept paths for all types of large heavy goods vehicles and public transport vehicles likely to access the development, vertical alignment, surface water drainage details including the outfalls, any AIPs within the proposed adopted highway. A Stage 1/2 Road Safety Audit will also be required to be submitted following confirmation that the aforementioned design information is considered acceptable, the Highway Authority will comment on briefs in advance of the Road Safety Audit being commissioned.

**INFORMATIVE 19:**

The conditions require works to be carried out within the limits of the public highway. The applicant / developer must enter into a Highway Works Agreement made under the provisions of Section 278 of the Highways Act 1980 for the purposes of completing the works. The applicant / developer should note that feasibility drawings of works to be carried out within the limits of the public highway which may be approved by the grant of this planning permission should not be construed as drawings approved by the Highway Authority, but they should be considered as drawings indicating the principles of the works on which more detailed drawings shall be based for the purposes of completing an agreement under Section 278.

An application to enter into a Section 278 Highway Works Agreement should be made to the Planning & Development Group, Communities Group, Warwickshire County Council, Shire Hall, Warwick, CV34 4SX.

In accordance with Traffic Management Act 2004 it is necessary for all works in the Highway to be noticed and carried out in accordance with the requirements of the New Roads and Streetworks Act 1991 and all relevant Codes of Practice. Before commencing any Highway works the applicant / developer must familiarise themselves with the notice requirements, failure to do so could lead to prosecution.

Applications should be made to the Street Works Manager, Budbrooke Depot, Old Budbrooke Road, Warwick, CV35 7DP. For works lasting ten days or less ten days, notice will be required. For works lasting longer than 10 days, three months' notice will be required.

#### INFORMATIVE 20:

Conditions require that the estate roads including footways, cycleways, verges and footpaths to be adopted are designed, laid out and constructed in accordance with the Highway Authority's standard specification. The applicant / developer is advised that they should enter into a Highway Works Agreement with the Highway Authority made under Section 38 of the Highways Act 1980 for the adoption of the roads.

The approval of plans for the purposes of the planning permission hereby granted does not constitute an approval of the plans under Section 38 of the Highways Act 1980.

An application to enter into a Section 38 Highway Works Agreement should be made to Development Management, Planning Delivery, Environment Services, Warwickshire County Council, Shire Hall, Warwick, CV34 4SX.

In accordance with Traffic Management Act 2004 it is necessary for all works in the Highway to be noticed and carried out in accordance with the requirements of the New Roads and Street Works Act 1991 and all relevant Codes of Practice. Before commencing any Highway works the applicant / developer must familiarise themselves with the notice requirements, failure to do so could lead to prosecution.

Application should be made to the Street Works Manager, Budbrooke Depot, Old Budbrooke Road, Warwick, CV35 7DP. For works lasting ten days or less, ten days' notice will be required. For works lasting longer than 10 days, three months' notice will be required.

#### INFORMATIVE 21:

Section 39 of the Road Traffic Act 1988 requires local authorities to take such measures as appear to the Authority to be appropriate to reduce the possibilities of accidents when new or improved roads come into use. In submitting plans for the approval of reserved matters/discharge of planning conditions affecting layout the applicant/developer are advised that an independent stage 1/2 safety audit of the proposals must be provided to satisfy the requirements of the Act.

#### INFORMATIVE 22:

Prior to commencement of development, the applicant is required enter into an agreement with the Highway Authority under Section 59 of the Highways Act 1980. Prior to works taking place on site and following completion of the development, a joint survey shall be undertaken with the County's Locality Officer to agree the condition of the public highway. Should the public highway be damaged or affected as a consequence of the works being undertaken during the development of the site, the developer will be required to undertake work to remediate this damage as agreed with the Locality Officer.

#### INFORMATIVE 23:

For further information regarding Sustainability Packs. Contact the Warwickshire County Council, Sustainable Project Officer on 01926 412105. These packs currently cost approximately £75/per pack.

***AGENDA MANAGEMENT SHEET***

<b>Report Title:</b>	Delegated Decisions - 14 November 2024 to 18 December 2024
<b>Name of Committee:</b>	Planning Committee
<b>Date of Meeting:</b>	15 January 2025
<b>Report Director:</b>	Chief Officer - Growth and Investment
<b>Portfolio:</b>	Growth and Investment, Digital and Communications
<b>Ward Relevance:</b>	All
<b>Prior Consultation:</b>	None
<b>Contact Officer:</b>	Chief Officer - Growth and Investment
<b>Public or Private:</b>	Public
<b>Report Subject to Call-In:</b>	No
<b>Report En-Bloc:</b>	No
<b>Forward Plan:</b>	No
<b>Corporate Priorities:</b>	<p>This report relates to the following priority(ies):</p> <p><input type="checkbox"/> A Healthier Rugby – To support people to live healthier, longer, and more independent lives.</p> <p><input type="checkbox"/> A Thriving Rugby – To deliver a thriving economy which brings Borough-wide investment and regenerates Rugby Town Centre.</p> <p><input type="checkbox"/> A Greener Rugby – To protect the environment and ensure the Borough adapts to climate change.</p> <p><input type="checkbox"/> A Fairer Rugby – To reduce inequalities and improve housing across the Borough.</p> <p><a href="#">Corporate Strategy 2025-2035</a></p> <p><input type="checkbox"/> This report does not specifically relate to any Council priorities but</p>
<b>Summary:</b>	The report lists the decisions taken by the Head of Growth and Investment under delegated powers.
<b>Financial Implications:</b>	There are no financial implications for this report.
<b>Risk Management/Health and Safety Implications:</b>	There are no risk management implications for this report.

<b>Environmental Implications:</b>	There are no environmental implications for this report.
<b>Legal Implications:</b>	There are no legal implications for this report.
<b>Equality and Diversity:</b>	There are no equality and diversity implications for this report.
<b>Options:</b>	
<b>Recommendation:</b>	The report be noted.
<b>Reasons for Recommendation:</b>	To ensure that members are informed of decisions on planning applications that have been made by officers under delegated powers.

**Planning Committee - 15 January 2025**

**Delegated Decisions - 14 November 2024 to 18 December 2024**

**Public Report of the Chief Officer - Growth and Investment**

**Recommendation**

The report be noted.

**Name of Meeting:** Planning Committee

**Date of Meeting:** 15 January 2025

**Subject Matter:** Delegated Decisions - 14 November 2024 to 18 December 2024

**Originating Department:** Growth and Investment

**DO ANY BACKGROUND PAPERS APPLY**  YES  NO

**LIST OF BACKGROUND PAPERS**

<b>Doc No</b>	<b>Title of Document and Hyperlink</b>

The background papers relating to reports on planning applications and which are open to public inspection under Section 100D of the Local Government Act 1972, consist of the planning applications, referred to in the reports, and all written responses to consultations made by the Local Planning Authority, in connection with those applications.

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Exempt information is contained in the following documents:

<b>Doc No</b>	<b>Relevant Paragraph of Schedule 12A</b>

# DECISIONS TAKEN BY THE CHIEF OFFICER FOR GROWTH AND INVESTMENT UNDER DELEGATED POWERS

Report Run From 14/11/2024 To 18/12/2024

APPENDIX 1

## Delegated

### 8 Weeks Advert

#### Applications Approved

R24/0900 8 Weeks Advert Approval 25/11/2024	Petrol Filling Station, Eastern Bypass, Coventry, CV3 2ZZ	Advertisement consent for a freestanding advertising display
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R24/0965 8 Weeks Advert Approval 11/12/2024	159-183, LAWFORD ROAD, RUGBY, CV21 2HX	Erection of 1.no internally Illuminated LCD totem sign
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### 8 Weeks PA Applications

#### Applications Refused

R24/0239 8 Weeks PA Refusal 18/11/2024	8, LYNDHURST ROAD, RUGBY, CV21 4HL	Two storey side extension.
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R24/0494 8 Weeks PA Refusal 29/11/2024	THE RANCH, SHILTON LANE, SHILTON, COVENTRY, CV7 9LH	Multi purpose storage barn
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# Delegated

## 8 Weeks PA Applications Applications Refused

R24/0939  
8 Weeks PA  
Refusal  
04/12/2024

5, FELLOWS WAY, RUGBY,  
CV21 4JP

Proposed first floor side  
extension.

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R24/0488  
8 Weeks PA  
Refusal  
06/12/2024

ALBAN HOUSE, COVENTRY  
ROAD, PRINCETHORPE,  
RUGBY, CV23 9QF

Infill Development Comprising  
Two New Dwellings with  
Associated Access and  
Landscaping

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R24/0890  
8 Weeks PA  
Refusal  
13/12/2024

FOURACRES, LUTTERWORTH  
ROAD, WOLVEY, HINCKLEY,  
LE10 3HW

Retrospective permission for the  
utilization of an existing access,  
new access gates, and the  
creation of an access track,  
acoustic boundary treatment  
(BUND) and hardstanding, for  
use as a car parking area.

---

## Applications Approved

R24/0734  
8 Weeks PA  
Approval  
14/11/2024

SKY BLUE LODGE,  
LEAMINGTON ROAD, RYTON-  
ON-DUNSMORE, COVENTRY,  
CV8 3FL

Erection of detached building to  
house gymnasium for use by  
Coventry City Football Club  
(temporary) (retrospective).

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R24/0869  
8 Weeks PA

171, Clifton Road, Rugby, CV21  
3QN

Installation of a domestic 12 kW  
air source heat pump

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# Delegated

## 8 Weeks PA Applications

### Applications Approved

Approval  
15/11/2024

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R24/0878  
8 Weeks PA  
Approval  
15/11/2024

20, ALBERT STREET, RUGBY,  
CV21 2RS

Replacement of an existing ATM  
for a new ATM, including  
alterations to stone works, timber  
window frame and composite  
panel.

---

R24/0892  
8 Weeks PA  
Approval  
15/11/2024

THE LODGE, MOOR LANE,  
WILLOUGHBY, RUGBY, CV23  
8BU

Single storey extension to create  
attached garage.

---

R24/0951  
8 Weeks PA  
Approval  
15/11/2024

15 , Lammas Court, Wolston,  
Warwickshire, CV8 3LP

Demolition of Existing  
Conservatory & Erection of  
Single Storey Rear Extension

---

R24/0630  
8 Weeks PA  
Approval  
18/11/2024

ASHGROVE, GROVE FARM,  
WOLDS LANE, WOLVEY,  
HINCKLEY, LE10 3HB

Proposed front canopy, first-floor  
side extension, and alterations to  
the external materials,  
fenestration, and garage doors.

---

R24/0839  
8 Weeks PA  
Approval  
18/11/2024

180, Addison Road, Rugby,  
Warwickshire, CV22 7EY

Proposed single storey side  
extension and rear extension

# Delegated

## 8 Weeks PA Applications Applications Approved

14, St Leonards Walk, Ryton-On-Dunsmore, Coventry, Warwickshire, CV8 3FD

R24/0940  
8 Weeks PA  
Approval  
20/11/2024

REMOVAL OF ROOF TO REAR EXTENSION AND REPLACING WITH PARTIALLY PITCHED ROOF AND NEW FLAT ROOF WITH AN ADDITIONAL EXTENSION TO FORM LARGER KITCHEN

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R24/0833  
8 Weeks PA  
Approval  
21/11/2024

244, HIGH TREES,  
DUNCHURCH ROAD, RUGBY,  
CV22 6HS

Single storey rear extension

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R24/0792  
8 Weeks PA  
Approval  
22/11/2024

IVY HOUSE, CHURCH STREET,  
CHURCHOVER, RUGBY, CV23  
0EW

Conversion of existing ancillary building to separate 3 bedroom dwelling, with associated parking and garden space.

---

R24/0851  
8 Weeks PA  
Approval  
22/11/2024

2 , St Peters Road, Rugby,  
Warwickshire, CV21 3QR

Installation of heat pump to rear of property.

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R24/0507  
8 Weeks PA  
Approval

70, MAIN STREET,  
WILLOUGHBY, RUGBY, CV23  
8BH

# Delegated

## 8 Weeks PA Applications Applications Approved

25/11/2024

Proposed front porch, single and two storey rear extension, rendering of property, and dropped kerb.

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R24/0741  
8 Weeks PA  
Approval  
26/11/2024

The Paddock, Newnham Lane,  
Brinklow, Rugby, CV23 0ND

Proposed garage conversion and rear extensions

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R24/0928  
8 Weeks PA  
Approval  
26/11/2024

UNIT 12, EUROPARK,  
WATLING STREET, NEWTON,  
RUGBY, CV23 0AL

Retrospective change of use to parking for commercial vehicles and trailers.

---

R24/0625  
8 Weeks PA  
Approval  
27/11/2024

THE LODGE, 222 DUNCHURCH  
ROAD, RUGBY, CV22 6HR

PROPOSED REMODELLING OF EXISTING DORMER BUNGALOW, INLCUDING NEW DORMER RAISED ROOF, NEW WINDOWS AND RENDER THROUGHOUT.

---

R24/0868  
8 Weeks PA  
Approval  
27/11/2024

20, Whittle Close, Rugby, CV22  
6JR

Proposed single and two storey side and rear extensions.

# Delegated

## 8 Weeks PA Applications Applications Approved

58, EVEREST ROAD, RUGBY,  
CV22 6EX

R24/0907  
8 Weeks PA  
Approval  
28/11/2024

Replacement of garage with a 1.5 storey side extension and other works including internal alterations, replacement of the existing roof structure and creation of an additional vehicular access.

---

R24/0925  
8 Weeks PA  
Approval  
28/11/2024

WINDMILL FARM COTTAGE,  
WINDMILL LANE,  
DUNCHURCH, RUGBY, CV22  
6RH

Repositioning of stables, erection of new outbuilding with parking and home office / gym and erection of replacement entrance gates and supporting gate piers.

---

R24/0990  
8 Weeks PA  
Approval  
28/11/2024

18, Windmill Drive, Rugby, CV22  
5QW

Proposed loft conversion to include rooflights to the front and rear of the roof

---

R24/0838  
8 Weeks PA  
Approval  
29/11/2024

22, Dunsmore Avenue, Rugby,  
CV22 5HD

Erection of two-storey detached dwelling following demolition of existing bungalow.

---

R24/0854  
8 Weeks PA  
Approval

48, Arbour Close, Rugby, CV22  
6EH

# Delegated

## 8 Weeks PA Applications

### Applications Approved

29/11/2024

Retrospective application for an addition of an air source heat pump to the side of the property for the provision.

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R24/0845  
8 Weeks PA  
Approval  
02/12/2024

1, THE RISE, ELL LANE,  
BRINKLOW, RUGBY, CV23 0LP

Proposed replacement of side extension.

---

R24/0924  
8 Weeks PA  
Approval  
02/12/2024

The Orchard, Cross Street, Long  
Lawford, Rugby, CV23 9BQ

Detached garage

---

R24/0954  
8 Weeks PA  
Approval  
02/12/2024

2123, RUGBY BUSINESS  
CENTRE, CLIFTON ROAD,  
RUGBY, CV21 3PY

External alterations including replacement windows, infilling of existing openings and insertion of new windows to rear and side elevations.

---

R24/0931  
8 Weeks PA  
Approval  
04/12/2024

10, NORTH ROAD, CLIFTON  
UPON DUNSMORE, RUGBY,  
CV23 0BW

Single storey front and two storey side and rear extension

---

R23/0667

# Delegated

## 8 Weeks PA Applications

### Applications Approved

8 Weeks PA  
Approval  
06/12/2024

ANAEROBIC DIGESTION  
PLANT, HIGHWOOD FARM,  
COVENTRY ROAD, BRINKLOW,  
RUGBY, CV23 0NJ

Secondary Digester and  
extension to technical building.  
Pipework connection and cellar to  
dwellinghouse to house heat  
exchange equipment.

---

R24/0772  
8 Weeks PA  
Approval  
06/12/2024

Lawford Grange, Lawford Heath  
Lane, Long Lawford, Rugby,  
CV23 9HG

Extension of two existing farm  
buildings to ensure the covering  
with a roof.

---

R24/0818  
8 Weeks PA  
Approval  
06/12/2024

1, HIGH STREET, RUGBY,  
CV21 3BG

Retrospective planning  
application for installation of  
extraction duct on roof

---

R24/0944  
8 Weeks PA  
Approval  
06/12/2024

100, Wood Lane, Shilton,  
Coventry, CV7 9LA

Single storey rear extension with  
integrated veranda

---

R24/0948  
8 Weeks PA  
Approval  
10/12/2024

21, Shortstones Walk, Rugby,  
CV23 0GW

Retrospective application,  
conversion of garage to create  
habitable room. Creation of 1  
additional car parking space.

---

# Delegated

## 8 Weeks PA Applications Applications Approved

R24/0413 8 Weeks PA Approval 13/12/2024	BRAMCOTE GOLF DRIVING RANGE, BAZZARD ROAD, WOLVEY, NUNEATON, CV11 6QJ	Proposed driving bay, simulator bay and tractor storage/ball dispensing area extensions.
R24/0871 8 Weeks PA Approval 13/12/2024	Gransden House, Church Road, Grandborough, Rugby, CV23 8DH	Variation of Conditions 2 (Plans), 10 (Access Materials) & 13 (Gates) of R21/0132 (Erection of a detached dwelling, formation of a new site access and alterations)
R24/0946 8 Weeks PA Approval 13/12/2024	48, Eastlands Road, Rugby, CV21 3RP	Proposed porch, two-storey side extension, and single storey rear extension.
R24/1033 8 Weeks PA Approval 16/12/2024	29, PARK ROAD, RUGBY, CV21 2QU	Change of use of a residential dwelling to a 7 (no) bed House of Multiple Occupation (Sui Generis use)
R24/0675 8 Weeks PA Approval 17/12/2024	LANDSCAPE VIEW, MAIN STREET, WILLEY, RUGBY, CV23 0SH	Proposed ground and first-floor rear extension, raising of the roof height, and double garage extension.

# Delegated

## 8 Weeks PA Applications Applications Approved

5, BADBY LEYS, RUGBY, CV22  
5RB

R24/1024  
8 Weeks PA  
Approval  
17/12/2024

PROPOSED PART TWO  
STOREY PART SINGLE  
STOREY REAR EXTENSION TO  
EXISTING DWELLING. NEW  
CANOPY TO FRONT  
ELEVATION PLUS RENDER TO  
UPPER PART OF FRONT  
ELEVATION AND  
MODERNISATION.

---

R24/0879  
8 Weeks PA  
Approval  
18/12/2024

GORSE HOUSE, ASHLAWN  
ROAD, RUGBY, CV22 5QE

Single storey side/rear extension  
and alterations to existing  
elevations.

---

R24/1050  
8 Weeks PA  
Approval  
18/12/2024

80, Grosvenor Road, Rugby,  
CV21 3LE

Change of use of a 6 room 6  
person House of Multiple  
Occupation into a 6 room 7  
person House of Multiple  
Occupation (Sui Generis use)

---

## Certificate of Lawfulness Applications Applications Approved

R24/1032  
Certificate of  
Lawfulness

86 , Potsford Road, Cawston,  
Rugby, Warwickshire, CV22 7YY

Lawful Development Certificate  
(Proposed) - Single storey rear  
extension



# Delegated

## Certificate of Lawfulness Applications

### Applications Approved

Approval  
09/12/2024

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### Conditions

#### Applications Approved

R24/0840  
Conditions  
Approval  
15/11/2024

7, GRAHAM ROAD, RUGBY,  
RUGBY, CV21 3LD

Approval of details in relation to  
condition 5 attached to R24/0216  
- Proposed L shaped rear  
dormer to dwelling

---

R24/0841  
Conditions  
Approval  
19/11/2024

51, ASHLAWN ROAD, RUGBY,  
CV22 5ET

Details submitted for discharge of  
conditions 3 (external materials)  
and 8 (air quality) of R23/0424 -  
Replacement dwelling

---

R24/0963  
Conditions  
Approval  
20/11/2024

FLECKNOE FARM STUD AND  
LIVERY, FLECKNOE VILLAGE  
ROAD, FLECKNOE, RUGBY,  
CV23 8AU

Approval of details in relation to  
conditions 9- Land contamination,  
10- Tree planting scheme and  
11- Ecological & landscaping  
scheme attached to application  
R24/0403.

---

R24/0999  
Conditions  
Approval  
20/11/2024

MILLFIELD, MILL ROW,  
WOLVEY, HINCKLEY, LE10 3HS

Details of condition 2 in relation  
to APP/E3715/D/24/3344039 &  
R23/1280.  
Change of use of workshop in

---

# Delegated

## Conditions Applications Approved

existing outbuilding to a bedroom

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R24/0582  
Conditions  
Approval  
21/11/2024

EUROPARK, WATLING  
STREET, NEWTON, RUGBY,  
CV23 0AL

Approval of Condition 10  
(Ecology) of R23/0409  
(Construction of warehouse with  
ancillary offices and associated  
parking and loading)

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R24/0584  
Conditions  
Approval  
21/11/2024

EUROPARK, WATLING  
STREET, NEWTON, RUGBY,  
CV23 0AL

Approval of Condition 10  
(Ecology) of R23/0410  
(Construction of industrial unit  
with ancillary offices and  
associated parking and loading)

---

R24/0746  
Conditions  
Approval  
22/11/2024

PLOTS 6 AND 7, ANSTY  
AERODROME (PROSPERO  
ANSTY), COMBE FIELDS  
ROAD, COOMBE FIELDS,  
COVENTRY, CV7 9JR

Application for approval of details  
relating to conditions 5 (Off-Site  
Biodiversity Management Plan)  
and 14 (Woodland and Structural  
Landscaping Plan) of R22/0491  
(Plots 6 and 7, Prospero Ansty)  
for the erection of two  
commercial units for flexible use  
within Use Classes B2 (General  
Industrial) and B8 (Storage and  
Distribution) and associated non-  
material amendment R24/0159  
changing the timing of conditions  
5, 8 and 14 of planning  
permission R22/0491

# Delegated

## Conditions

### Applications Approved

R24/0749  
Conditions  
Approval  
22/11/2024

PLOT 5, ANSTY AERODROME  
(PROSPERO ANSTY), COMBE  
FIELDS ROAD, COOMBE  
FIELDS, COVENTRY, CV7 9JR

Details related to Conditions 8 and 13 attached to R21/0525 and R24/0246 - Erection of building and use for Class B8 (storage and distribution) of the Town and Country Planning (Use Classes) Order 1987 (as amended) with PV roof panels, including ancillary offices. Primary vehicular access from Pilot Way (Ansty Park), secondary vehicular access from Combe Fields Road, access road, car parking, cycle parking, lorry parking, service areas, drainage, landscaping, demolition of existing buildings, ground remodelling, associated works and temporary use of land for deposition of soil arisings

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R24/0750  
Conditions  
Approval  
22/11/2024

PLOT 3, ANSTY AERODROME  
(PROSPERO ANSTY), COMBE  
FIELDS ROAD, COOMBE  
FIELDS, COVENTRY, CV7 9JR

Details related to Conditions 6 and 14 attached to R22/0485 and R24/0075 - Erection of one commercial unit for flexible use within Use Classes B2 (General Industrial) and B8 (Storage and Distribution) of the Town and Country Planning (Use Classes)

# Delegated

## Conditions Applications Approved

Order 1987 (as amended) and associated development including drainage, earthworks, highways, car parking, HGV parking, service yard and landscaping

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R24/0785  
Conditions  
Approval  
22/11/2024

BRICKHILL COTTAGES, 111,  
COVENTRY ROAD, RUGBY,  
CV22 7RY

Approval of details in relation to condition 4 & 5 of R23/0521. Erection of 1no. detached dwelling, car port and associated works.

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R24/0039  
Conditions  
Approval  
26/11/2024

5, MALT SHOVEL INN,  
CHURCH ROAD, RYTON-ON-  
DUNSMORE, COVENTRY, CV8  
3ET

Approval of details in relation to conditions 11- LEMP, 12- External lighting & 13- Landscaping attached to R22/0586.

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R24/0226  
Conditions  
Approval  
26/11/2024

CAWSTON HOUSE,  
THURLASTON DRIVE, RUGBY,  
RUGBY, CV22 7SE

Approval of details:  
Condition 3 - Construction Management Plan (Highways)  
Condition 4 - Electric Vehicle Charging Points  
Condition 7 - Construction Management Plan (EH)  
Condition 8 - Air Source Heat Pumps - Noise Report  
Condition 11 - Tree Planting Specification

# Delegated

## Conditions Applications Approved

Condition 12 - Construction  
Environmental Management Plan  
(CEMP)  
Condition 13 - Landscape and  
Ecological Management Plan  
(LEMP)  
- relating to application -  
R23/0235 - The erection of 5 (no)  
extra care cottages at Lime Tree  
Retirement Village

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R24/0909  
Conditions  
Approval  
26/11/2024

RUGBY TOWN FOOTBALL  
CLUB, BUTLIN ROAD, RUGBY,  
CV21 3SD

Approval of Condition 6 (CMP) of  
R22/0164 (Construction of new  
gym and 14 room hotel)

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R24/1097  
Conditions  
Approval  
28/11/2024

Dunsmore Lodge, rear of 100,  
102 and 104 Magnet Lane,  
Bilton, Rugby, CV22 7NJ

Application to discharge condition  
13- Air quality assessment,  
attached to R20/0251.

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R24/0997  
Conditions  
Approval  
02/12/2024

263A, RUGBY ROAD, BINLEY  
WOODS, COVENTRY, CV3 2BB

Details of conditions 8  
(Ventilation) and 9 (Odour and  
fume control) in relation to  
R23/1075 (Change of use from  
hair salon to a restaurant/hot food  
take-away (Sui Generis))

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Binley Woods Service Centre and

# Delegated

## Conditions Applications Approved

64 Rugby Road, Binley Woods,  
Warwickshire, CV3 2AX

R24/1023  
Conditions  
Approval  
04/12/2024

Details of condition 3- DCMP in relation to R22/0207 and Appeal Ref: APP/E3715/W/23/3332272 (Demolition of the existing single and two-storey car sales, workshop and car wash premises, demolition of the existing two storey dwelling for the residential redevelopment of the site consisting of two apartment buildings and associated external works.)  
Dated 19th September 2024

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R24/0753  
Conditions  
Approval  
05/12/2024

IVY HOUSE FARM, LOWER  
STREET, WILLOUGHBY,  
RUGBY, CV23 8BX

Application to discharge conditions 8 LEMP, condition 9 Protected species method statement & condition 10 Archaeological WSI attached to application R223/0702.

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R24/1002  
Conditions  
Approval  
11/12/2024

14, LANGLANDS PLACE,  
RUGBY, CV23 0JG

Details of Condition 3 in relation to R24/0504

# Delegated

## Discharge of Conditions

### Applications Approved

R22/0164	RUGBY TOWN FOOTBALL CLUB, BUTLIN ROAD, RUGBY, CV21 3SD	Construction of new gym and 14 room hotel.
26/11/2024		

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## Listed Building Consent Applications

### Applications Approved

R24/0824	The Old Brew House, Birdingbury Road, Leamington Hastings, Rugby, Warwickshire, CV23 8EB	Application for the Variation of Condition 2 in respect of Listed building consent R21/0632. This variation seeks to add a new internal staircase and alterations to the doors on the south elevation. This application also seeks the approval of details in relation to Conditions 3- Materials, 4- Doors, 5- windows, 6- paint and 8- rainwater goods attached to approved R21/0632.
15/11/2024		

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## Major Applications

### Applications Approved

R24/0763	DHL Supply Chain, Swift Valley Park, Rugby, CV21 1TQ	Temporary change of use of 60,000 sq.ft of floorspace within the existing building (Use Class B8) to support the introduction of
02/12/2024		

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# Delegated

## Major Applications Applications Approved

an electric vehicle battery repair facility (Use Class B2) for a period of 10 years.

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R24/0415  
Major Application  
Approval  
10/12/2024

Land off Parkfield Road, Parkfield Road, Rugby, CV21 1QJ

Variation of condition 2 attached to R21/0631 - Proposed industrial warehouse development suitable for B2/ B8. This variation proposes changes to the location of the proposed unit, overflow car park and access road alignment. Changes are also proposed to the roof profile along with elevational changes to the approved building.

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R22/1275  
Major Application  
Approval  
13/12/2024

DRAYCOTE HOTEL,  
COVENTRY ROAD,  
THURLASTON, RUGBY, CV23  
9LF

Erection of an extension to the existing hotel and golf club to provide replacement golf club house, additional meeting / conference rooms and multi purpose hall for use in association with the existing hotel (use class Sui Generis). To include associated works and additional car parking provision.

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## Prior Approval Applications



# Delegated

## Prior Approval Applications

### Prior Approval Applications

R24/1001 Agriculture Prior Approval Not Required 19/11/2024	ASHURST FARM, WOOD LANE, SHILTON, RUGBY, CV7 9LA	Agricultural Prior Approval (Part 6) for a general farm building.
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R24/0920 Prior Approval change of use Required and Approved 22/11/2024	PAILTON RADIO STATION, MONTILO LANE, PAILTON, CV23 0HD	Change of Use of Buildings & Land Within their Curtilage from Office Use (Class E to Dwellinghouses (Class C3) under Class MA.
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R24/1106 Agriculture Prior Approval Not Required 28/11/2024	RYTON FIELDS FARM, WOLSTON LANE, RYTON-ON- DUNSMORE, COVENTRY, CV8 3ES	Prior approval for construction of a general storage unit.
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R24/1034 Agriculture Prior Approval Not Required 02/12/2024	STREETFIELDS FARM, WATLING STREET, CHURCHOVER, LUTTERWORTH, LE17 4HU	Agricultural Prior Approval (Part 6) - building for the storage of hay & straw.
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R24/1035 Prior Approval Extension Not Required 03/12/2024	2, GRANGE COTTAGE, COVENTRY ROAD, CHURCH LAWFORD, RUGBY, CV23 9HB	Prior approval for a single storey rear extension measuring 6m long, 3.19m high and 3m at eaves.
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## Delegated

### Prior Approval Applications

#### Prior Approval Applications

1, GRANGE COTTAGE,  
COVENTRY ROAD, CHURCH  
LAWFORD, RUGBY, CV23 9HB

R24/1036  
Prior Approval  
Extension  
Not Required  
03/12/2024

Prior approval for a single storey  
rear extension measuring 6m  
long. 3.19m high and 3m height  
at eaves.

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## Committee

### Withdrawn Applications

#### Applications Withdrawn

R20/0532  
Major Application  
Withdrawn by  
Applicant/Agent  
28/11/2024

UNIT 4, TECHNOLOGY RETAIL  
PARK, TECHNOLOGY DRIVE,  
RUGBY, CV21 1GN

Refurbishment and subdivision of  
existing retail unit (Class E (a)) to  
create 2no. units including use of  
1no. unit as a foodstore (Class  
E(a)) along with new shop front  
and customer entrance lobby and  
external layout changes including  
trolley bay; reconfigured  
mezzanine floorspace; and  
associated works.

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