



7 September 2020

PLANNING COMMITTEE - 16 SEPTEMBER 2020

A meeting of the Planning Committee will be held at 5.30pm on Wednesday 16 September 2020 via Microsoft Teams.

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

Mannie Ketley
Executive Director

Note: Members 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 Member 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 Member does not need to declare this interest unless the Member chooses to speak on a matter relating to their membership. If the Member does not wish to speak on the matter, the Member 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 19 August 2020.

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 – 30 July – 19 August 2020.

PART 2 – EXEMPT INFORMATION

There is no business involving exempt information to be transacted.

Membership of the Committee:

Councillors Miss Lawrence (Chairman), Mrs Brown, Brown, Butlin, Cranham, Eccleson, Mrs Garcia, Gillias, Picker, Roodhouse, Sandison and Srivastava.

If you have any general queries with regard to this agenda please contact Claire Waleczek, Democratic Services Team Leader (01788 533524 or e-mail claire.waleczek@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).

Planning Committee – 16 September 2020

Report of the Head of Growth and Investment

Applications for Consideration

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

- Applications recommended for refusal with the reason(s) for refusal (pink pages on the printed version of the agenda)
- Applications recommended for approval with suggested conditions (yellow pages on the printed version of the agenda)

Recommendation

The applications be considered and determined.

APPLICATIONS FOR CONSIDERATION – INDEX

Recommendations for refusal

There are no applications recommended for refusal to be considered.

Recommendations for approval

Item	Application Ref Number	Location site and description	Page number
1	R16/2569	Tritax Symmetry - Employment, land north of Coventry Road, Coventry Road, Thurlaston. Outline planning application for up to 186,500 sq m of buildings for Use Class B8 (Warehousing and Distribution), with ancillary Use Class B1(a) (Offices), land for a fire station (0.4 hectares) with site infrastructure including energy centre, vehicle parking, landscaping, and sustainable drainage system. Demolition of Station Farmhouse and outbuildings.	3
2	R19/1185	Land north of Ashlawn Road, Ashlawn Road, Rugby, CV22 5SL Erection of 325 dwellings, associated access, infrastructure and landscaping. Approval of reserved matters (access, appearance, landscaping, layout and scale) relating to R13/2102 (Demolition of existing buildings, erection of up to 860no. dwellings, land for potential primary school, two vehicular accesses from Ashlawn Road and the provision of a bus link control feature to Norton Leys, open space, green infrastructure, including SUDs works.)	68
3	R20/0462	Land to the south of the Brinklow Road (B4428) and the east of the Coventry Eastern Bypass (A46) - accessed via the existing access point east of the A46 over-bridge. Change of use and the erection of a temporary construction compound on fallow agricultural land (to serve the A46 Coventry Junctions improvements (Binley) and (Walsgrave) schemes).	87
4	R18/1247	Land P19216, Brownsover Road, Brownsover, Rugby Description: Erection of 16 dwellings with associated parking and access.	104

Reference: R16/2569

Site Address: TRITAX SYMMETRY - EMPLOYMENT, LAND NORTH OF COVENTRY ROAD, COVENTRY ROAD, THURLASTON,

Description: Outline planning application for up to 186,500 sq m of buildings for Use Class B8 (Warehousing and Distribution), with ancillary Use Class B1(a) (Offices), land for a fire station (0.4 hectares) with site infrastructure including energy centre, vehicle parking, landscaping, and sustainable drainage system. Demolition of Station Farmhouse and outbuildings.

Case Officer Name & Number: Karen McCulloch, 01788 533623

Recommendation

1. Planning application R16/2569 be granted 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 planning obligations as indicatively outlined in the heads of terms within this report.
2. The Head of Growth and Investment, in consultation with the Planning Committee Chair, be given delegated authority to negotiate and agree the detailed terms of the legal agreement which may include the addition to, variation of or removal of financial contributions and/or planning obligations outlined in the heads of terms within this report.

1.0 Description of site

1.1 This application relates to an area of land to the south west of Rugby which falls within the South West Rugby allocation within the Local Plan. The site is roughly "T-shaped" with a narrower part at the south of the site.

1.2 The narrow part of the site is an agricultural field to the north of the existing M45/A45 roundabout which extends north to Northampton Lane. This part of the site is fairly flat and the east and west boundaries are formed by existing hedgerows. The southern boundary, adjacent to Coventry Road and the adjacent layby also comprises a hedgerow which contains mature trees.

1.3 The wider northern part of the site is to the north of Northampton Lane. This mostly comprises agricultural land, however a dwelling and outbuildings at Station Farm are within the site and it is proposed that these will be demolished. The western boundary of this part of the site is formed by the former railway line and there are mature trees on this boundary. Part of the eastern boundary follows an existing field boundary hedge, the other boundaries to this part of the site do not follow existing boundaries.

1.4 The northern part of the site is more undulating and is divided by existing boundary hedges containing trees which run along existing drainage ditches. Towards the west of the site is pond which is surrounded by trees. There is also a hedge with trees running alongside the existing

drive to the north of Station Farm and trees around this property. At the east edge of the site are a range of foundations showing where a building was sited in the past.

1.5 Northampton Lane crosses the site from east to west, although other than at the point where it is crossed by the proposed road this is outside of the site. This is a Restricted Byway, a public right of way which can be used by pedestrians, horse riders, cyclists and non-motorised vehicles. However, it is a fairly narrow earth path enclosed by trees and vegetation. There are hedgerows and mature trees to either side of Northampton Lane and the trees are subject to a Tree Preservation Order.

1.6 There is also a public footpath which crosses the site from south to north. This runs close to the eastern boundary of the narrow part of the site and then crosses the site diagonally towards Station Farm Cottage which is to the north of the site. There is also a small section of public footpath running adjacent to the eastern boundary of the wider part of the site, this continues outside of the site in a north eastern direction.

1.7 There are residential properties close to the site. To the north is Station Farm Cottage and converted barns. To the west Chalon House is located on part of the former railway. The Mill House on the A45 is to the south of the site. There is a group of buildings located on Coventry Road to the south of the site, these include a former garden nursery, former garage and residential dwellings. There are also dwellings on Windmill Lane to the east of the site.

1.8 The village of Thurlaston is located to the south of the M45 and is accessed from Coventry Road. Parts of this village are within a Conservation Area.

2.0 Description of proposals

2.1 This is an outline application for the development of the site with up to 186,500 sq m of buildings for B8 (Storage and Distribution) use with ancillary offices. The proposals also include land for a fire station and site infrastructure such including an energy centre, parking, landscaping and sustainable drainage.

2.2 Details of the proposed access to the site from the A45/M45 junction into the site up to and including the link crossing Northampton Lane are to be considered at this stage.

2.3 The application also includes the demolition of Station Farm.

2.4 As this is an outline application only the principle of the proposed development and the details of the access are to be considered at this stage. Therefore, detailed elevational or layout plans have not been provided. However, a parameters plan has been provided which broadly shows how the site will be developed. When the application was originally submitted illustrative masterplans were also provided showing indicative layouts however these have been superseded.

2.5 Details of the access into the site from the A45/M45 roundabout are to be considered at this stage. A new arm to the roundabout is proposed extending into the site, this will have 2 lanes leading to a traffic light junction where a right turn will connect to a revised alignment of Coventry Road, the existing Coventry Road access from the roundabout will be closed.

2.6 The realigned Coventry Road and the site road to the north will also have 2 lanes approaching this junction. Approaching the roundabout the site road will have 3 lanes.

2.7 The proposed road extends north into the site and a small mammal/amphibian tunnel is shown where the access road crosses Northampton Lane.

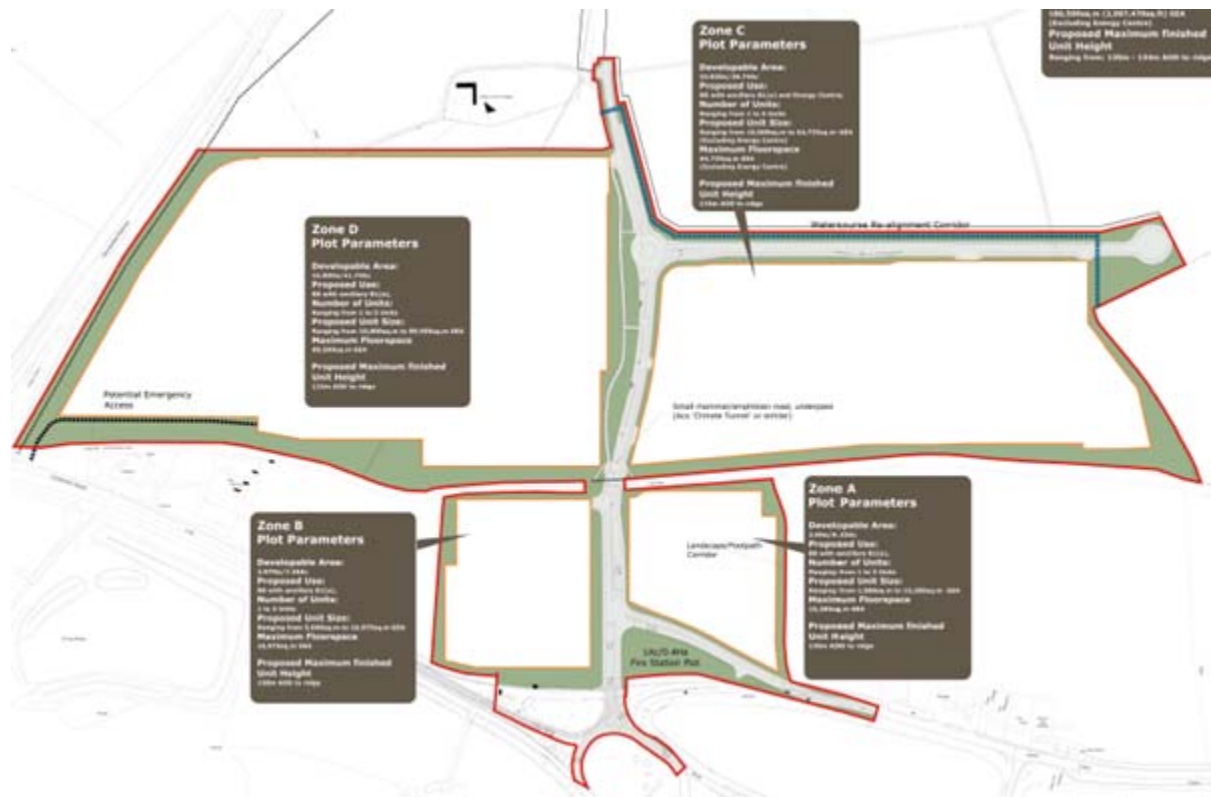
2.8 A potential emergency access is shown to the A45 in the south western corner of the site utilising an existing vehicular access.

2.9 An access is proposed to the south of the realigned Coventry Road leading to the site of the proposed fire station which will be between Coventry Road and the roundabout.

2.10 The application includes the provision of an energy centre and the parameters plan shows this within zone C, the eastern part of the site north of Northampton Lane. The addendum to the Environmental Statement details that this is likely to comprise one or two hubs and include Combined Heat and Power Units with an overall capacity of 5MW, the stacks for these will be within the proposed building height limits.

2.11 Additional information was requested regarding the proposed energy centre and the applicants advised that this is intended to include solar power as well as on-site combined heat and power (CHP). The CHP will be driven by clean biogas or natural gas.

2.12 the parameters plan shows the general proposals for the development of the site. Due to the proposed road arrangement and the position of Northampton Lane the site is broadly divided into 4 zones, as can be seen on the plan below, divided by the site road, Northampton Lane and areas of strategic landscaping. The 2 zones at the south of the site are shown as accommodating 1 – 3 units each with the 2 northern zones shown as accommodating 1 – 5 units each. The final number and sizes of units proposed will be considered at the reserved matters stage dependent on demand.



2.13 The addendum to the Environmental Statement includes an Illustrative Landscape and Biodiversity Strategy plan. This shows 1 building on each of the 2 southern parts of the site, 3 buildings in the north west and 2 buildings in the north east. However, this layout is indicative. This also shows details of landscaped areas around the site, including landscaping to the boundaries with woodland planting to the south, east and west boundaries.

2.14 The originally submitted parameters plan set out the highest proposed floor levels within each zone and the maximum building height to ridge level. This originally proposed buildings up to 18m in the southern part of the site and 23m in the northern part of the site.

2.15 The revised parameters plan sets out the maximum ridge level Above Ordnance Datum (AOD) this results in reduced ridge levels of 15m in the southern part of the site and 18m in the northern part of the site.

2.16 The proposals will involve the removal of trees on the southern boundary of the site in order to provide the site access and associated works. Protected trees along Northampton Lane will also be removed at the point where the site road crosses Northampton Lane. The existing hedgerows and trees crossing the northern part of the site will also be removed and the drainage ditches diverted in order to provide the development areas.

Planning History

There are no previous applications directly relevant to this application.

Relevant planning policies and guidance

Rugby Borough Local Plan 2011-2031, June 2019

GP1	Complies	Securing Sustainable Development
GP2	Complies	Settlement Hierarchy
GP4	Complies	Safeguarding Development Potential
GP5	Complies	Parish Level Documents
DS1	Complies	Overall Development Needs
DS4	Complies	Employment Allocations
DS5	Complies	Comprehensive Development of Strategic Sites
DS8	Complies	South West Rugby
DS9	Complies	South West Rugby Spine Road Network
ED1	Complies	Protection of Rugby's Employment Land
ED2	Complies	Employment Development Within Rugby Urban Area
ED3	Complies	Employment Development Outside Rugby Urban Area
HS1	Complies	Healthy, Safe and Inclusive Communities
HS2	Complies	Health Impact Assessments
HS5	Complies	Traffic Generation and Air Quality, Noise and Vibration
NE1	Complies	Protecting Designated Biodiversity and Geodiversity Assets
NE2	Complies	Strategic Green and Blue Infrastructure
NE3	Complies	Landscape Protection and Enhancement
SDC1	Complies	Sustainable Design
SDC2	Complies	Landscaping
SDC3	Complies	Protecting and Enhancing the Historic Environment
SDC4	Complies	Sustainable Buildings
SDC5	Complies	Flood Risk Management
SDC6	Complies	Sustainable Drainage
SDC7	Complies	Protection of the Water Environment and Water Supply
SDC9	Complies	Broadband and Mobile Internet

D1	Complies	Transport
D2	Complies	Parking Facilities
D3	Complies	Infrastructure and Implementation
D4	Complies	Planning Obligations

National Planning Policy Framework, 2019 (NPPF)

South West Rugby Supplementary Planning Document – Consultation Draft, October 2019

Draft Air Quality Supplementary Planning Document/Air Quality & Planning Guidance, February 2020

Thurlaston Village Design Statement, 2016

Technical consultation responses

Original plans & information

British Pipeline Agency	No comment	
Environment Agency	No objection	Should have high water efficiency standards
Highways England	Permission should not be granted for specified period	There is potential for adverse impact on strategic road network, additional information and traffic modelling is required
Historic England	No comment	
NATS (Air Traffic)	No objection	
Natural England	No comment	
Ramblers	Objection	Buildings will block ancient routes and are not appropriate in this rural location, would affect enjoyment of Rights of Way
RBC - Environmental Protection	Comments	Will require conditions relating to site investigation, lighting, Construction Method Statement and construction hours; plant noise emissions must be controlled; noise mitigation must be agreed for storage and distribution operations; noise assessment of fire station required; will comment further regarding Air Quality following highways comments re: traffic generation
RBC – Tree & Landscape Officer	Objection	Loss of high quality trees within the site and on boundaries, buildings close to trees will harm those that are retained, will change landscape character of the area and only limited mitigation is proposed.
Severn Trent Water	No objection	Subject to condition & informative
WCC – Archaeology	No objection	Subject to a condition
WCC – Ecology	Comments	Raise queries re: submitted information; northern waterbody should be relocated; request conditions, informatives and s106 for skylark habitat and biodiversity off-setting; predeterminative bat surveys required of trees that are to be removed

WCC – Flood Risk	Objection	Additional surface water drainage information required
WCC – Footpaths	No objection	Subject to a condition
WCC – Highways	Objection	Development may impact on Dunchurch crossroads; mitigation for Blue Boar junction not sufficient; no assessment of impacts on Gyratory or in Princethorpe; junctions should be future proofed with additional 10% capacity; Safety Audit and Tracking details required; is not clear how pedestrian and cycle access will be provided.
Warwickshire Fire & Rescue	No objection	Subject to condition & compliance with Building Regulations
Warwickshire Police	Comments	Recommendations re: increasing security
Warwickshire Wildlife Trust	Objection	Loss of high value woodland habitat along bridleway, a buffer of additional planting should be provided, trees that could support bats will be lost, bat surveys should be provided, compensation should be provided for the loss of skylark habitat, green features and features for grass snakes should be included in the built environment, a badger mitigation plan is required.

No comments received from Cemex, Central Networks, Coventry Airport, DEFRA, National Grid (Gas & Electricity), National Health Service, RBC – Works Services, Rugby Disability Forum, Stagecoach Bus or WCC – Planning.

Amended/Additional plans & information

WCC Flood Risk	No objection	Subject to conditions & informatives
WCC Ecology	No objection	Subject to condition relating to protected species mitigation, ecological plan and s106
Warwickshire Wildlife Trust	No objection	Subject to conditions and s106

Environmental Statement Addendum & Amendments

British Pipeline Agency	No comment	
Cemex	Comment	Proximity to pipeline must be considered
Coventry Airport	No comment	
Environment Agency	No objection	
Highways England	Permission should not be granted for 3 months	Road Safety Audit is required, junction plan is incomplete, request traffic modelling information, mitigation may be required, highway boundaries should be confirmed
Historic England	No comment	
Natural England	No objection	
Ramblers	Objection	Holding objection until full details of diversion are known
RBC - Environmental Services	No objection	Subject to conditions and informatives
RBC – Tree & Landscape Officer	Objection	Proposals involve loss of high quality trees

and hedgerow, proposals will impact on root protection areas of retained trees, greatest landscape impact is from the north west, dense woodland as shown to the south east and west should be proposed to the northern boundary

RBC – Works Services	No objection	
Severn Trent Water	No objection	Subject to informative
WCC – Archaeology	No objection	Subject to condition
WCC – Ecology	Comment	Proposal will lead to loss of biodiversity on-site, require additional bat and bird boxes, require s106 and conditions
WCC – Flood Risk	No objection	Subject to conditions
WCC – Footpaths	Objection	Illustrative landscape plan does not show public footpath on eastern boundary, proposed route of diverted Right of Way should be shown, main access road will cross restricted byway so the crossing must be suitable for all users, HGV route plan also shows rights of way to the north may be affected, suggest conditions
WCC – Health	No objection	
WCC – Infrastructure/Planning	Comment	No contribution requests
Warwickshire Fire & Rescue	No objection	Subject to compliance with Building Regulations
Warwickshire Police	Comment	Make suggestions to improve security

No comments received from Central Networks, DEFRA, National Grid (Gas & Electricity), National Health Service, NATS (Air Traffic), Rugby Disability Forum, Stagecoach Bus or Warwickshire Wildlife Trust.

Further amendments

WCC – Footpaths	No objection	Subject to condition
WCC – Highways	No objection	Subject to conditions and s106
Highways England	No objection	Subject to conditions
RBC – Tree & Landscape Officer	Objection	Proposals involve loss of high quality trees and hedgerow, proposals will impact on root protection areas of retained trees

Third party comments

Original plans & information

Local residents (28 households) Objection

Residential/Visual amenity

- Thurlaston is a quiet rural village, quality of life will be affected;
- Thurlaston is a Conservation Area and this will be affected by these large buildings around 200m away;
- Small developments in the Conservation Area have been blocked in the past;
- Visual impact with large buildings sited on picturesque farmland;
- Proposed silver colour of buildings and height will contrast rather than fit in with the site and area;

- Concrete buildings will not be in keeping with area;
- Units should be repositioned so loading bays and car parking are away from existing properties;
- Concerns regarding impact of fire station;
- South West Rugby is one of the remaining rural areas, other edges of town have been developed and more development should be concentrated in these areas;
- Landscaped boundary between buildings and road is not sufficient;
- Trees would take too long to grow and species are not specified;
- Screening would reduce in winter when leaves are lost;
- Height of buildings should be reduced and planting increased if this is to form an attractive gateway to Rugby;
- Loss of attractive views from homes and rights of way;
- Would not be able to relax in garden due to noise;
- No specific consideration of Chalon House which is immediately adjacent to the site;
- Chalon House and other properties would be adversely affected in terms of loss of light and outlook, noise from vehicles, including overnight, light pollution & air pollution;
- Emergency access crosses access for Chalon House, without proper provision occupier will encounter significant HGV traffic on accessway and A45 when using access;
- Consider access from Station Farm should be widened to avoid the driveway to Chalon House and a second access provided at the rear of Chalon House;

Highways & Transport

- Road network is already busy and could not support the development;
- Data estimates 1 vehicle per minute both night and day as well as employee cars;
- M45 is only southbound, lorries will travel across Rugby to join roads such as the M1, M6 & A14;
- Other areas have better access to motorway network such as close to the M6;
- Traffic would use heavily congested routes and pass schools;
- Increased congestion throughout the area will increase journey times for existing residents, would be unable to collect children at correct time affecting ability to carry out duties as a parent;
- Increased traffic at Dunchurch crossroads;
- Employees will drive to work and will use Dunchurch crossroads;
- Increased traffic at Blue Boar Junction, gyratory, Leicester Road and Toll Bar which are already congested, including HGVs;
- Blue Boar Junction is not mentioned in queue analysis section of Transport Assessment and construction of Blooms Garden Centre, McDonalds Drive-Thru, redevelopment of Peugeot Plant, Rugby Relief Road and Cawston housing resulted in substantial increases in traffic;
- Warehouses should be located where they can access major roads without crossing the town;
- No plans to protect Thurlaston from the impact of increased vehicle movements;
- Access from Thurlaston and onto the A45/M45 roundabout will be very difficult, proposals will reduce visibility;
- Traffic signals at T-junction will lead to congestion at the roundabout at peak times, including delays for proposed fire station;
- B4429 should retain existing access direct to roundabout;
- Plans originally included a road to bypass the B4429 in Dunchurch, this has been removed;
- Increased traffic on B4429 will make accesses onto this road dangerous and will endanger pedestrians walking to the bus stop, school or crossing the road;
- Consideration should be given to quarry traffic on the B4453;

- Construction of road to A4071 will be on Green Belt land;
- Will lead to rat runs through residential areas;
- Should ensure works do not prevent access to local businesses, including caravan storage;
- There should be a second access provided before the site is operational;
- Overprovision of car parking, this amount is not required due to automated operations;
- Limited cycleway links or bus services, it should be made clear how development links into the wider area and links be provided early;
- Should provide cycle links to the former railway line to the west, Sustrans route 41 and the proposed district centre, could seek s106 contributions;
- The area is on the national cycle route network;
- No guarantee infrastructure will be provided;
- Modern lorries are very large;
- Proposed dwellings will also lead to significant increase in traffic, up to 40,000 journeys per day;
- Concerned about the suitability and safety of the bridge where the A45 crosses the former Rugby to Leamington railway line;

Environmental

- Increased traffic, air pollution and congestion in Dunchurch and properties on A45;
- Noise, light and air pollution from traffic and the operation of the development itself will affect residents in the area and Thurlaston;
- Noise assessment not carried out within Thurlaston or from existing houses;
- Currently have high levels of noise from the A45, if development happens will be like living on a motorway;
- Already suffer air pollution from warehouse developments and traffic in the wider area;
- Lack of information regarding pollution from 24 hour HGV operation;
- Hours of operation should be restricted;
- Health impacts of air pollution on existing residents, residents of proposed housing, children at local schools and elderly people;
- Light pollution will affect sleep and health and would cause stress;
- Noise and disturbance from road and units would cause health issues;
- Media coverage regarding high levels of air pollution levels and deaths linked to air pollution;
- Concern regarding flooding and risk of water pollution, there is standing water during heavy rainfall;

Ecology

- Impact on wildlife, loss of habitat and impact on protected species;
- Road crossing Northampton Lane should be provided with wildlife crossing;
- Should ensure lighting does not affect bats;
- Trees are protected, there are also ancient trees and hedgerows;
- Woodland along Northampton Lane has been in place since the 17th Century;
- This stretch of Northampton Lane should be considered an undesignated heritage asset and should be referred to in the Design & Access Statement and SW Rugby Masterplan and mitigate specified;
- Development will impact on areas of woodland;
- Northampton Lane must not be paved or lit;
- Impact on Draycote Meadows nature reserve on the outskirts of Thurlaston, this is a SSSI;
- Loss of agricultural land, need to be self-sufficient when leave EU;
- Will affect Public Rights of Way, fenced in path through industrial estate is not acceptable;

Employment

- How many jobs will be created, warehouses employ a limited number of low paid staff, there will be few technical jobs but these may not be for local people;
- Too many warehouses in the area, should focus on providing high quality technical businesses and jobs;
- Will not create level of employment claimed, modern warehouses are automated;
- Warehouse employees will be on zero hours contracts and are often homeless, do not need this type of employment;
- Employees will need to commute from areas with more “affordable” housing;
- Local residents have higher than average incomes so warehouse jobs will not be suitable for them;
- Is there actual interest from planned occupiers;
- Local Plan states there should be a diverse economy without an over reliance on logistics;
- Nearby warehouse units have been vacant for some time, as have units at Ryton and in Daventry;

Other

- Should not be allowed to apply before the Local Plan has been considered;
- Application is premature and means approval of Local Plan is biased towards the Council against the community;
- No proof of need for development, data used in Local Plan is flawed and will be questioned at the hearings;
- Development contrary to policies CS1 and CS5 of the adopted Core Strategy, no reports have shown an undersupply of employment land;
- Draft Local Plan allocated 35 hectares of employment land, not 46 that has been applied for;
- Should be located north of the town or near Toll Bar island close to other employment developments, away from existing and proposed housing;
- All brownfield land should be developed before rural areas are considered;
- Should build on brownfield sites such as Lawford Heath aerodrome and reclaimed gravel pits;
- Rural countryside will no longer be classed as Green Belt;
- No building should be approved without the full infrastructure, including a link road to prevent pollution and congestion at Dunchurch crossroads;
- Believe developer is contributing to Dunchurch by-pass, this is a bribe to save the Council money regardless of the suitability of the site;
- When was the land released for development and what was the democratic process;
- Council’s own consultants, GL Hearne, call site remote and refer to sustainability and landscape issues;
- Council accept applicants information regarding the need for development with little consideration for existing residents;
- Were not made aware of fire station at public exhibition;
- Public comments and concerns of local people made at public exhibition have not been taken into account;
- Spine road requires use of Green Belt land;
- Is there sufficient electricity available for vehicle charging;
- Should consider whether there is hazardous material on the site;
- Insufficient consultation, Dunchurch residents and many in Thurlaston were not notified;
- Consultation has been irresponsibly timed;
- Council must listen to the residents, not betray them;
- Development is not needed or wanted, there is spare warehouse capacity in Rugby;
- Work has started prior to consent being granted, site has been excavated;

- Polluting development should be sited away from centres of population;
- More appropriate sites have been rejected but it is not clear why;
- Local people, not decision makers have to suffer the repercussions of planning decisions;
- Were not told about proposals when purchasing house, have not received consultation on the Local Plan;
- DB Symmetry state 110 people attended the exhibition, considerably more attended but were not prepared to sign attendance list, exhibition could not be accessed by public transport;
- Site is within Thurlaston Parish, have the Parish Council been consulted;
- House vibrates with heavy traffic, this would worsen;
- Council need to focus on improving the town centre;
- Should build something local residents can use;
- Moved to area to be in the countryside;
- Government policy is that local people should shape their surroundings;
- Litter and worse arising from transient truck drivers will be a blight on the local area;
- Local residents were not able to address Local Plan hearings;
- Do not need additional housing, Local Plan figures are due to migration and can be met from existing sites;
- Adverse impact on house values and ability to sell properties.

Local residents (1) Comment

- Developer should improve A4071 between A45 and relief road, this should be widened and have a cycle lane and footpath;
- A roundabout should be provided at the A4071 and A45 junction to address rush hour congestion;
- If these works are paid for the planning permission should be granted.

Thurlaston Parish Council Objection

- Thurlaston is mentioned in the Domesday Book and has a Conservation Area, site is 300m from the village;
- Quality of life and health will be affected by pollution – air, light, noise & dust;
- Access to the village will be disrupted by increased traffic;
- No need for more warehouses, many have been approved within 10 miles and these have spare capacity;
- Development should be on brownfield sites;
- Poor location that only has access to M45, access to other motorways involves travelling through congested areas;
- Has a traffic flow model been done, there will be lorries every 12 seconds and 3500 employee vehicles;
- Loss of agricultural land;
- Visual impact in relatively flat area, tree screening not sufficient;
- Trees (some protected) and hedgerows must be retained;
- Impact on protected species;
- Impact on Rights of Way;
- Warehouse operatives will not be able to afford the housing proposed nearby;
- Rugby residents frequently attend higher education and would not be looking for warehouse operative work, employees are often on zero hours contracts and may be homeless;
- There are few unemployed people in the area who could be considered for these jobs;
- Businesses at Elliott's Field and Junction One are reconsidering their futures, warehouses could be sited in those areas that are close to the motorway network;

- Insufficient time given to comment on the application;
- Only read Design and Access statement to date;
- Trees proposed to hide ugly buildings, these will take 15 years to mature;
- No details of who will occupy the proposed buildings;
- Not specific regarding types and numbers of jobs to be created;
- Need for warehouses linked to increase in on-line retail, this may change;
- Must find different ways of getting goods to customers instead of polluting vehicles and unsightly warehouses;
- Allowing warehouses is an admission that the town centre is obsolete, vacancy rates are high and the Council's ambition for the town centre is poor;
- Area has a history of innovation, investment should be directed to smaller developments for high technology businesses;
- Questions raised at consultation event have not been answered;
- Strong opposition in Thurlaston;
- Traffic will cause congestion in the surrounding areas, has this been assessed?
- Air, noise and light pollution will not be mitigated for;
- Loss of agricultural land needed for food production;
- Proposals need to be assessed in relation to large numbers of warehouses approved by neighbouring boroughs, more are not needed;
- Development will only benefit land owners, not residents or the economy;
- Application could be approved prior to the Local Plan, this prevents residents having their say;
- Must consider health and safety issues and impact on residents health;

Dunchurch Parish Council Objection

- Proposal is an additional warehousing and distribution development, there are many in the area;
- Breakdown of jobs detailed does not appear to reflect the average logistics operation;
- Salary details given do not reflect warehouse operatives who will not be able to afford houses within the South West area, this makes early delivery in parallel with homes questionable;
- Lorries would choose to travel through Dunchurch to go towards Banbury;
- There are already high numbers of HGV and LGV vehicle movements in the centre of Dunchurch which is a Conservation Area, lorry routes on the A426 should be changed.

Environmental Statement Addendum & Amendments

Neighbours/Local Residents (9) Objection

Residential/Visual Amenity

- Dunchurch and Thurlaston are historic villages;
- Consideration should be given to rural location of Thurlaston and its Conservation Area and green infrastructure;
- Thurlaston has a long history and there are historical sites within the area;
- Local Plan Inspector said scale of development should consider impacts on surrounding landscape and Thurlaston Conservation Area, this has not been considered;
- Taller buildings are proposed in Zone C closest to Coventry Road properties and Thurlaston;
- Eastern building should be omitted to reduce impact, this appears to be positioned to increase impact on properties;
- Buildings will be unsightly blots on the landscape, must be designed to reduce visual impact;

- High warehouses will be visible from Thurlaston and Coventry Road, banking should be used to shield visual noise and light pollution, trees alone are not enough as they will take time to reach sufficient heights;
- There is reference to existing vegetation on Coventry Road, however this has been damaged recently and residents have been advised to reduce tree heights;
- No additional trees or vegetation proposed to the rear of Coventry Road;
- Scale and height of warehouses not in keeping with flat and undeveloped surrounding area;
- Concern about floodlights, these have recently been installed at existing properties;

Highways & Transport

- Significant increases in traffic, in some cases this would double and will be significantly worse at peak times;
- Road are already busy and traffic generation figures have been under estimated;
- Significant concerns about increased traffic through Dunchurch;
- Location will lead to increased HGV traffic through Rugby, this is through congested areas past the cement works, a large school and shopping areas;
- Blue Boar junction is currently congested, weight restriction should be applied to ensure HGVs travelling north use the A45 and Coventry by-pass;
- Magna Park is a more suitable location for this development;
- Access to M45 roundabout will become difficult;
- Local roads cannot cope with HGV traffic and 2000+ employees vehicles;
- Will lead to significant congestion at peak times with tailbacks onto A45, B4429 and roundabout egress;
- Currently experience congestion if traffic is diverted through the area;
- Increased traffic on Coventry Road will prevent access to Thurlaston;
- Existing Thurlaston turn allows opposing traffic to meet head on so confidence in traffic management is low;
- Coventry Road should remain main access to roundabout and should be 2 lanes only;
- Turning lanes proposed onto Coventry Road although developers claim they will be no extra traffic in Dunchurch;
- Speed limit on Coventry Road should be 40mph from roundabout;
- No consideration is given to a relief road or ban on certain size vehicles;
- Employees will travel from outside the borough by car, claims that workers will cycle or walk are not credible;
- It is becoming dangerous to walk to and from the village;
- Difficult to cross A45 on public footpath, pedestrian bridge should be provided;
- When will Homestead Link road be provided;
- Not clear how fire station road will be provided;
- Do not object to principle of Potsford Dam link road, barriers will need to reduce noise to properties and alignment at Coventry Road should be reconsidered;
- Access from Coventry Road driveways will become difficult, developers should pay to adjust driveways;
- Welcome restriction of HGV traffic in Dunchurch however fines are insufficient and additional monitoring and detail is needed;
- Transport documents are unclear but appear to show link road is required;
- There have been many accidents on Coventry Road but these are not recorded by the police;

Environmental

- Increase in pollution, there are already high levels of pollution in Dunchurch;
- Air quality in Thurlaston is not considered;
- Air quality information relies on electric vehicles, these will not reduce particulate matter;

- Air, noise and light pollution and vibration during and after construction;
- Noise and light pollution will be caused by the energy centre;
- Increased noise from traffic using M45, Coventry Road and the development roads;
- Noise 24/7 from beeping from reversing vehicles;
- Health Impact Assessment does not consider harmful effects of noise and light on residents of Thurlaston or proposed housing;
- Loss of agricultural land, will have greater production value post Brexit;
- Off-site and overnight lorry parking causes damages to verges and leads to detritus caused by lack of facilities;
- Contravenes Government commitment to cut carbon emissions by 100% by 2050;
- Decision should not be made until Council has identified policies related to new developments and emissions reduction/elimination;

Ecology

- Thurlaston has low level lighting to reduce the impact on wildlife;
- Bats will be disturbed by warehouse lighting;
- Pleased mammal tunnel is proposed;
- There are numerous species on the site which will be lost;

Employment

- Businesses in Dunchurch will be affected;
- Warehousing is not in the best interests of the people of Thurlaston, Dunchurch or Rugby;
- Is there demand for warehousing, there are similar developments within a 40 mile radius, many remain vacant;
- Applicant should be made to demonstrate an immediate need for the development, land should not be lost for warehouses to remain empty;

Other

- No details of fire station or energy centre provided so cannot comment on these;
- No mention of public footpaths, presume these will be through the development;
- Access to bridleway should be retained;
- Flooding occurs on Coventry Road and roads have been impassable, this is not addressed;
- Documents do not refer to drainage impact on farm land and existing residents;
- There should be a common sense approach to the development with stakeholders from all sides resolving practical issues and recognising community value;
- It is not clear what blue lines on site plan indicate;
- Health Impact Screening does not refer to Coventry Road properties;
- Insufficient time to comment, letters sent during school holidays;
- Tritax state they have liaised with neighbouring properties, this has not occurred;
- Applicants do not appear to be taking process seriously due to free hand lines on plans;
- Increased demand on emergency services needs to be addressed;
- Nowhere for children to play, this should be included;
- Large numbers of people are now using the area for recreation, open space should be protected;
- Recent virus shows importance of land for environment and farming;
- Lockdown gives an opportunity to reassess and scale down proposals, Rugby does not need warehouses which are out of scale and cause pollution;
- Development should be slowed as needs may change in the future.

Neighbours (1) Comment

- Concern about noise, air pollution, landscaping and house prices;
- Restrictions should be used to address these concerns;
- Vehicles should access the A45 as far away from the roundabout as possible, lorry and other vehicle movements should be restricted at weekends;
- Noise baffles and tunnels should be erected on the approaches to the roundabout, road surfaces should be modified to reduce tyre noise;
- Bunds landscaped with semi mature trees should mask views of the warehouses;
- Farmland around Thurlaston should be purchased and densely planted with further planting within Thurlaston village;
- Buildings must be a high quality design with attractive landscaping.

Neighbours (1) Comment

- Object to any development which affects the layby or restricts access and parking for café customers or affects the store building in the layby;
- Café has been in the layby for 37 years, when the business was purchased was told had claims to the ownership of the land and the store building under “grandfather laws.”

Dunchurch Parish Council Objection

- It is vital that HGVs do not use Dunchurch crossroads and these use the M45 & A45 only;
- Drivers should be penalised if they disregard this;
- Access roads should be provided before Symmetry Park starting its operations;
- Affordable bus services should be operated for employees to reduce cars in Dunchurch;
- WCC Highways should carry out site visit to Dunchurch crossroads;
- Tree and shrub planting should be maximised to minimise pollution;
- Highways England comments from March 2019 requested a Road Safety Audit, raised concern regarding the M45/A45 roundabout, referred to mitigation requirements and stated financial contributions may be required.

Thurlaston Parish Council Objection

- Are not convinced amendments will address safety issues with HGV stacking and general vehicle movements;
- Chicane effect of the B4429 could impede traffic movements leading to congestion and safety concerns;
- No information regarding traffic numbers although there could be 2400 employees, there are no proposals to reduce single car occupancy travel;
- No information regarding HGV parking or facilities for driver rest periods;
- Overflow parking should not occur in the surrounding area;
- Thurlaston junction with B4429 should be improved with traffic lights and street lighting;
- No details of proposed fire station, fire vehicle movements need to be assessed in traffic modelling;
- Road and HGV routes are indicative, no details of timescales and phasing of road sections;
- Understood Homestead connection was to be provided before Symmetry Park but is currently indicative;
- Support proposal to decree Dunchurch a No HGV route;
- Potential link to north would move traffic pinch point to W/NW Rugby, RBC need to define preferred strategy;
- Blue Boar junction should be considered, traffic modelling should be amended to take WCC Minerals Plan into account;

- Do not consider Potsford Dam suitable for surface water as this is currently full, infiltration testing will also be required;
- Drawings do not provide facilities for walking, cycling and horse riding, Thurlaston residents seek secure access across the A45 to the Straight Mile;
- Pleas building heights have been reduced but tops of buildings will remain visible from Thurlaston, mature tree planting will be needed, particularly on Northampton Lane;
- Building design and colour should respect the existing green landscape;
- Significant rural landscaping should be used to address views from north and east;
- No details of energy centre provided, this should be located in Zone D away from existing properties;
- No detail why energy centre is required, this could lead to noise and vibration, does not comply with Council's aim to be carbon neutral, farmland should not be lost to carbon polluting uses.

Save Dunchurch Action Group Objection

- Support comments made by Dunchurch and Thurlaston Parish Councils;
- No mitigation proposals to offset the impact of thousands of vehicle movements per day;
- No scientific evidence there will be "negligible" impacts on emissions;
- Welcome restriction on HGV movements in Dunchurch, however believe there should be cameras within Dunchurch and larger fines that should benefit the community;
- HGV maps do not include explicit requirement to access M40 via A45/A46;
- Lack of definite routes makes commenting difficult, there should be a further opportunity to comment when routes are identified;
- Western relief road does not connect to A45, the link to the development should be provided before the warehouses are operational and funded by Tritax;
- No restriction on car movements through Dunchurch;
- Traffic congestion and pollution are already above acceptable levels;
- Previously proposed works adding a lane will worsen this and should be scrapped;
- Little difference between years 1 and 15 photomontages showing minimal impact of proposed planting;
- Major impact is roofline against the sky and this cannot be screened by landscaping, substantial embankments should be provided with trees on these;
- Why should community have lives blighted by ugly buildings, will also be very close to proposed houses;
- Contradictory information in documents regarding vehicle movements on Coventry Road;
- No current proposals for Homestead Link or Potford Dam link, when will these be provided;
- What is Heat and Power Plant proposed to heat, if stacks are not higher than buildings will not disperse and there will be pressure to increase the height;
- There are existing vacant warehouses adjacent to the site;
- Warehouses are increasingly automated leading to fewer jobs and operate 24/7 leading to noise, light, vibration, traffic and air pollution;
- Development will affect habitats, other developers have removed hedgerows in nesting season;
- Open green fields should not be lost at a time of climate crisis;
- If development goes ahead infrastructure must be installed before permission is granted for the warehouses to become operative.

3.0 Assessment of Proposals

3.1 The key issue to assess in relation to this application is whether the principle of the proposed development is acceptable. The impact in terms of visual amenity and landscape, highway safety, air quality, and impacts on neighbouring residents, heritage assets, protected species and biodiversity must also be assessed.

4.0 Principle of Development

4.1 Policy DS1 of the Local Plan sets out the proposed levels of housing and employment development for the borough between 2011 and 2031. In relation to employment development this states that 208 hectares of employment land, including 98 hectares to contribute to Coventry's unmet need, will be required.

4.2 The application site falls within an area to the South West of Rugby which is allocated for development by the Local Plan. Policy DS4 details sites allocated for employment development including 35 hectares at South West Rugby and additional detail regarding South West Rugby is included within policy DS8.

4.3 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.

4.4 Policy ED1 states that proposals for new employment development will be permitted on employment sites, including Local Plan allocations and policy ED2 states that new employment development will be permitted within the urban area, including land included in allocations, subject to the impacts on neighbouring land uses being avoided or mitigated.

4.5 Policy ED3 states that employment development will be permitted on allocated sites outside of the urban area.

4.6 Policy ED1 states that provision should be made to accommodate small and medium size enterprises within employment allocations. As this is an outline application to size of proposed units is not known at this stage. However, the parameters plan shows that the site has the potential to be divided to accommodate smaller buildings if this is required, in addition zones A and B to the south of Northampton Lane are smaller than zones C and D and would allow the provision of smaller buildings. This would therefore allow small and medium size enterprises to be accommodated on the site.

4.7 Policy DS8 sets out the requirements for the development of South West Rugby and states that land for on-site fire and rescue provision must be made within the allocation.

4.8 It is considered that the overall principle of the development of the site for B8 (storage and distribution) use with ancillary B1(a) offices with land for a fire station are acceptable in accordance with the relevant policies.

4.9 The proposals include an energy centre to provide energy for the development, as this is to be used in association with the overall development it is considered that the principle of this is acceptable.

5.0 As detailed above policies DS4 and DS8 allocate land at South West Rugby for 35 hectares of B8 employment land. The overall application site area, which includes land required for access roads, landscaping, highway works and the fire station, is 46.2 hectares which is above

the amount referred to in this policy. However, the application site boundaries reflect the area identified for employment on plans in the draft South West Rugby SPD.

5.1 Development Strategy advised that the 35 hectare figure within the policies is based on figures within the Employment Land Study 2015, which was used by the Council as evidence in the Local Plan examination. This provided a calculation of the amount of B8 land necessary to provide 175,000 sqm of B8 floorspace.

5.2 The applicants provided information advising that the figures used within the Employment Land Study assumed a higher density of development than that which they would typically use. The revised parameters plan shows a net developable area of 33.28 hectares with a maximum floorspace of 186,500 square metres.

5.3 Although the application site area is above the area allocated in the Local Plan this is largely based on the plot ratio used by the developer in comparison to the Employment Land Study when calculating the land required. The amount of floorspace is above the amounts specified in the Local Plan for this location, however this does not necessarily mean that the development should be deemed unacceptable. The NPPF states significant weight should be placed on the need to support economic growth and productivity and it is considered that the proposals including more land than allocated within the Local Plan is not, in itself, grounds to recommend refusal of the application.

6.0 Wider South West Allocation & Draft Supplementary Planning Document

6.1 Policy DS8 sets out the requirements for the development of South West Rugby and explains that the development must be in accordance with the details set out within the South West Rugby Masterplan Supplementary Planning Document (SPD).

6.2 This policy also states that development proposals within the South West Rugby allocation must come forward comprehensively, informed by the SPD and relevant policies. This policy also states that the Council will not support ad hoc or piecemeal development which is contrary to the aims of the policy.

6.3 A draft South West Rugby SPD was produced by the Council in October 2019 and subject to public consultation. However, this has not yet been adopted by the Council and consultation on a revised document is to be carried out later this year. Although not formally adopted it is considered the draft SPD carries some weight in the determination of the application.

6.4 The draft SPD includes a masterplan which shows the employment development in the area that is subject of this application and includes details regarding the design and treatment of this aspect of the development.

6.5 In relation to transport infrastructure the draft SPD sets out the requirements for the South West and states this should be provided as early as possible in order to mitigate the impacts of the development. This states the Homestead link should be the first element of the spine road network to be provided. The draft SPD details the infrastructure requirements for the overall development and sets out how contributions will be sought in order to provide suitable mitigation across the site for the development as a whole.

6.6 The draft SPD includes draft phasing plans for the overall development and details of the phasing of required infrastructure. However, whilst the residential parts of the development are

divided into different phases the employment development forms a single phase of its own and the SPD does not specify when this will be provided.

6.7 In relation to spine road infrastructure the draft SPD states that the Homestead link will form phase 1 with the Potsford Dam link being phase 3.

6.8 Although the SPD has not yet been adopted by the Council this does not prevent the determination of the application prior to the adoption of the SPD. The NPPF is clear that arguments that an application is premature are unlikely to be sufficient to justify a refusal of planning permission, except in limited circumstances where the plan making process of an emerging plan would be undermined.

6.9 An assessment must be made as to whether the determination of this application in isolation would be in accordance with the relevant policies, suitably mitigate the impacts of the proposals and allow the provision of infrastructure which would allow the delivery of the wider South West allocation.

6.10 Although the application does not include the whole of the South West site it is considered that the submission of an application for the whole of the employment part of the allocation is in accordance with the phasing contained within the draft SPD. This approach also allows the employment requirements to be assessed separately from the residential aspects which will have differing infrastructure requirements, for example for education, health and public open space facilities.

6.11 Policy DS8 and the draft SPD refer to the requirement to provide land for fire and rescue provision within the South West Rugby allocation. This application includes the provision of land for a fire station in accordance with these requirements. The requirement to make this land available can be included within the s106 agreement to ensure this can be provided. As this is an outline application full details of the proposals for the fire station including the site layout, detailed access arrangements and design are not known at this stage. As with the other buildings these will be considered in future as part of the reserved matters application.

6.12 The transport impacts of the development and the requirements to provide suitable mitigation and infrastructure are assessed later in this report. However, it is considered that the determination of the employment application in isolation, prior to the adoption of the SPD will not prevent the development of the wider South West Allocation in accordance with the relevant policies or draft SPD.

6.13 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.

7.0 Transport, Highways and Parking Facilities

7.1 As detailed above policy DS8 sets out the requirements for development within South West Rugby. In relation to transport and highways this refers to the need for an all traffic spine road network, a comprehensive walking and cycling network, high quality public transport services and other measures to mitigate transport impacts as deemed necessary.

7.2 Policy DS9 provides further information regarding the spine road network necessary to deliver the South West Rugby allocation. Key elements of this network are a north south link

known as the Potsford Dam link from the M45/A45 roundabout to the A4071 close to the roundabout with the Western Relief Road, an east west link, known as the Homestead link between the A426 and B4429 to the north and west of Dunchurch and a sustainable transport corridor linking these.



7.3 This policy states that development which would prejudice the delivery of this infrastructure will not be permitted and that development proposals for the South West must enable delivery of the full spine road network as early as possible.

7.4 DS9 also states that development proposals that are shown to have a severe impact on the local road network, before or after the implementation of the Dunchurch Crossroads Mitigation scheme (approved as part of the Ashlawn Road residential development), must demonstrate how they will contribute to the delivery of the spine road network and ensure that it is delivered.

7.5 The policy also states that development proposals will not be granted ahead of the delivery of the Homestead link unless it is demonstrated that any residual impacts on the highway network are not severe.

7.6 Policy HS5 states developments should promote a shift to sustainable transport modes and low emission vehicles and that proposals should be located where the use of public transport, walking and cycling can be optimised.

7.7 Policy DS5 refers to the comprehensive development of strategic sites and states these must include high quality public transport links, links to cycle networks and other measures to mitigate transport impacts.

7.8 Policy D1 states that development will be permitted where sustainable transport modes of transport are prioritised and measures designed to mitigate transport impacts are provided. This policy states that large scale developments should be supported by a Transport Assessment and Travel Plan. A Transport Assessment and Framework Travel Plan were included in the Environmental Statement when the application was originally submitted.

7.9 In relation to transport impacts the NPPF states that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

7.10 Objections to the application from local residents, Dunchurch and Thurlaston Parish Councils and the Save Dunchurch Action Group have all raised objections to increased traffic within the area and many make particular reference to Dunchurch crossroads, Coventry Road, the M45/A45 roundabout, Blue Boar junction and the wider area.

7.11 The current application includes the provision of the junction from the M45/A45 roundabout and the parts of the Potsford Dam link and sustainable transport corridor which are necessary to allow the development of the site.

7.12 The proposed works to the roundabout will involve the signalisation of the A45 approach and the creation of a new access onto the roundabout running north into the site. The existing junction from Coventry Road to the roundabout will be closed with Coventry Road realigned to connect to the new road at a signalised crossing to the north of the roundabout.

7.13 An objection was received from the Highway Authority, Warwickshire County Council, to the original application submission and Highways England directed that planning permission not be granted.

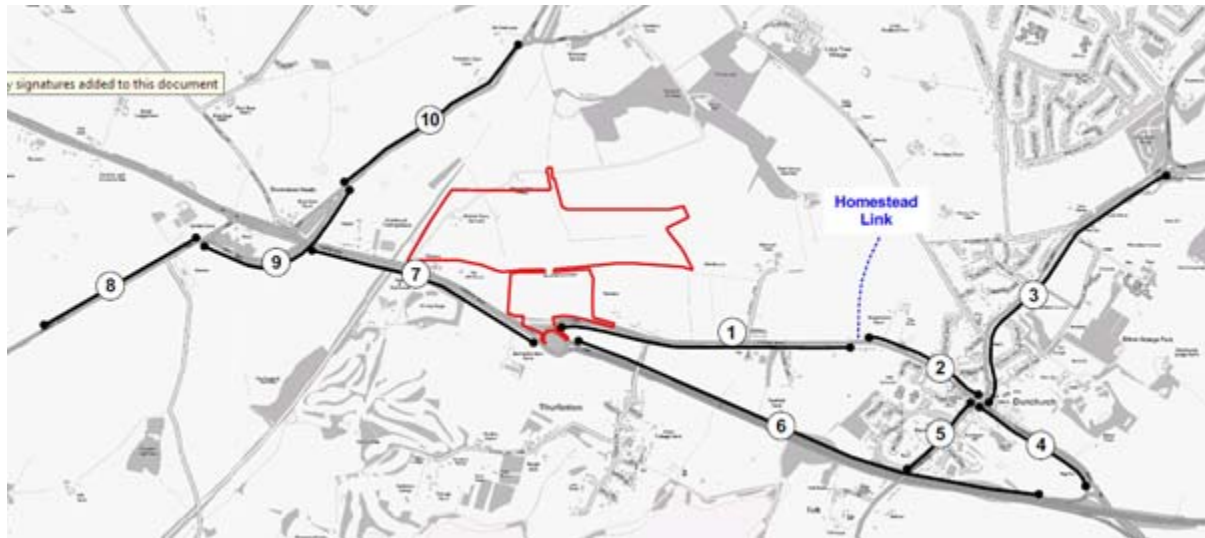
7.14 Warwickshire County Council objected on the grounds that it had not been demonstrated there would not be an adverse impact on Dunchurch crossroads, that the development could impact on the Blue Boar (A45/4071) junction and the impact of the development on the gyratory in Rugby town centre and junctions in Princethorpe had not been assessed. In addition, the Highway Authority advised that new junctions should be designed with 10% spare capacity for future growth, and that a Safety Audit, tracking details and details of pedestrian and cycle access should be provided.

7.15 Highways England advised that further detailed modelling and additional information was required to fully assess the impact of the proposals on the strategic road network.

7.16 The applicants carried out detailed discussions with Warwickshire County Council and Highways England regarding these objections and additional information was included in the Addendum to the Environmental Statement. A revised Framework Travel Plan, Road Safety Audit, including Walking, Horseriding and Cycling Assessment and Framework HGV Routing Strategy were also provided.

7.17 These changes included an alteration to the position of the proposed junction of Coventry Road and the site access road, this moved the junction north, away from the roundabout, to address concerns regarding queueing traffic.

7.18 The original Environmental Statement included information regarding traffic flows at locations in the vicinity of the site in 2016 and the projected traffic flows in 2031 in various scenarios. The studied locations are shown below.



7.19 In relation to the 2031 traffic flows the assessment considered:

- 2031 Do Minimum – consented development and infrastructure (not this development);
- 2031 Do Something – as above including the development and in built mitigation;
- 2031 Cumulative (without) – as above including the South West allocation and mitigation without the proposed development; and
- 2031 Cumulative (with) – as above including the development.

7.20 This showed that traffic flows at all locations would increase between 2016 and 2031 without the proposed development.

7.21 Following comments from the Highway Authority and Highways England the traffic modelling was updated in the Addendum to the Environmental Statement. This was based on a revised Rugby Wide Area Model which included changes due to the removal of some sites, including Lodge Farm, from the Local Plan and included the addition of other sites such as the junction 1 service area and Rokeby School.

7.22 The Addendum to the Environmental Statement included additional modelling for 2026 including the development partially completed. It also compared the 2031 Cumulative (without) scenario from the original Environmental Statement with the latest modelling results including the development, links and sustainable transport link.

7.23 This showed reductions in traffic at 8 of the 10 links shown above. The model showed an increase of less than 1% (weekdays) or 4% (all days) on the A45 and an increase of 26% (weekdays) or 31% (all days) on link 2, Coventry Road. The model also showed increases of 3% (weekdays) and 6% (all days) on the link within the site.

7.24 Information was also provided comparing the 2031 Cumulative (with) scenario from the original Environmental Statement with the latest modelling results including the development, links and sustainable transport link.

7.25 This also showed reductions in traffic at 8 of the 10 links shown above. The model showed an increase of 9% (weekdays) or 13% (all days) on the A45 and an increase of 18% (weekdays) or 22% (all days) on link 2, Coventry Road. This also showed increases of 3% (weekdays) and 6% (all days) on the link within the site.

7.26 Although this modelling showed an increase in traffic on Coventry Road this was less than the increase which would occur in the 2031 Do Minimum scenario.

7.27 The addendum goes on to detail measures that are proposed to mitigate these transport impacts. These include the provision of land to allow the delivery of the Potsford Dam north south link, the submission of a HGV routing strategy to prevent HGVs travelling through Dunchurch and Travel Plans to reduce vehicle movements to the site. The HGV routing strategy would reduce traffic through Dunchurch and along the Coventry Road link.

7.28 Following the submission of the revised information amended comments were received from Highways England and Warwickshire County Council. These raised no objections to the development subject to a range of conditions and s106 requirements.

7.29 In relation to the Dunchurch crossroads Warwickshire County Council referred to modelling carried out a range of scenarios in 2026 and 2031 with varying amounts of development on the site and infrastructure provision and detailed the findings as below:

- Scenario 1 - The modelling showed that in 2026, with 100,000 square metres of employment development and 150 dwellings, but without the Homestead or Potsford Dam links the development would result in an additional 87 two way passenger car unit movements through Dunchurch crossroads in the AM peak and an additional 189 during the PM peak.

- Scenario 2 - The modelling for 2026 showed that 186,500 square metres of B8 (as proposed) and 275 dwellings, with the Potsford Dam link (without the Homestead link) would lead to a reduction of 20 two way passenger car unit movements through Dunchurch crossroads in the AM peak and an increase of 44 during the PM peak.

- Scenario 3 - The modelling for 2031 showed that 186,500 square metres of B8 (as proposed) and 275 dwellings, with the Potsford Dam link and Homestead link would lead to a reduction of 17 two way passenger car unit movements through Dunchurch crossroads in the AM peak and a reduction of 13 during the PM peak.

7.30 The Highway Authority advised that in order to mitigate for the traffic impacts in Scenario 1 additional mitigation would be required and that this has been proposed through a HGV Route Management Strategy, through improved bus services and through pedestrian and cycle facilities.

7.31 The submitted Framework HGV Route Management Strategy details a strategy for ensuring that HGV traffic to/from the development uses appropriate routes. It sets out measures to ensure that HGV movements to/from the site through Dunchurch Crossroads are minimised, and that HGVs do not use the Straight Mile/B4453 to reach the A423 at Princethorpe.

7.32 The measures proposed include an Automatic Number Plate Recognition system to monitor the HGV movements, an online system for members of the public to report any HGVs that are observed transgressing, and a managed process for dealing with any businesses whose HGVs (own or third party) do not abide by the Strategy, this would form part of all leases and would be enforceable by the Estates Management Company via a Travel Plan Co-ordinator. There would also be regular monitoring and liaison by the Travel Plan Co-ordinator with the local authorities and any recognised group e.g. Parish Councils, residents' groups etc.

7.33 A condition (15) is proposed requiring the agreement of a detailed HGV routing strategy prior to occupation and this condition is clear that HGVs should not be passing through Dunchurch or accessing Princethorpe along the B4453.

7.34 In relation to bus services the Framework Travel Plan explains that a bus service would be provided between the employment site and the centre of Rugby until 2026 when the Homestead Link is expected to be delivered and revised bus services provided. This will provide an alternative to car based travel for employees, and the service can be planned to respond to shift based working patterns. Warwickshire County Council have requested a contribution to this service be secured through the s106 agreement.

7.35 Pedestrian and cycle facilities will ultimately be provided along the proposed Sustainable Transport Corridor and Homestead link. However, until these are provided Warwickshire County Council comment that improved links can be provided either along the existing public right of way, Northampton Lane or by improvements along Coventry Road between Windmill Lane, part of the national cycle network, and the site (condition 24). These improvements would be required prior to first occupation unless the Homestead Link and Sustainable Transport Corridor are provided prior to first occupation.

7.36 Warwickshire County Council advised that, on balance, they consider that the proposed mitigation measures will reduce the number of employment generated trips through Dunchurch Crossroads in Scenario 1. However they consider there are likely to be some residual vehicle trips through the junction, and it will be important that the measures available within the Travel Plan are applied in order to effect a good level of shift to sustainable travel, this will be controlled through condition (23).

7.37 They also recommend that parking secured at the reserved matters stages is less than the Council's standards to encourage use of sustainable transport. This will be assessed as part of the relevant submissions.

7.38 As Scenario 1 is based on 100,000 square metres of B8 employment being provided Warwickshire County Council have requested a condition (18) to ensure this level of employment occupation is not exceeded until highway conditions have been assessed and, if it has not been provided by that stage through the wider development, suitable mitigation is secured.

7.39 In relation to the Blue Boar, A4071/Straight Mile junction Warwickshire County Council advise that there are currently capacity issues at this junction and that this would worsen due to the proposed development. The Transport Assessment proposed the provision of a roundabout in this location. However, Warwickshire County Council advise that the provision of the Potsford Dam link will reduce traffic at Blue Boar and that priority should be given to the delivery of the Potsford Dam link rather than a new roundabout. The Potsford Dam link also addresses concerns previously raised regarding the impact on the gyratory.

7.40 In relation to the proposed access arrangements and connections to the M45/A45 roundabout and Coventry Road, Warwickshire County Council consider that the proposed plans are acceptable, with any minor changes capable of being addressed at the detailed design stage.

7.41 As detailed above a Framework Travel Plan has been provided and it is proposed to secure improved bus services and pedestrian and cycle links to the site. Warwickshire County Council comment that these should be secured through condition (23) and a s106 agreement.

7.42 Warwickshire County Council also request a condition relating to a Construction Management Plan to control construction traffic and propose a condition preventing construction

or delivery traffic using Dunchurch crossroads in peak hours. For clarity these issues have been included in a separate condition (20) relating to a Construction Traffic Management Plan.

7.43 Subject to conditions and a s106 agreement Warwickshire County Council advise they have no objection to the development.

7.44 Comments received from Highways England also raised no objection to the proposals, subject to conditions. They consider the proposed modelling demonstrates the scheme satisfactorily mitigates the traffic impact. They also consider the submitted Road Safety Audit and Walking, Cycling and Horse-riding Assessment and Review are acceptable.

7.45 They request conditions relating to a Construction Management Plan, including traffic routing, which will be addressed by the Construction Traffic Management Plan condition (20), boundary treatment, and the submission and review of travel plans.

7.46 It is therefore considered that the proposals will enable the provision of the spine road network required by policies DS8 and DS9 and will not prejudice the delivery of the other parts of this network. The Highway Authority, Warwickshire County Council, advise that subject to securing mitigation through conditions and a s106 the impact on Dunchurch crossroads and the residual impact on the highway network will not be severe, this is in accordance with DS9 and the NPPF.

7.47 Measures to promote sustainable travel in relation to bus services, pedestrian and cycle facilities will also be secured by conditions and a s106 agreement and this is in accordance with policies DS5, HS5 and D1.

7.48 Based on the advice from technical consultees the impact of the proposals in terms of highway safety and transport impacts is therefore considered acceptable in accordance with the relevant policies.

7.49 Policy D2 states that parking provision, including electric vehicle charging points, parking for people with disabilities and motorcycle and cycle parking should be provided in accordance with the Council's parking standards.

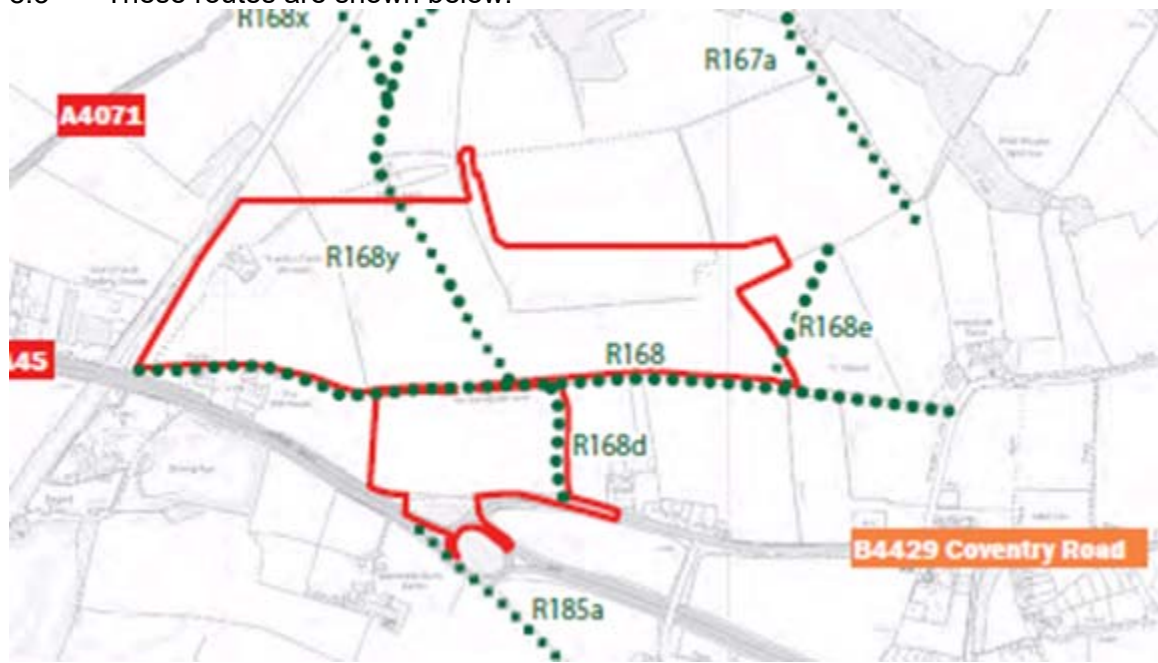
7.50 As this is an outline application details layout plans are not available at this stage. However, the applicant has advised that parking will be provided in accordance with the Council's standards including the provision of electric vehicle charging points. This will be assessed in detail when determining approval of reserved matters applications and it is considered that this policy can be complied with.

8.0 Public Rights of Way

8.1 Northampton Lane crosses the site from east to west, the majority of this route is outside of the application site boundary, however part of this route is included where the site access road will be provided. This is a Restricted Byway (R168) which is a public right of way for pedestrians, horse riders, cyclists and non-motorised vehicles.

8.2 There is also a public footpath which crosses the site from south to north. This runs close to the eastern boundary of the narrow part of the site (R168d) and then crosses the site diagonally towards Station Farm Cottage which is to the north of the site (R168y). There is also a small section of public footpath running adjacent to the eastern boundary of the wider part of the site (R168e), this continues outside of the site in a north eastern direction.

8.3 These routes are shown below.



8.4 The Design and Access Statement submitted with the application showed that footpath R168y would be diverted to run along the eastern and northern boundaries of zone D in the north west part of the site.

8.5 In relation to the original plans an objection was received from Rugby Ramblers who objected to the principle of the development as they considered it inappropriate development within a rural area and that the construction of warehouses over ancient routes was not justified.

8.6 Comments received from Warwickshire County Council Rights of Way raised no objection in principle to the proposals or to the proposed diversion of R168y and made comments regarding the specification and requirements regarding the proposed diversion. They also commented that R168d could be accommodated within a green corridor adjacent to the site boundary and that where R168 crosses the access road any crossing or safety features must be suitable for pedestrians, horse riders, cyclists and non-motorised vehicles.

8.7 In relation to the revised plans and addendum to the Environmental Statement Warwickshire Ramblers (who now provide advice on planning matters) raised a holding objection to the application. This was on the basis that full details of the access road crossing R168 or the proposed diversion of R168y are not available at this stage.

8.8 Comments received from Warwickshire County Council Rights of Way raised objections to the addendum to the Environmental Statement as the revised Illustrative Landscape Strategy did not include a landscaped corridor on the eastern boundary which would result in R168d conflicting with the internal access shown on this illustrative plan. They also raised concern that a plan should be submitted showing the existing rights of way and how the diverted route of R168y would connect to other routes to the north of the site.

8.9 To address these concerns a revised parameters plan was provided which makes reference to the Landscape/Footpath corridor on the eastern boundary. As this is an outline

application and the Landscape Strategy is illustrative it is considered this is sufficient to demonstrate that the right of way can be satisfactorily accommodated at the reserved matters stage.

8.10 On this basis Warwickshire County Council advised that this overcame their objection, subject to a condition (26) to ensure the route of existing rights of way be protected, or details of a diversions identified.

8.11 In relation to the diversion of R168y, the details of the proposed diversion will be required by the suggested condition, this will allow these to be agreed at the reserved matters stage when more detail regarding the proposed layout is available.

8.12 Notwithstanding this, public rights of way are controlled by other legislation and the relevant consents would need to be obtained in relation to this in order to carry out a works to these rights of way.

8.13 The proposals will therefore retain the existing rights of way, although this may be on diverted alignments, and allow access to the site from the surrounding area on foot or by cycle. This is in accordance with the NPPF and policy HS1 of the Local Plan which requires the retention of rights of way.

8.14 Warwickshire County Council Rights of Way also commented that the Framework HGV Routing Plan showed road links to the north of the site which could impact on rights of way within this area. These are outside of the current application site and will be considered in relation to future applications for the relevant works.

9.0 Air Quality

9.1 As detailed above 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.

9.2 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.

9.3 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.

9.4 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.

9.5 The Council published the consultation draft Air Quality SPD in February 2020, although this has not been adopted by the Council it can be afforded some weight in decision making. This 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.

9.6 The Environmental Statement and Addendum detail that air quality impacts are assessed in relation to Nitrogen Dioxide and Particulate Matter. The Addendum details that monitoring shows that the annual mean nitrogen dioxide objective of 40 microgram (one millionth of a gram) per cubic metre has been exceeded at one location, the Dun Cow at Dunchurch crossroads, from 2013-2018 with 43.3 recorded in 2018.

9.7 The Environmental Statement showed that the annual mean predicted concentration of Nitrogen Dioxide in 2031 would be exceeded at 1 location within Dunchurch and the predicted result with the development would be 44.8 microgram per cubic metre, however the predicted result without the development was 43.9 microgram per cubic metre.

9.8 The Addendum to Environmental Statement is based on the traffic generation figures agreed with the Highway Authority. This details the predicted concentrations of Nitrogen Dioxide and Particulate Matter in 2031 at a range of locations around the site, including within Dunchurch, without the development and compares them with the predicted concentrations in 2031 with the development. This information shows that the predicted concentrations of both Nitrogen Dioxide and Particulate Matter are less than predicted within the original Environmental Statement and that the annual mean objectives are not exceeded at any locations with or without the development.

9.9 As detailed above the proposed development will not be air quality neutral, mitigation is therefore required in accordance with policy HS5.

9.10 The proposals include measures to promote sustainable travel and low emissions vehicles such as walking and cycling infrastructure, Travel Plans and electric vehicle charging points. In addition, as detailed above the HGV routing strategy will direct these vehicles away from Dunchurch. The agent has also advised that trees to be planted on the site will be chosen for their ability to sequester and store carbon based on the Woodland Trust's urban tree air quality score which assesses which trees are most suitable for air pollutant removal.

9.11 The proposals will also provide the access to the Potsford Dam link from the M45/A45 roundabout and parts of the Potsford Dam link and sustainable transport links. The provision of this transport infrastructure will reduce traffic and therefore reduce air quality impacts within Dunchurch. The cost of the provision of these infrastructure works will exceed the air quality mitigation costs calculated in accordance with the draft SPD and this is considered acceptable in accordance with policy HS5.

9.12 The amended proposals include the provision of an energy centre which is intended to include combined heat and power generation units. As this is an outline application details of the proposed equipment are not known at this stage. However, the Addendum to the Environmental Statement details that the design could incorporate features such as low emission boilers and suitable stack heights to ensure there are no significant effects on air quality. As this is an outline application a reserved matters submission will be required relating to the details of the energy centre. In addition, the energy centre will need to comply with the Medium Combustible Plant Directive which is the responsibility of the Environment Agency.

9.13 It is therefore considered, subject to conditions (42) and the s106 agreement, that the impact on air quality is acceptable in accordance with policy HS5 and the NPPF.

10.0 Noise and Vibration

10.1 Policy HS5 also refers to impacts in terms of noise and vibration and states that developments exceeding 1000 square metres must address the adverse impacts of noise and vibration on existing and future occupiers and users of the public realm. The NPPF states that development should not contribute to unacceptable levels of noise pollution or land instability and that development should mitigate and reduce to a minimum adverse impacts from noise.

10.2 The impacts in terms of noise and vibration relate to impacts on the wider area linked to traffic, construction noise and operational noise including that from the energy centre and fire station.

10.3 In relation to impacts related to traffic the proposals were assessed in relation to the traffic generation figures detailed above. A comparison was made between the situation in 2031 without the development and with the development and proposed highways infrastructure. This showed a reduction in noises levels when the development and infrastructure were provided.

10.4 In relation to construction noise an assessment of the impact on properties surrounding the site was carried out. This included properties immediately adjacent to the site and those on Coventry Road to the south east and Windmill Close. This showed that the greatest impacts would be on the properties which are closest to the site boundaries.

10.5 The Environmental Statement details that construction noise is temporary and the assessment is based on a worst case scenario, in reality it is likely that development will be carried out in phases across the site which will reduce the impact. Consideration must also be given to the temporary nature of construction noise. Environmental Services raised no objection to the application subject to a condition (41) requiring the submission of a Construction Method Statement, including details of measures to control noise and vibration from construction. Subject to this condition the impact of construction noise is considered acceptable.

10.6 The noise assessment has identified that without mitigation the impact of operational noise on sensitive receptors is likely to be of minor significance during the daytime period and major significance during night time period. This impact could be reduced based on the detailed layouts proposed in terms of the siting of buildings, service yards and other areas associated with noise which will be considered at the reserved matters stage. Where impacts remain additional noise mitigation measures may be required, such as enclosing plant within buildings, selecting low noise plant and equipment or other sound insulation measures.

10.7 Environmental Services requested a condition (38) requiring a noise strategy and mitigation measures to be agreed once site layouts are known and restricting to sound levels associated with plant and equipment. An additional condition (39) is proposed requiring vehicles to use broadband reversing alarms which have less noise impacts.

10.8 These proposed conditions will also mitigate noise impacts from the proposed fire station. A further condition (40) is also proposed restricting the use of sirens unless necessary, prohibiting their use between 23:00 and 07:00 hours and requiring warning bells and alarms to be located within the building.

10.9 The condition relating to noise from plant and equipment would also apply to the proposed energy centre and mitigation could include acoustic barriers, sound insulating enclosures and the use of low noise emission plant.

10.10 No objections have been received from Environmental Services relating to vibration. Subject to the conditions detailed above the impact in terms of noise and vibration is considered acceptable.

11.0 Visual Amenity and Landscape

11.1 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.

11.2 Policy DS8 refers to the employment part of the South West Rugby Allocation and states that design and landscaping measures, including structural landscaping, must be incorporated to mitigate the impacts on the surrounding landscape and nearby heritage assets, including Thurlaston Conservation Area.

11.3 The draft South West Rugby SPD also refers to the design of the employment development and states building heights should be restricted to an overall maximum of 18m and 15m for units to the south of Northampton Lane. The SPD also refers to the need for extensive planting buffers to provide screening to the boundaries of the allocation and to mitigate views from surrounding areas.

11.4 Policy SDC2 refers to landscaping and states landscaping should form an integral part of the overall design and that a high standard of landscaping, including native species of ecological value should be used. Policy NE2 states landscape planning should be integrated into the design of development and consider the landscape context.

11.5 The Environmental Statement included a Landscape and Visual Impact Assessment (LVIA) to assess the impact of the proposed development on the landscape character of the area and the visual amenity of receptors in the surrounding area.

11.6 The site is located within the Dunsmore: Plateau Farmlands landscape character type in the Landscape Assessment of the Borough of Rugby, 2006. This landscape is defined as comprising a gently rolling, low plateau with few roads and little settlement; a regular, geometric field pattern defined by hedges with mature hedgerow oaks, blocks of ancient woodland and the remnants of heathy vegetation in woodlands and verges. The assessment defines this character type as moderate sensitivity. In relation to condition this is described as varied but the assessment states that the area between Cawston Spinney and Coventry Road is in decline.

11.7 As detailed above, and as defined by the Landscape Character Assessment, boundaries within the site are formed by hedgerows containing mature trees. The part of the site to the south of Northampton Lane has hedgerows to the east and west boundaries and a hedgerow and mature trees on the southern boundary. Northampton Lane crossing the site also comprises a hedgerow and mature trees. The submitted arboricultural report details the heights of these trees which range from 9m to 15m. The western boundary of this part of the site is formed by the former railway and there are mature trees on this boundary. Most of the western boundary of this part of the site is formed by a hedgerow although the remainder of the western boundary and the northern boundary are not defined by existing features.

11.8 In relation to landscape character the LVIA detailed that the site is gently undulating with 10m difference between the lowest part of the site close to Station Farm (107m AOD) and the

highest close to the south eastern corner (117m AOD). The LVIA detailed that there are limited medium range views out to the surrounding area due to the undulating nature of the site and the screening effects of Cawston Spinney and other lines of mature trees. In relation to more distant visibility the plateau landscape and trees and woodland planting result in views in the wider landscape being limited. The LVIA also refers to the location of the site in relation to the M45/A45 and A4071 resulting in it being seen in association with visible traffic and highway infrastructure such as lighting and signage. In addition the Dunchurch trading estate to the south west of the site is also of an urban character.

11.9 Notwithstanding the above it is accepted that the development of the site will be visible outside of the site and will alter the character of the area and impact on visual amenity. The LVIA assessed the impact of the proposals on 23 viewpoints from public areas such as roads and rights of way surrounding the site. These mostly included locations within 1km radius of the site, however more distant locations to the south of Draycote Water and in the vicinity of Leamington Hastings were included at the request of the Council. Photomontages were also provided a 4 viewpoints close to the site: from the junction of Northampton Lane and Windmill Lane to the east, from the bridge over the M45 to the north of Thurlaston to the south of the site, from the A4071 bridge over the A45 at the Blue Boar junction to the west of the site and from A4071 to the north west at the entrance to Potford Dam Farm. These showed the anticipated visual impact 1 and 15 years after the development.

11.10 The LVIA details that the site will be most visible to road users on Coventry Road (B4429), the M45 and A45 to the south of the site, from the A4071 bridge over the A45 and in the vicinity of Potford Dam Farm. In some of these locations views of the site will be filtered by existing trees and buildings. There will be limited views of the site from Coventry Road, Cawston to the north and Cawston Lane.

11.11 There are public rights of way within the site itself and within areas surrounding the site and the development will be visible to the users of these and, dependant on proximity to the site, will in some cases be very prominent.

11.12 The LVIA also refers to the development being visible from residential properties surrounding the site, some of which are in close proximity, although views from private property are not a matter that can be taken into account in determining planning applications. This includes properties immediately adjacent to the site and others such as those located on Coventry Road to the south and on the northern edge of Thurlaston.

11.13 The original proposals set out the proposed maximum ridge heights and finished floor levels across the site. These proposed maximum heights of ridge heights of 18m in zones A and B to the south of Northampton Lane with the highest floor level in zone A as 115.5m above ordnance datum (AOD) and zone B as 115m AOD. The maximum ridge heights proposed in zones C and D were 23m with maximum floor levels of 116m AOD in zone C and 114m AOD in zone D.

11.14 Officers expressed concern regarding the proposed building heights and their potential prominence within the wider landscape. The applicants were therefore asked to reduce the heights to 15m in zones A and B, a reduction of 3m, and 18m within zones C and D, a reduction of 5m, this also reflects the requirements of the draft SPD.

11.15 The applicants addressed this request in the Addendum to the Environmental Statement. The applicant proposes reduced maximum ridge heights AOD in all zones in order to reflect the

reduction requested by the Council. As detailed in the table below the reduction in the ridge height AOD proposed represents a reduction of 3.5m in zone A, 3m in zone B and 5m in zones C and D.

Development Zone	Previous Highest FFL AOD (m)	Previous Unit Height to ridge (m)	Previous Total height to ridge AOD (m)	Revised Total height to ridge AOD (m)
Zone A	115.50	18	133.5	130
Zone B	115	18	133	130
Zone C	116	23	139	134
Zone D	114	23	137	132

11.16 This proposal will result in lower building heights and a reduced impact on visual amenity compared to the original proposals. Although detailed design is a matter to be considered with Reserved Matters applications relating the restriction to heights AOD rather than simply building heights allows flexibility for the ground levels to be lowered if required to provide higher buildings without increasing the impact on visual amenity. A condition (6) is proposed including this restriction. This condition will also restrict the height of the proposed energy centre and any other structures.

11.17 The impact of the development on specific trees and hedgerows within the site is assessed later in the report. However, existing trees and hedgerows to the site boundaries and along Northampton Lane are to be retained, except where removal is necessary in order to provide access to the site.

11.18 The submitted parameters plan shows areas of strategic landscaping surrounding the development plots and to the boundaries of the site. These landscape buffers range between 9m and 25m in width. The proposals include landscaping to either side of Northampton Lane. An Illustrative Landscape and Biodiversity Strategy Plan was also provided including more detail regarding the landscaping proposals. It is considered that the proposals include the planted buffers as required by policy DS8 and the draft SPD.

11.19 The Council's Landscape Officer commented on the application and expressed concern that although the site is prominent when viewed from the A4071 near Potford Dam Farm to the north west the landscape buffer proposed on the parameters plan for the north west boundary to the site is less substantial than that shown to other boundaries.

11.20 The applicant responded in relation to this point and stressed that the land to the north of the site is allocated for residential development by policy DS8 and the draft SPD. Therefore in the future the proposed employment buildings will be seen in the context of other development which will lessen the impact on visual amenity. The adjacent residential development would also include a landscape buffer to the boundary, therefore increasing the overall width of the landscaped area. The Landscape Officer has accepted these comments.

11.21 As detailed earlier in the report this site is allocated for employment development which will necessitate the provision of large buildings. In allocating the site the Local Plan Inspector referred to concerns about the impact on the surrounding landscape and Thurlaston and stated,

“I am satisfied the visual impact of large buildings could be mitigated by appropriate design measures, such as building height limitations and recessive colour palettes for external materials, together with structural landscaping.” It is considered that these measures have been incorporated into the proposals.

11.22 The external appearance of the buildings is not to be considered as part of this application and will be assessed in due course at the reserved matters stage. However, the submitted Design & Access Statement indicates that buildings on the site are likely to have barrel roof forms with colour and changes in texture used to break down the overall mass of the buildings. Horizontal panels may be used on the elevations to reduce the perceived height, and these could be broken up with vertical elements to break up the length of elevations.

11.23 It is considered that the proposed condition relating to building heights, the retention of existing planting as proposed and the provision of landscape buffers will reduce the impact of the proposals. However, it is considered that the impact of the proposals on the character of the area and landscape carries some weight against the proposals.

12.0 Heritage Assets

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 190 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 193 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 194 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.

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. The Thurlaston Conservation Area is around 370m to the south, there are 7 Grade II Listed Buildings within 1km of the site, 5 within Thurlaston which are more than 500m from the site, 1 around 800m to the

north and 1 nearly 800m south east. There are no Scheduled Ancient Monuments within 1km of the site.

12.6 The Thurlaston Conservation Area is located to the south of the site and objections refer to the impact of the proposals on this heritage asset. As detailed above the proposed development may be visible from locations within the Conservation Area or from nearby Listed Buildings. It is therefore considered that the development will cause harm to the setting of these designated heritage assets and it is therefore necessary to determine the level of harm to these assets.

12.7 Buildings within the Conservation Area and Listed Buildings themselves will not be impacted or lost by the development, although there will be a changes to the settings. It is therefore considered that the development will not lead to substantial harm to these heritage assets. Paragraph 196 of the NPPF and policy SDC3 state that where there would be to less than substantial harm to the significance of designated heritage assets this harm must be weighed against the public benefits of the proposal.

12.8 The less than substantial harm to the heritage assets carries weight against the proposals and will be weighed against the public benefits later in the report.

12.9 Although there are no Scheduled Ancient Monuments within the vicinity of the site a number of areas of archaeological potential within the site comprise non-designated heritage assets.

12.10 A geophysical survey of the site was submitted with the Environmental Statement. This identified anomalies which could be archaeological remains in the form of enclosures, ditches and other anomalies. These were generally located in the north of the site and extending outside of it. It was considered that these are likely to be prehistoric, and/or Roman or possibly medieval. The geophysical survey was followed by a programme trial trenching the results of which were included in the Addendum to the Environmental Statement.

12.11 The County Archaeologist commented on the application and advised that the evaluation identified three groups of rectangular and sub-circular enclosures. These were interpreted as representing the site of a linear farmstead or settlement and the proposed development will have a significant impact on the archaeological features that survive across this site.

12.12 The County Archaeologist advised they did not object to the application, subject to a condition (46) requiring further archaeological work within parts of the north west of the site, identified is Zone D on the parameters plan, to allow further archaeological investigation and recording to be carried out.

12.13 Subject to this condition the impact on non-designated archaeological heritage assets is considered acceptable.

13.0 Impacts on neighbouring residents

13.1 Policy SDC1 states that proposals for new development will ensure the living conditions of neighbouring occupiers are safeguarded.

13.2 Objections received relating to the impact on neighbouring properties refer to factors such as traffic, air quality, noise and vibration which are addressed elsewhere in this report. Objections also comments on the height and proposed size of the proposed buildings, particularly in relation to the impact in existing dwellings on Coventry Road.

13.3 Residential properties in the area of the site comprise Station Farm Cottage and converted barns to the north of the site, Chalon House adjacent to the former railway to the west, Mill House on Coventry Roads to the south of Zone D and a group of properties on Coventry Road to the south east.

13.4 Station Farm Cottage is around 40m from the northern site boundary, Chalon House is around 15m from the western boundary and Mill House is around 30m from the southern boundary. The closest property to the site on Coventry Road to the south east is around 90m to the east of the part of the site shown as Zone A and over 200m to the south of the part of the site shown as Zone C. However, due to works proposed within Coventry Road the application site boundary extends along Coventry Road towards these properties.

13.5 Although details of the proposed site layout are not to be considered at this stage the parameters plan sets out the principles of the proposed development. This includes landscaped areas to the site boundaries which are around 9m wide adjacent to Station Farm Cottage, around 25m wide adjacent to Chalon House and around 20m adjacent to Mill House, which includes existing trees and planting to Northampton Lane. These buffers will provide around 40-50m separation between these properties and the development plots.

13.6 Although not being considered at this stage the illustrative Landscape Strategy shows servicing and parking areas close to Station Farm Cottage and Chalon House and an additional landscape area adjacent to the boundary with Mill House. This demonstrates that a scheme could be submitted to provide suitable separation from these properties.

13.7 Landscaped areas a minimum of 10m wide are proposed on the boundaries close to the Coventry Road properties. Neighbours have expressed concerns that the illustrative Landscape Strategy shows the end elevations of buildings close to these boundaries increasing the impact on these properties. However, these properties are over 90m from the parts of the site which will include built development.

13.8 It is therefore considered that a suitable development could be designed to ensure that there is not a significant adverse impact on neighbouring properties in terms of loss of light, sense of enclosure or loss of privacy. The proposals therefore comply with the relevant part of SDC1.

13.9 It is accepted that the outlook from these properties will be significantly altered by the proposed development. However, the loss of a view is not a matter than can be considered in the determination of a planning application.

14.0 Health Impacts

14.1 Policy HS2 states that it will need to be demonstrated that non-residential development exceeding 1 hectare will not generate adverse impacts on health and wellbeing through a Health Impact Screening report.

14.2 A screening report was provided with the Addendum to the Environmental Statement. This uses health themes within the NHS Healthy Urban Development Unit (HUDU) Health Urban Planning Checklist to assess the development.,

14.3 The themes within this checklist are Active Travel, Healthy Environment and Vibrant Neighbourhoods (Healthy Housing is also included as a theme but is not relevant to this application).

14.4 In relation to Active Travel the report detailed measures referred to elsewhere within this report, such as measures to promote walking and cycling, connectivity to the site and measures to minimise car use.

14.5 Regarding Healthy Environment the report detailed how construction activities would be controlled by a Construction Environmental Management Plan. Other factors such as air quality, noise, vibration and ground conditions are also considered elsewhere within this report and can be controlled by condition.

14.6 For Vibrant Neighbourhoods the report refers to the development forming part of the wider South West Rugby allocation which will include housing and community facilities.

14.7 The screening concluded that a more detailed Health Impact Assessment was not necessary and that mitigation measures to protect health identified within the Environmental Statement should be secured, for instance through planning conditions.

14.8 Warwickshire County Council's Public Health Unit advised they were happy with the submitted screening and recommendations. No comments were received from the NHS regarding the proposals.

14.9 Subject to conditions detailed elsewhere within this report it is considered that the development complies with policy HS2.

15.0 Trees & Hedgerows

15.1 Policy NE3 refers to landscape and states development should aim to conserve, enhance or restore important landscape features. Policy SDC2 also states that important landscape features should be identified for retention.

15.2 As detailed above there are trees and hedgerows on the site boundaries and within the site itself. These include trees and hedgerows to the boundaries of the southern part of the site and the western boundary of the northern part of the site, trees and hedgerows to either side of Northampton Lane and existing hedgerows, with trees, which cross the northern parts of the site. The trees along Northampton Lane are covered by a Tree Preservation Order.

15.3 An Arboricultural Assessment was submitted with the application, this assessed the impact of the proposals on existing trees and hedgerows across the site. Trees were assessed as being category A – high quality and value, B – moderate quality and value or C – low quality and value. This assessment identified a total of 172 trees across the site, 42 – A, 117 – B and 13 – C.

15.4 The provision of the access from the existing roundabout will involve the removal of an area of hedgerow and 3 trees, these comprise 2 pine and 1 horse chestnut which are all category B trees. An area of hedgerow and 2 category B trees, an oak and a sycamore will also be removed to allow the access to the fire station to be provided. The proposals originally showed the removal of 2 category A trees, an oak and an ash to provide the fire station access however amended plans have been received showing these trees to be retained.

15.5 The proposed site access road will involve crossing Northampton Lane which has trees covered by a Tree Protection Order to either side. To minimise tree losses the access is proposed where there is an existing gap within the row of trees, however the removal of trees and hedgerow

remains necessary in order to provide a suitable width for the access. The trees to be removed to provide the access are covered by a Tree Preservation Order and comprise an ash which is category A and an oak and an ash which are category B.

15.6 The northern part of the site is crossed by existing hedgerows which include a range of trees and there also trees in the vicinity of Station Farm. The tree report shows these to be removed.

15.7 The application initially proposed the loss of 43 trees across the site, this has been reduced to 41. These comprise 8 category A, 30 category B and 3 category C. Of these 3 are covered by a Tree Preservation Order as detailed above.

15.8 The Council's Tree Officer objected to the application on the basis that high quality trees on the boundary and within the site were to be removed and that development is shown in close proximity to retained trees covered by a Tree Preservation Order along Northampton Lane. This objection was maintained following the submission of the Addendum to the Environmental Statement.

15.9 The provision of the access into the site from the roundabout will result in the loss of 3 trees. However, this has been designed to provide the most suitable access into this allocated site in terms of highway safety and it is not considered the loss of these trees can be avoided.

15.10 The access road crossing Northampton Lane is proposed at a point where there is a gap in the row of protected trees. This minimises the number of protected trees which are to be removed in order to provide the required access road.

15.11 The loss of other trees and hedgerows across the site has been discussed in detail with the applicant. As this is an outline application it is not known at this stage how the site will be laid out. However, warehouse buildings usually have large footprints and require level development platforms and this would require the removal of trees and hedgerows across the site. They advised that the tree report has been prepared on a "worst case scenario" basis showing the removal of all trees that could be required to be removed once the detailed layout of the site is developed.

15.12 A condition (35) is proposed requiring information to be submitted with Reserved Matters applications to justify why tree removals are necessary to facilitate the development. Whilst this will not prevent the removal of trees and hedgerows across the site it will ensure future developers consider whether retention of trees within landscape or parking areas could be secured. The potential impact on these trees must also be balanced with the allocation of the site for B8 purposes.

15.13 In relation to the trees along Northampton Lane the submitted Tree Retention and Removal plans showed the root protection areas of some of these trees within the development zones on the parameters plan. The areas immediately adjacent to the development boundaries are likely to be developed with landscaping or areas of hardstanding rather than buildings and revised Tree Retention and Removal Plans were received which showed that suitable construction techniques will be used within root protection areas to ensure the protected trees are not harmed. The Tree Officer would prefer the development parcels to be moved outside of the root protection areas, however it is considered that a condition (35) can be used to require suitable techniques to be used to ensure the trees are not harmed

15.14 As detailed above areas of planting are proposed to the site boundaries and landscaped areas will also be provided between units. Although full details of the proposed planting are not known at this stage the illustrative landscape strategy included in the addendum to the Environmental Statement details this will include the planting of around 4km of hedgerow, including hedgerow trees, and approximately 230 additional native trees.

15.15 Whilst the removal of trees in order to provide the site access, access road and development areas and work within root protection areas carries weight against the proposals this must be weighed against the provision of the accesses and overall development as well as the proposals for the provision of extensive on site landscaping.

16.0 Protected Species and Biodiversity

16.1 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.

16.2 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.

16.3 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.

16.4 The Environmental Statement submitted with the application included information regarding biodiversity and a range of ecological surveys and assessments of the site were carried out. The Addendum to the Environmental Statement advises an updated phase 1 ecological survey was carried out in May 2019 which confirmed there had been no material changes to the extent of quality of habitats on site and no material changes to the management regime on the site.

16.5 The closest Site of Special Scientific Interest is Draycote Meadows located 1.2km to the south west of the site. This comprises 2 ridge and furrow meadows which support 17 species of butterfly. The Environmental Statement concludes there will be no significant adverse impact on the SSSI and this was not disputed by the statutory consultees.

16.6 Natural England advised they had no objection to the proposals and consider that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

16.7 The County Ecologist commented on the originally submitted information and advised they largely agreed with the assessments based on the survey work undertaken.

16.8 In relation to habitats the County Ecologist agreed with the assessment that the most valuable habitats on the site are the existing hedgerows, ditch network, pond and the linear wooded copse along Northampton Lane. The value of the arable fields is low, however the value is increased as these provide habitat for sky larks which are a protected species.

16.9 The application details how habitats will be retained on site where possible and that new waterbodies, grassland, tree and hedge planting will be carried out within the site. Notwithstanding

this the Biodiversity Impact Assessment (BIA) submitted with the application showed a loss of 52.51 biodiversity units and 34.01 linear units. This was largely due to the loss of arable farmland and habitat within the proposed development plots.

16.10 The County Ecologist confirmed a Biodiversity Offsetting Scheme would be required to mitigate for loss which cannot be accommodated on the development site. If a suitable scheme can be secured it is recommended that this offsetting be carried out within the wider South West Rugby allocation, for example at Cawston Spinney. This would be secured by a s106 agreement.

16.11 In relation to protected species the County Ecologist requested additional information regarding bats and requested a contribution to mitigate for the loss of skylark habitat. They also requested planting to provide habitat for bloody nosed beetle and bat and bird boxes. They suggest that conditions to secure a Landscape and Ecological Management Plan (LEMP)(condition 30), a Construction and Environmental Management Plan (CEMP)(condition 31) and protected species mitigation strategy (condition 32) for each phase of development to ensure the development does not impact on protected species.

16.12 The County Ecologist advised there are no designated sites within the application site, or within 1km of the boundary. They advised that there is 1 local wildlife site (LWS) within the site which is a ditch which forms a seasonably wet tributary of the River Avon, this is to be realigned adjacent to the northern site boundary. The Leamington to Rugby Railway LWS is immediately adjacent to the western boundary and the Cawston Spinney and Foxes Covert LWS is around 300m to the north.

16.13 The County Ecologist advised the realignment of the ditch is unlikely to significantly impact on the overall integrity of the LWS subject to measures to protect it being included in a Construction and Environmental Management Plan (CEMP) which can be secured by condition (31). Measures to protect the Railway LWS such as fencing and dust suppression should also be included within the CEMP.

16.14 Warwickshire Wildlife Trust made similar comments to the County Ecologist asking for clarification regarding the impact on woodland habitat, additional bat information and skylark mitigation. They also commented that enhanced green infrastructure could be provided within the site, including the provision of habitats from grass snake. They also advised that a badger mitigation plan would be required.

16.15 Following discussions with the ecologists additional information and an updated Illustrative Landscape and Biodiversity Strategy Plan were included in the Addendum to the Environmental Statement. This showed the provision of a small mammal/amphibian underpass beneath the access road, dark corridors to Northampton Lane and the western boundary and the creation of habitat for amphibians and grass snake, bat and bird boxes.

16.16 In relation to the request for bat surveys the applicants advised that given the likely timescales of the development revised surveys would be required in relation to specific phases of the development and this could be controlled by condition (32). This approach was agreed by the Wildlife Trust and County Ecologist who advised surveys would be required before the demolition of buildings or removal of trees.

16.17 The County Ecologist commented on the additional information and advised the relocation of the fire station has resulted in a slight increase in the loss of biodiversity units to 53.45 units.

However, this does not alter their request for biodiversity offsetting, including skylark mitigation to be secured by a s106 agreement.

16.18 In relation to mitigation the County Ecologist advised that additional bat and bird boxes would be required, including integrated boxes, and this could be considered at the detailed design stage. They welcomed the strategic dark corridor and advised lighting to other boundaries should also have a sensitive lighting scheme to maintain connectivity for bats and other wildlife.

16.19 The County Ecologist advised that as in their original comments a Biodiversity Offsetting Scheme should be secured by a s106 agreement and that conditions relating to a Landscape and Ecology Management Plan (30), Construction and Environmental Management Plan (31), protected species mitigation – including updated surveys (32) and details of a lighting strategy are required (33).

16.20 Subject to the proposed s106 and conditions it is considered that the impact on protected species will be mitigated and the loss of biodiversity on the site will be compensated for through off-setting. This is in accordance with policy NE1 and the NPPF.

16.21 The western part of the site and the former railway to the west form part of the Strategic Green Infrastructure Network referred to in policy NE2. The proposed landscape areas adjacent to the site boundaries and retained and enhanced landscaping to Northampton Lane will provide corridors which will connect to this network in accordance with this policy and DS5.

17.0 Sustainable Buildings

17.1 Policy SDC4 refers to sustainable buildings and states that non-residential development over 1000 square metres should aim to achieve as a minimum the BREEAM (Building Research Establishment Environmental Assessment Method) “very good” standard. This policy goes on to state that development should be designed to reduce energy demand through energy efficiency measures, supply energy through efficient means then utilise renewable energy generation.

17.2 In addition, section 14 of the NPPF indicates a need for the planning system to support the transition to a low carbon future to help tackle climate change. Rugby Borough Council also declared a climate emergency in July 2019.

17.3 An Energy Statement and Sustainability Statement were submitted with the application and the applicant has provided a note regarding sustainable development to summarise these documents.

17.4 These explained that the proposals will be designed to achieve BREEAM “very good” standards and this can be controlled by a condition (7). In addition, they would also seek to achieve an energy performance certificate A rating.

17.5 They also advise that the scheme will be designed in accordance with an energy hierarchy in order to reduce energy demand in the first instance, use energy more efficiently and then supply clear energy where appropriate.

17.6 Although the detailed layout and building design will be considered at the reserved matters stage it is intended to provide suitable space for roof mounted renewable energy technology, design the layout to allow air movement and natural ventilation and incorporate parcels of green open spaces within the development plots to provide cooling at night and reduce the heat island effect.

17.7 The building design is intended to include measures such as careful selection of materials, use of glazed areas and rooflights to take advantage of light and solar gains, passive shading to avoid overheating and the use of energy and water efficient fittings. This will reduce the energy needs of the buildings.

17.8 The use of renewable technology will also be considered at the design stage, however it is considered that roof mounted photovoltaics are likely to be the most suitable for the site.

17.9 As detailed above it is proposed to provide an on-site energy centre. This is intended to include solar power and on-site combined heat and power (CHP). The CHP will be driven by clean biogas (gases derived from processes such as anaerobic digestion) or natural gas, with certified green gas the preferred option.

17.10 The applicant advises that this will reduce the losses which are usually linked to the transmission of power, will involve the use of renewable energy and will allow heat created as a by-product of electricity generation to be used in the buildings reducing the energy needs for heating.

17.11 It is therefore considered that, subject to a condition regarding BREEAM standards, the development is in accordance with policy SDC4.

18.0 Drainage

18.1 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.

18.2 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. The application included details of the proposed surface water drainage. This explained that surface water from the site would run north to Potford Dam where a connection would be made to allow this to discharge into the Lawford Brook or directly into the brook.

18.3 The Environment Agency did not object to these proposals. However, the Lead Local Flood Authority, Warwickshire County Council, initially objected to the application as additional information was required regarding the operation of the surface water drainage system.

18.4 This information was provided to the Lead Local Flood Authority and included within the Addendum to the Environmental Statement. This showed the drainage catchments for the site and detailed that attenuation storage could be provided under the car park areas or within the landscape areas across the site. Confirmation was also provided that Potford Dam, although outside of the site, was within the applicants' control.

18.5 The Lead Local Flood Authority raised no objection to the proposals, subject to conditions requiring a detailed surface water drainage scheme (28) and a surface water maintenance plan (29) to be agreed. This is in accordance with policy SDC6.

18.6 Foul drainage is to connect to the existing sewerage system, Severn Trent have no objection to this subject to a condition (27) and informative.

18.7 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. A Water Framework Directive Compliance Statement was provided with the application detailing the proposed diversion of the existing field drains. Severn Trent have raised no objection to the application in relation to water supply and it is considered this policy is complied with.

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. Thurlaston has a village design statement, however this largely relates to development within the village itself rather than the surrounding area. This document makes reference to the surrounding open countryside and existing vegetation on the approach to the village from Coventry Road to the north. The impact on Thurlaston has been considered earlier in the report and is considered acceptable. This is therefore in accordance with policy GP5.

19.2 Comments received from local residents have raised concerns that there are already large numbers of warehouses in the area, that warehouses employ limited numbers of low paid workers and that other employment uses may be more suitable. However, policy DS8 specifically allocates the land at South West Rugby for B8 employment development and the application is in accordance with this policy requirement.

19.3 The Environmental Statement included a Socio-Economic Assessment which detailed jobs likely to be created by the development. This stated that 1,056 temporary construction jobs would be created in addition to 2,422 full time equivalent jobs once the development is completed. A Statement of Economic and Employment Need in the Addendum to the Environmental Statement also states that the overall job roles within the logistics sector are changing with increases in office based (+14%) and managerial roles (+5%) and a decrease in warehouse roles (-19%) since 2006.

19.4 The opportunity to provide employment for local people has been discussed with the applicants and a condition is proposed requiring a scheme to be agreed to actively promote opportunities to the local workforce (44).

19.5 The NPPF refers to agricultural land and states that the economic benefits of the best and most versatile (grades 1, 2 and 3a) agricultural land must be recognised and that where significant development of agricultural land is necessary areas of poorer quality land should be preferred.

19.6 The Environmental Statement details that the proposals involve the development of 44ha of existing agricultural land. This includes 19.5ha of grade 2 – very good, 20.7ha of grade 3a – good and 3.8ha of grade 3b – moderate. The proposals therefore involve 40.2ha of the best and most versatile agricultural land. This carries some weight against the proposals.

19.7 However, this matter was considered by the Local Plan Inspector in allocating the site and they stated, *“The loss of very good quality agricultural land would not be mitigated, but it has been demonstrated that the development requirements of the borough cannot be met without building on greenfield sites. Most greenfield land on the edge of Rugby is in agricultural use, and classed as good quality agricultural land or better. I am satisfied that it would not be possible to use any poorer quality areas of agricultural land to meet the development needs of the borough in a more sustainable location. Although a large area of agricultural land, its loss would be modest in comparison to the overall resource of agricultural land in the borough.”*

19.8 The applicant has confirmed that fibre broadband infrastructure will be provided on site this accords with policy SDC9.

20.0 Planning Obligations

20.1 Policy D3 refers to the impact of development on infrastructure and states that where there is not sufficient capacity developer contributions may be sought to mitigate the impacts of the proposed development. Policy D4 states these will be secured through a s106 legal agreement.

20.2 Policy D4 and the NPPF state that in order for contributions to be sought they must be:

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

20.3 The draft SPD identifies the 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.

20.4 The draft SPD includes details of the infrastructure costs associated with the overall South West Rugby allocation and explains that a proportion of the relevant costs will be payable by the developers of different phases of the development on a tariff based approach. The draft SPD also explains that where a developer will deliver items of strategic infrastructure as part of their development they will therefore pay a reduced contribution to other site wide infrastructure.

20.5 This application includes the provision of elements of infrastructure that are required to service the overall South West Rugby allocation as well as the development site itself. These include the alteration of the M45/A45 roundabout and the access road from it, the part of the Potsford Dam link from the roundabout to the site boundary and the part of the sustainable transport link from the site access road to the eastern boundary.

20.6 In order to establish the s106 requirements for this development the traffic generation linked to this development was calculated as a proportion of the traffic generation for the allocation as a whole, this established that the employment traffic would account for 12.58% of vehicle movements and these figures were agreed by the Highway Authority based on the traffic modelling.

20.7 The costs of contributing 12.58% of the transport mitigation identified within the draft SPD and Infrastructure Delivery Plan was calculated based on the costs provided within these documents and updated costs provided by the Highway Authority.

20.8 This was then compared with the construction costs of providing the elements of the infrastructure on-site as detailed above. These costs were provided by the applicants and were independently verified on behalf of the Highway Authority. This independent assessment advised that they considered the costs of providing the highway infrastructure had been underestimated by the applicants and that the costs could be up to 14% higher.

20.9 This exercise showed that the provision of the elements of "in kind" on site infrastructure would exceed the contributions which would be paid to the overall infrastructure on the proportionate basis. It is therefore considered that the delivery of the "in kind" elements of infrastructure should be secured in lieu of contributions to parts of the site wide highway

infrastructure. As these works are within the application site boundary the delivery of this infrastructure can be secured by conditions (16 and 17) rather than through the s106 agreement.

20.10 As detailed earlier in the report other elements of transport mitigation comprising an interim bus service contribution, a Framework Travel Plan and HGV routing strategy will also be included within the s106.

20.11 The application also includes the site for the provision of a fire station which is required by policy DS8. The s106 will be used to ensure this land is made available to Warwickshire County Council for this purpose, unless they subsequently advise it is not required.

20.12 As detailed above the County Ecologist requested a Biodiversity Impact Assessment. This showed that the development would lead to a loss of 53.45 biodiversity units. A contribution towards biodiversity off-setting, including skylark mitigation, will therefore be included within the s106 to be spent on projects close to the site where possible.

20.13 These obligations will mitigate the impact of the development in accordance with policies D3 and D4.

21.0 Heads of Terms

21.1 In summary the contributions required for this proposal are set out in the table below:

Type of obligation	Purpose of obligation	Trigger
Biodiversity Offsetting Scheme	<p>Scheme to provide biodiversity habitat, either through on-site mitigation and/or by off-site offsetting and/or by payment of an offsetting contribution.</p> <p>Offsetting contribution - sum of money paid to the Borough Council and applied by the County Council towards funding long-term conservation projects in the surrounding area such sum to be calculated in accordance with the WCC Financial Contribution Calculator provided that it shall never exceed the Biodiversity Offsetting Contribution Cap.</p>	<p>No development shall be commenced until a Phase Biodiversity Impact Assessment (BIA) has been submitted to and agreed in writing by the County Council for that phase, and where the Phase BIA shows it is required that a Biodiversity Offsetting Scheme has also been submitted and agreed in writing by the County Council.</p>
Biodiversity Monitoring Contribution	<p>For measuring and reporting the biodiversity impact of each phase. It will also be for advising on any offset requirements. This monitoring will form part of the discharging of the Biodiversity Offsetting Scheme.</p>	<p>For each Phase (excluding sub-phases) to pay the relevant Biodiversity Monitoring Contribution for the Phase to the County Council with 1 month of the date of submission of a Phase BIA or updated Phase BIA and (if applicable) Biodiversity Offsetting Scheme. (Assumes 4 phases)</p>
Interim Public Transport	<p>Contribution to provide an enhanced level of bus services for</p>	<p>Upon first occupation to pay first instalment (30%)</p>

	<p>employment trips to the development to cater for key shift change patterns:</p> <p>The key elements of the bus strategy are as follows:</p> <ul style="list-style-type: none"> • to divert an existing bus via Coventry Road and into Symmetry Park, or procure a new bus service along a route to be agreed with Warwickshire council in response to future employee requirements • for bus journeys to cater for the main three shift patterns which lie outside the normal hours of service operations • to respond flexibly to changing demand (for example, if an operator moved to an alternative work-day pattern – including 12 hour shifts); • for regular monitoring and review of usage to make adjustments as necessary; • to fund the service for up to five years from occupation of the first unit on site; and • to communicate these changes clearly and in a timely manner to employees. 	<p>On first anniversary of first occupation to pay second instalment (20%)</p> <p>On second anniversary of first occupation to pay third instalment (20%)</p> <p>On third anniversary of first occupation to pay fourth instalment (15%)</p> <p>On fourth anniversary of first occupation to pay fifth and final instalment (15%)</p>
HGV Route Management Strategy	<p>To prevent HGVs of 3.5T or greater from travelling through the AQMA at Dunchurch crossroads (A426/ B4429) or Princethorpe along the B4453; and establishes monitoring and enforcements procedures to comply with the strategy.</p> <p>Warwickshire County Council to review and implement TROs if required due to breaches of the HGV Routeing Strategy</p>	To be appended to the s106 but final HGV Route Management Strategy to be secured via a condition prior to first occupation.
Framework Travel Plan	Prior to first occupation of each unit a travel plan for that unit in accordance with the Framework Travel Plan must be approved by the County Council and thereafter implemented.	To be appended to the s106 but final Travel Plan to be secured via condition within 6 months of the first occupation of a building within any one phase.
Travel Plan Monitoring Fee	To contribute towards the cost to the County Council of monitoring the	Upon First Occupation of any development.

	implementation and compliance with the Travel Plan.	
Fire Station land safeguarding	To safeguard land for 5 years from the commencement of development for the delivery of a fire station	For a period of 5 years from the Commencement of Development -not to construct any structure on the Safeguarded Land other than a Fire Station and ancillary structures and -prior to construction of the Fire Station not to use the Safeguarded Land other than as a site compound and for storage connected with the Development and any other temporary use permitted in writing by the County Council

21.2 In relation to the detail quoted above, these are subject to further negotiation and finalisation prior to the completion of the s106 agreement.

22.0 Conclusion and Planning Balance

22.1 Policy GP1 of the Local Plan outlines 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)) means “approving development proposals that accord with an up-to-date development plan without delay”. The Local Plan was adopted in June 2019 and is therefore considered to be an up-to-date development plan.

22.2 Paragraph 10 of the NPPF states that sustainable development should be pursued in a positive way and that the NPPF contains a presumption in favour of sustainable development. The question as to whether a particular proposal constitutes sustainable development is not simply a matter of location. Paragraph 8 of the NPPF refers to three overarching objectives of sustainability which are interdependent. These are the economic, social and environmental objectives.

Economic objective

22.3 From an economic perspective, the proposed development represents a substantial investment in the Borough at a time where there is a great deal of economic uncertainty. It would provide new employment opportunities and allow companies to locate within the Borough or allow existing companies to relocate to new premises and remain in the area. It would have a significant, positive and direct impact on the regional and local economy. This is consistent with the designation of this site for employment use by policy DS8. In addition, the development would help to ensure the Council meets its employment land targets as outlined in policy DS1.

22.4 Other economic benefits would include the creation of construction jobs and associated in-direct jobs and businesses being supported who provide services to the facility.

22.5 Overall, the proposal represents a substantial investment in the Borough which would provide new employment opportunities. As a consequence, it would have a significant positive impact on the regional and local economy.

22.6 In addition, as detailed in the NPPF the provision of infrastructure, must be assessed in relation to the economic role. The proposals will result in the delivery of parts of the South West Rugby Spine Road network, as set out in policy DS9 which is necessary to deliver this development and also housing development to help meet the Borough's housing needs as set out in policy DS1.

22.7 It is considered that the clear economic benefits outlined above should carry very substantial weight in favour of the proposed development.

Social objective

22.8 The proposal would create over 1,000 temporary construction jobs and over 2,400 full time equivalent jobs once completed. Given the current economic and social uncertainty, particularly in relation to jobs and job security, this is of paramount importance. Indeed, access to employment opportunities is a critical component of sustainable development. It also plays a key role in helping improve and safeguard mental health and wellbeing.

22.9 The social objective in the NPPF also refers to the need to provide homes and the provision of the spine road network will allow the provision of housing allocated by policy DS8.

22.10 The development will also contribute to a high quality, safe convenient walking and cycling network making the employment development accessible to nearby homes.

22.11 It is considered that the clear social benefits outlined above should carry substantial weight in favour of the proposed development.

Environmental objective

22.12 The NPPF refers to protecting and enhancing the natural, built and historic environment, helping to improve biodiversity, use resources prudently, minimise waste and pollution and adapt to climate change.

22.13 As detailed above, although reduced building heights and mitigation are proposed to reduce the visual impact, the development will have an impact on the character of the area and wider landscape. The development of the allocated site will also result in the loss of best and most versatile agricultural land.

22.14 The development could also cause less than substantial harm to the setting of designated heritage assets. This carries weight against the proposals which must be weighed against the public benefits of the proposals.

22.15 Whilst trees are to be retained where possible the development will involve the loss of areas of hedgerow and some trees, including 3 trees covered by a Tree Preservation Order, in order to provide the accesses and development parcels. It is also possible that some landscaping and car parking areas will be provided within the Root Protection Areas of existing trees.

22.16 These factors carry weight against the proposals.

22.17 However, the proposals will incorporate large amounts of landscaping and tree planting and Biodiversity Offsetting will be provided to mitigate for any on-site loss of biodiversity.

22.18 The proposed buildings will be constructed to BREEAM “very good” standards and the applicants would also seek to achieve an energy performance certificate A rating. The development would also utilise a sustainable drainage system.

22.19 The development will provide pedestrian and cycle linkages to the wider area as well as providing a bus service to allow to the site using sustainable methods.

22.20 The proposed transport mitigation, HGV routing strategy and the delivery of parts of the South West Rugby spine road network will contribute to the eventual rerouting of traffic away from areas of congestion such as the Dunchurch crossroads and gyratory which will ultimately lead to environmental benefits to these areas.

22.21 These are considered to be positive environmental benefits that should be afforded weight in favour of the scheme.

Conclusion

22.22 It is therefore concluded that the benefits of the proposed development outweigh the factors against the proposals. The proposed development would comply with the Development Plan and no material considerations have been identified which indicate that the development should not be approved. Indeed, the proposal would result in a number of positive economic, social and environmental benefits.

22.23 The proposal would also not result in any other significant and detrimental environmental harm. Having regard to national policy and the presumption in favour of sustainable development it is therefore considered that the proposal would comply with policy GP1.

22.24 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 subject to a s106 agreement, conditions and informatives.

Recommendation

1. Planning application R16/2569 be granted 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 planning obligations as indicatively outlined in the heads of terms within this report.

2. The Head of Growth and Investment, in consultation with the Planning Committee Chair, be given delegated authority to negotiate and agree the detailed terms of the legal agreement which may include the addition to, variation of or removal of financial contributions and/or planning obligations outlined in the heads of terms within this report.

DRAFT DECISION

REFERENCE NO:
R16/2569

DATE APPLICATION VALID:
29-Nov-2017

APPLICANT:

Tritax Symmetry c/o Framptons, Grange Park Court, Roman Way, Northampton, NN4 5EA

AGENT:

Louise Steele, Framptons Planning, Oriel House 42 North Bar, Banbury OX16 0TH

ADDRESS OF DEVELOPMENT:

TRITAX SYMMETRY - EMPLOYMENT, LAND NORTH OF COVENTRY ROAD, COVENTRY ROAD, THURLASTON,

APPLICATION DESCRIPTION:

Outline planning application for up to 186,500 sq m of buildings for Use Class B8 (Warehousing and Distribution), with ancillary Use Class B1(a) (Offices), land for a fire station (0.4 hectares) with site infrastructure including energy centre, vehicle parking, landscaping, and sustainable drainage system.

Demolition of Station Farmhouse and outbuildings.

All matters reserved except means of access from A45/M45 junction up to and including the link to the crossing of the Northampton Lane right of way.

CONDITIONS, REASONS AND INFORMATIVES:

General

CONDITION: 1

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 eight 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: 2

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: 3

Details of the following reserved matters shall be submitted to and approved in writing by the Local Planning Authority for each phase of development before any part of the development of that phase is commenced and shall be completed as approved:

- a - Layout,
- b - Scale,
- c - Appearance,
- d - Access (excluding the site access and road as shown on plan 31131/5517/005 Rev B received by the Local Planning Authority on 09/03/2020) &
- e - Landscaping

REASON:

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

CONDITION: 4

Unless non-material variations are agreed in writing with the Local Planning Authority the reserved matters submitted under condition 3 shall be in accordance with the principle and parameters described and detailed in the plans and documents detailed below:

<u>Plan/Document</u>	<u>Reference</u>	<u>Date Received</u>
Location Plan	13-216/P001/P12	14/02/2020
Access Plan	31131/5517/005 Rev B	09/03/2020
Parameters Plan	13-216/P002/P26	08/04/2020
Design and Access Statement	Rev G	20/11/2017
Environmental Statement & Appendices	31311/3007	20/11/2017
Environmental Statement Addendum & Appendices	31311/001	06/02/2020
Framework Travel Plan	31311/5506/E	02/06/2020
Framework Routing Strategy	Dated 27/03/2020	31/03/2020

The Access Plan may be amended by Road Safety Audit or Detailed Design or Section 278 Agreement where such documents have been approved by Warwickshire County Council and a copy provided to the Local Planning Authority.

REASON:

For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.

CONDITION: 5

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) development parcels major roads/routes within the site, including timing of provision and opening of access points into the site, timing of provision of the sustainable transport link, timing of provision of bus stop infrastructure, timing of provision of footway/ cycle routes, timing of provision of emergency access;
- b) site wide foul surface water features and sustainable drainage systems;
- c) environmental mitigation measures.

No development shall commence, apart from Enabling Works agreed in writing by the Local Planning Authority, until such time as the Site Wide Phasing Plan has been approved in writing

by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing contained within the Site Wide Phasing Plan.

REASON:

To ensure the comprehensive development of the site.

Design & Visual Amenity

CONDITION: 6

The maximum height of any building, structure, chimney, stack, plant or equipment shall not exceed the heights below:

Zone on approved parameters plan	Maximum height Above Ordnance Datum (m)
A	130
B	130
C	134
D	132

REASON:

In the interest of visual amenity.

CONDITION: 7

The development hereby permitted shall be constructed to at least a BREEAM Very Good standard.

REASON:

In the interest of sustainability.

CONDITION: 8

No above ground development shall commence in any phase unless and until full details of finished floor levels of all buildings and ground levels of all access roads, parking areas and footways within that phase 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.

CONDITION: 9

No wall or roof cladding of any building shall take place in any phase unless and until full details of the colour, finish and texture of all new materials to be used on all external surfaces of buildings within that phase 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: 10

No wall or roof cladding of any building shall take place shall commence in any phase unless and until details of all proposed walls, fences and gates, including elevations, within that phase 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:

In the interest of visual amenity.

CONDITION: 11

Full details of the siting, design and materials of the proposed bin and cycle stores for each phase shall be submitted to and approved in writing by the Local Planning Authority. The bin and cycle stores for each phase shall be provided, in accordance with the approved details before the first occupation of any building within that phase.

REASON:

In the interest of visual amenity.

CONDITION: 12

The details of any external plant to be positioned on site or external storage shall be submitted to and approved in writing by the Local Planning Authority. All plant and external storage shall be completed in accordance with the approved details.

REASON:

In the interests of the visual amenities of the locality.

Highways and travel

CONDITION: 13

No building shall be first occupied unless and until the site access junction and adjacent highway works have been carried out in general accordance with plan 31131/5517/005 Rev B received by the Local Planning Authority on 09/03/2020 (or as amended in accordance with condition 4), including the introduction of any Traffic Regulation Orders that may be approved as part of the highways technical approval process.

REASON:

In the interest of highway safety.

CONDITION: 14

No development shall commence in any phase unless and until, the written approval of the Local Planning Authority has been obtained for the design of the internal access roads, excluding the site access junctions and adjacent highways works illustrated on 31131/5517/005 Rev B received by the Local Planning Authority on 09/03/2020 (or as amended in accordance with condition 4), including footways, cycleways, verges, footpaths, public transport infrastructure, means of accessing individual plots and parking provision for that phase.

The details shall include details of the provision of linkages to the remaining phases of development.

These details 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 Approval In Principles

within the highway and 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 proposed internal access road layout, including footways, cycleways, verges, footpaths, public transport infrastructure, means of accessing individual plots and parking provision shall be provided in accordance with the approved details prior to the first occupation of that phase.

REASON:

In the interest of highway safety.

CONDITION: 15

Prior to first occupation of the development a HGV routing strategy, relating to Heavy Goods Vehicles with a gross weight over 3.5 tonnes, shall be submitted and approved in writing by the Local Planning Authority. This shall identify clear HGV routing applicable for the whole site, identify that routes through Dunchurch crossroads (A426/ B4429) or Adkinson Avenue and Princethorpe along the B4453 are unsuitable for HGV traffic and include measures to comply with the strategy, such as third party reporting mechanisms, Automatic Number Plate Recognition (ANPR) cameras and penalties for non-compliance. The HGV routing strategy shall generally accord with the Framework Routing Strategy dated 27/03/2020.

The approved HGV routing strategy shall thereafter be complied with in full.

REASON:

In the interest of highway safety and the amenity of the surrounding area.

CONDITION: 16

Prior to first occupation of the last unit located in Zone C on the approved parameters plan or, if earlier, within 3 months of written notification of construction from Warwickshire County Council to the Developer of the commencement of the remainder of the Sustainable Transport Link, as indicatively shown on plan 13-216 K008/B received by the Local Planning Authority on 26/08/2020, on the adjacent development land within the South West Rugby allocation, the following steps shall be undertaken:

- a detailed planning application or reserved matters planning application shall be made to the Local Planning Authority for the road infrastructure for any remaining part of the Sustainable Transport Link within the site as shown between points C and E on plan 13-216 K008/B;
- within 12 months of the grant of the planning permission or reserved matters approval, the road between points C and E shall be completed in accordance with the approved details.

REASON:

In the interest of highway safety and to provide highways infrastructure to mitigate the impacts of the development.

CONDITION: 17

Prior to first occupation of the last unit located in Zone C on the approved parameters plan or, if earlier, within 3 months of written notification of construction from Warwickshire County Council to the Developer of the commencement of the remainder of the Potsford Dam Link, as indicatively shown on plan 13-216 K008/B received by the Local Planning Authority on 26/08/2020, on the adjacent development land within the South West Rugby allocation, the following steps shall be undertaken:

- a detailed planning application or reserved matters planning application shall be made to the Local Planning Authority for the road infrastructure for any remaining part of the Potsford Dam Link within the site between points A and D as shown on plan 13-216 K008/B;

- within 12 months of the grant of the planning permission or reserved matters approval, the road between points A and D shall be completed in accordance with the approved details.

REASON:

In the interest of highway safety and to provide highways infrastructure to mitigate the impacts of the development.

CONDITION: 18

No more than 100,000sqm of B8 development shall be occupied until an assessment of the potential transportation impact of the remaining 86,500 sq m of Class B8 development on the highway network between the site and the Blue Boar junctions and Rugby Gyrotory taking account of any transportation infrastructure that has already been delivered or secured funding and/or secured planning permission in relation to the South West Rugby Development Area (as described in Policy DS8 in the adopted Rugby Local Plan), has been submitted to, and agreed in writing by, the Local Planning Authority. Should the Local Planning Authority (in consultation with Warwickshire County Council) find that the potential transportation impact on the highway network is unacceptable as a result of developing out the remaining 86,500 sq m of Class B8 development, a scheme of mitigation to mitigate the unacceptable impact on the highway network for the remainder of the full development (i.e. up to a further 86,500 sqm of B8 development) (including timeframes for completing any mitigation thereby required), shall be submitted to, and agreed in writing by, the Local Planning Authority. The potential transport improvements to be delivered if required could include, but are not limited to, one or more of the following measures which would be subject to agreement and approval process with the Local Planning Authority in consultation with Warwickshire County Council: Potsford Dam Link between the development and the A4071 (as illustrated on drawing 31311-5516-SK02 Sheets 2 and 3); highway improvements at Blue Boar (A45/ A4071 junction) (as illustrated on drawing 31311-5501-026); highway improvements at Blue Boar (A4071/Straight Mile junction) (as illustrated on drawing 31311-5501-018 Rev A). The mitigation scheme shall be implemented in accordance with the approved details.

REASON:

In the interest of highway safety and to provide highways infrastructure to mitigate the impacts of the development.

CONDITION: 19

Prior to the first occupation of the development a plan showing the areas of land proposed to be transferred to Highways England, including areas of maintenance responsibility, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Highways England. This shall be implemented and completed in full in accordance with the approved details. The scheme shall comply with the design requirements and procedures of the Design Manual for Roads and Bridges (DMRB) as required by Highways England, including those relating to Road Safety Audit (RSA) and Walking, Cycling and Horse-Riding Assessment and Review (WCHAR).

REASON:

To ensure that the A45 Trunk Road and M45 Motorway continue to serve their purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 and in the interests of road safety.

CONDITION: 20

Prior to the commencement of development on any phase, a Construction Traffic Management Plan (CTMP) for that phase, shall be submitted to and approved in writing by the Local Planning Authority.

The CTMP shall include:

- construction phasing;
- the hours of loading/unloading material, construction traffic arrival and departure times;
- measures (including type, method of operation and control of use) to ensure that mud and debris will not be deposited on the highway as result of construction traffic leaving the site;
- point of access from the public highway;
- details of construction HGV routeing and measures to be employed e.g. signage and its location;
- details of construction staff parking to be provided; and
- layout of compound(s) including swept paths for HGV turning within the site.

No construction HGV or delivery traffic shall be permitted during the hours of 07:30-09:00 and 16:30-18:30 that route via Dunchurch Crossroads.

All construction activity shall be undertaken in full accordance with the approved details unless non-material variations are agreed in writing by the Local Planning Authority.

REASON:

To ensure that the A45 Trunk Road and M45 Motorway continue to serve their purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 and in the interests of road safety.

CONDITION: 21

Prior to the first occupation of the development, full details of the boundary treatment adjacent to the A45 Trunk Road and M45 Motorway boundary shall be submitted to and approved in writing by the Local Planning Authority in consultation with Highways England. The approved boundary treatment shall be implemented in accordance with the approved plans prior to the first occupation of the development and maintained in perpetuity.

REASON:

In the interest of visual amenity and to ensure that the A45 Trunk Road and M45 Motorway continue to serve their purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 and in the interests of road safety.

CONDITION: 22

No groundworks, remediation or built construction shall be undertaken unless and until details of a construction access point to the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and Highways England.

Construction traffic shall only use the approved access point for access and egress to and from the site.

REASON:

In the interest of highway safety.

CONDITION: 23

Within 6 months of the first occupation of a building, within any phase, an occupier Travel Plan for that building shall be submitted to the Local Planning Authority for approval in writing in consultation with the County Council as Highway Authority.

The occupier Travel Plan shall generally accord with the Framework Travel Plan (Rev E) and shall promote sustainable transport choices to the site. The measures included within the Travel Plan (and any variations agreed in writing with the Local Planning Authority) so approved shall be implemented in full at all times.

The plan shall:

- (i) specify targets (peaks/day) for the proportion of employees and visitors travelling to and from the site by foot, cycle, public transport, shared vehicles and other modes of transport which reduce emissions and the use of non-renewable fuels;
- (ii) set out measures designed to achieve those targets together with timescales and arrangements for their monitoring, review and continuous improvement;
- (iii) explain and justify the targets and measures with reference to the transport impact assessment of the development;
- (iv) identify the Travel Plan Co-ordinator with overall responsibility for the plan and a scheme for involving employees of the business in its implementation and development.

REASON:

In order to promote sustainable travel.

CONDITION: 24

No occupation of any building shall take place unless and until improvements as set out in the Framework Travel Plan (Rev E) paragraphs 3.3.3 – 3.3.4 have been made to provide a pedestrian/cycle route from Windmill Lane/existing National Cycle Route 41 into the site. This shall be provided in accordance with plans which shall first be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

REASON:

In the interest of highway safety and to promote sustainable travel.

CONDITION: 25

No occupation of any building shall take place unless and until details and drawings for the Pegasus crossing at the Northampton Lane PROW R168, in general accordance with plan 31131/5517/005/Rev B received by the Local Planning Authority on 09/03/2020, including the timescale and mechanism for implementing the works, have been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

The crossing shall be provided in accordance with the approved details.

REASON:

In the interest of highway safety and to promote sustainable travel.

CONDITION: 26

The submission of reserved matters details for the layout of the development, or any phase of the development, shall safeguard the route of existing Public Rights of Way or shall identify a proposed diversion of existing Public Rights of Way.

Where a diversion of a Public Right of Way is proposed, the submitted details shall identify the definitive and proposed route of the Public Right of Way across the entirety of the site, to the point of connection with the existing route of the Public Right of Way at the site boundary.

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

REASON:

To protect existing Public Rights of Way and in order to promote sustainable travel.

Drainage

CONDITION: 27

Prior to the construction of any building in any phase, details of the drainage plans for the disposal of foul drainage for that phase shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be implemented in accordance with the approved details before the first occupation of that phase of development.

REASON:

To minimise the risk of pollution.

CONDITION: 28

Prior to the construction of any building in any phase or any highways in any phase 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, shall be submitted to and approved in writing by the Local Planning Authority for that phase

The scheme shall subsequently be implemented in accordance with the approved details prior to the first occupation of that phase of the development. The scheme to be submitted shall:

- a. Demonstrate that the surface water drainage system(s) are designed in accordance with CIRIA C753 The SuDS Manual.
- b. Infiltration testing, in accordance with BRE Digest 365 Soakaway Design guidance, to be completed and results submitted to demonstrate suitability (or otherwise) of the use of infiltration Sustainable Drainage Systems (SuDS).
- c. Evidence that the discharge rate generated by all rainfall events up to and including the 100 year plus 40% (allowance for climate change) critical rain storm has been limited to the QBAR greenfield runoff rates for all return periods.
- d. Demonstrate that flow control features have been implemented to reduce discharge rates as low as practicable on the development site and are not set to a pre-defined minimum, evidence should be provided to demonstrate how flow controls have been selected.
- e. Details of how discharge into the Potsford dam will be assessed and ensure that the required storage is always available within the Potsford dam.
- f. Demonstrate the provisions of surface water run-off attenuation storage in accordance with the requirements specified in 'Science Report SC030219 Rainfall Management for Developments'.
- g. Demonstrate detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details of any attenuation system, and outfall arrangements. Calculations should demonstrate the performance of the drainage system for a range of return periods and storms durations inclusive of the 1 in 1 year, 1 in 2 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change return periods.
- h. Demonstrate the proposed allowance for exceedance flow and associated overland flow routing.

REASON:

To ensure that the development is provided with a satisfactory means of drainage as well as reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution.

CONDITION: 29

No building within any phase shall be first occupied 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, giving details on how surface water systems shall be maintained and managed for that phase for the life time of the development.

The name of the party responsible, including contact name and details shall be provided to the Local Planning Authority within the maintenance plan.

The plan shall thereafter be implemented in full.

REASON:

To ensure that the development is provided with a satisfactory means of drainage as well as reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution.

Landscape and biodiversity

CONDITION: 30

No building construction shall commence in any phase unless and until a Landscape and Ecology Management Plan (LEMP) for that phase has been submitted to and approved in writing by the Local Planning Authority.

The LEMP shall include the details below, the specification, the timing of the completion of and the arrangements for the management and maintenance of:

- i) All areas of open space to be included within that phase;
- ii) Green Infrastructure linkages including pedestrian and cycle links, Public Rights of Way and bridleways;
- iii) The LEMP shall confirm that any new vegetation must be planted at least two metres away from the edge of any Public Right of Way to help ensure that mature growth will not encroach onto the Public Right of Way;
- iv) Newly created habitats and existing Valued Ecological Receptors to maximise opportunities for biodiversity enhancement and gain.
- v) The LEMP shall reflect the details included within the Illustrative Landscape and Ecology Masterplan – edp2432_d104g dated 4 February 2020 and included within the Addendum to the Environmental Statement.

The LEMP shall also identify a mechanism for the review and monitoring of the LEMP's effectiveness. The LEMP shall also cover the post-construction management of arboricultural and landscape elements.

The development shall thereafter be carried out in accordance with the approved LEMP.

REASON:

In the interests of biodiversity, landscape and visual amenity.

CONDITION: 31

No development, including demolition or site clearance, shall commence in any phase unless and until Construction and Environment Management Plan (CEMP) for that phase, in accordance with the Biodiversity Standard BS42020:2013, has been submitted to and approved in writing by the Local Planning Authority.

The CEMP shall include the following:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of biodiversity protection zones;
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction;
- d) The location and timing of sensitive works to avoid harm to biodiversity features;

- e) The times during construction when specialist ecologists need to be present on site to oversee works;
- f) Responsible persons and lines of communication;
- g) The role and responsibilities on site of an ecological clerk of works (ECoW);
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless non-material variations are agreed in writing with the Local Planning Authority.

REASON:

In accordance with NPPF and to ensure that no protected species are harmed.

CONDITION: 32

No development shall commence in any phase unless and until a protected species mitigation strategy for that phase has been submitted to and approved in writing by the Local Planning Authority.

This shall include details of updated survey work and mitigation measures relating to bats, reptiles, great crested newts, otters, badgers, bloody nosed beetle and nesting birds. It must include timing of works, mitigation measures including exclusion, compensation measures, details of supervision required by a suitably qualified ecologist and monitoring.

The approved strategy shall thereafter be implemented in full.

REASON:

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

CONDITION: 33

i) No above ground development shall commence in any phase unless and until a lighting strategy for biodiversity, for that phase has been submitted to and approved in writing by the Local Planning Authority.

The lighting strategy shall:

- a) Identify those areas/features on site that are sensitive for bats and other nocturnal species and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory and;
- b) Show how and where external lighting will be installed (through provision of appropriate lighting contour plans and technical specifications).

ii) Prior to the installation of any external lighting, full details of the design and appearance of the lighting columns, fixtures and fittings, together with their associated angle, fall, spread and intensity, in accordance with the approved lighting strategy, shall be submitted to and approved in writing by the Local Planning Authority.

All external lighting shall be installed in accordance with the approved details and specifications and locations set out in the strategy and these shall be maintained thereafter in accordance with the strategy.

REASON:

To ensure that protected species are not harmed by the development, to prevent unnecessary light pollution and in the interests of the amenities of the area.

CONDITION: 34

The landscaping scheme for each phase, as detailed on the approved plans, 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, unless the Local Planning Authority gives its written consent to any non-material variations.

REASON:

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

CONDITION: 35

Prior to the commencement of any phase of development an updated Tree Protection Plan/Method Statement for that phase shall be submitted to and approved in writing by the Local Planning Authority.

This shall include:

- i) Details of existing trees and hedgerows within the phase to be retained as well as those to be felled;
- ii) If works are proposed within the Root Protection Areas of retained trees details of sensitive working methods as defined within BS5837:2012;
- iii) If trees referenced T42 to T61 (inclusive), T153, T160 and T161 as seen on the EDP Tree Retention and Removal Plan (Sheets 1-10) dated 19 May 2020, are situated within the phase a further arboricultural review, in accordance with BS 5837:2012, of the detailed design of the phase with specific reference these trees, whether these can be retained within the development and if their removal cannot be avoided the provision of replacement trees.

Development shall not be carried out other than in accordance with the approved plan/statement.

REASON:

To reduce the impacts on existing trees in the interest of biodiversity and visual amenity.

CONDITION: 36

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. All tree works shall be carried out in accordance with BS3998:2010 (Recommendations for Tree Work) and shall be carried out before the commencement of any works.

REASON:

To reduce the impacts on existing trees in the interest of biodiversity and visual amenity.

Environmental protection

CONDITION: 37

No external building services, plant or equipment that may give rise to noise emissions shall be installed on any building or within its curtilage unless and until a noise mitigation scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme shall show that the plant noise emission requirement of 32-40 dB(A) is met (to be measured at the noise sensitive residential receptors). Noise from external building services plant and industrial processes shall be assessed in accordance with BS4142:2014.

The mitigation works shall be carried out in accordance with the approved details prior to the first use of the services, plant or equipment and retained in perpetuity.

REASON:

In the interest of the amenity of the area.

CONDITION: 38

No development (excluding enabling works) shall commence on site in any phase unless and until a noise assessment for that phase has been submitted to and approved in writing by the Local Planning Authority. This assessment shall outline the likely impacts on any noise sensitive residential property, and the measures necessary to mitigate identified impacts. The assessment shall be determined by measurement or prediction in accordance with the guidance and methodology set out in BS4142: 2014.

The scheme shall be implemented in full before first occupation of any building in that phase and retained in perpetuity.

REASON:

In the interest of the amenity of the area.

CONDITION: 39

Broadband reversing alarms shall be fitted and operated on all forklift trucks and mobile plant in the external areas of the site, including delivery bays, and trailers manoeuvred on site using vehicles/plant owned/leased by the occupiers of the site (including those operated by national fleet companies) shall have broadband reversing alarms, unless otherwise agreed in writing with the Local Planning Authority.

REASON:

In the interests of the amenities of the locality.

CONDITION: 40

The use of sirens, warning bells and alarms associated with the fire station shall be prohibited between 23:00 and 07:00 hours unless required in an emergency situation.

No warning bells or alarms shall be provided externally to the fire station building.

REASON:

In the interests of the amenities of the locality.

CONDITION: 41

No development shall commence in any phase unless and until a Construction Method Statement for that phase has been submitted to and approved in writing by the Local Planning Authority.

The statement shall include details relating to:

- (i) Hours of demolition, construction and deliveries;
- (ii) The control of noise and vibration emissions from construction/demolition activities including groundworks, plant/generators and the formation of infrastructure including arrangements to monitor noise emissions from the development site during the construction/demolition phase; &
- (iii) The control of dust including arrangements to monitor dust emissions from the development site during the construction/demolition phase;

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

REASON:

In the interests of residential amenity and to ensure the details are acceptable to the Local Planning Authority.

CONDITION: 42

Prior to occupation of any building within each phase of development, the on-site measures relating to air quality relevant to that phase to meet the mitigation requirements of policy HS5, as detailed in the Stantec Air Quality Damage Cost Technical Note (dated 21st January 2020), Environmental Statement Addendum Appendix B4, shall be implemented and maintained in perpetuity.

REASON:

In the interest of air quality.

CONDITION: 43

No development shall commence in any phase, other than that required to be carried out as part of an approved scheme of remediation, unless and until conditions (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 report that 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.

Other

CONDITION: 44

No above ground development shall commence unless and until a Local Employment Strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall include detail of local labour and employment opportunities and initiatives and construction skills training associated with the development, which actively promotes jobs to the local workforce. The development shall be implemented in accordance with the approved details.

REASON:

To promote employment opportunities for local residents.

CONDITION: 45

No building shall be first occupied in any phase unless and until a scheme for the provision of adequate water supplies and fire hydrants, necessary for fire fighting purposes for that phase, has been submitted to and approved in writing by the Local Planning Authority. The development shall not then be occupied until the scheme has been implemented to the satisfaction of the Local Planning Authority.

REASON:

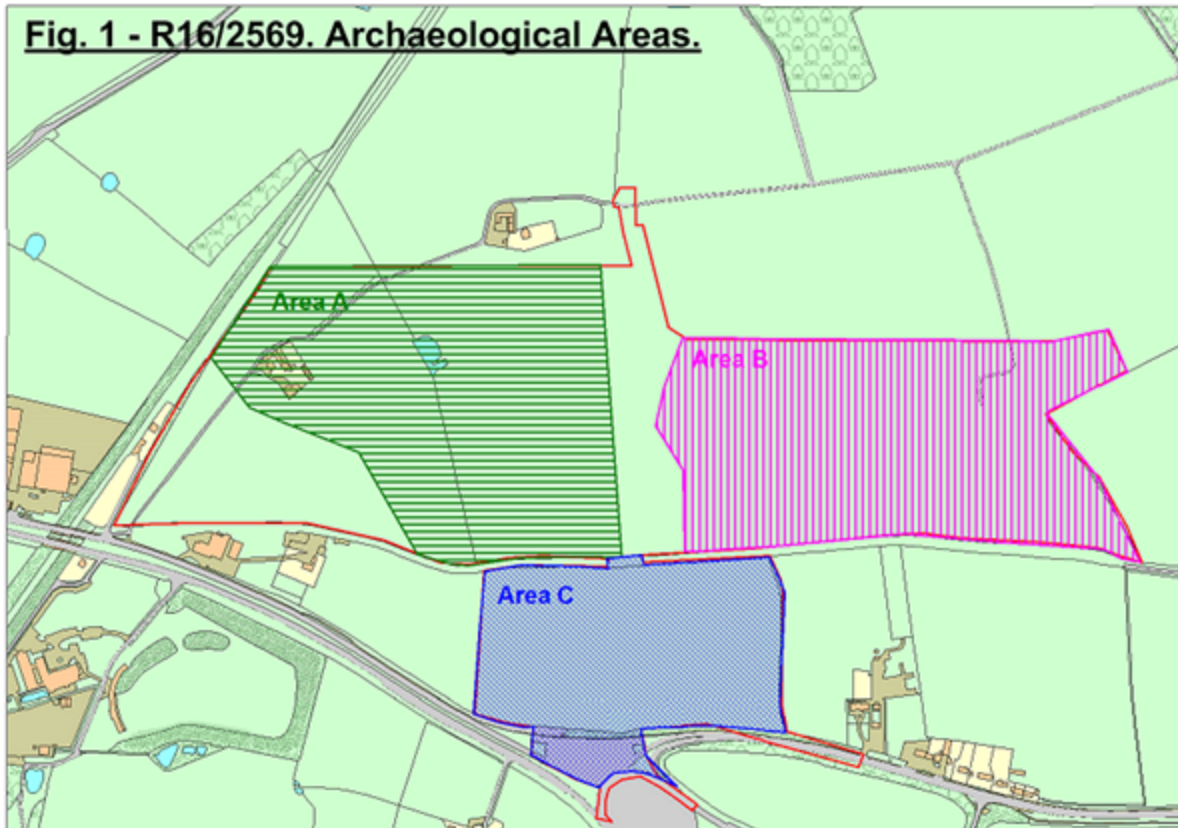
In the interest of fire safety.

CONDITION: 46

No development in any phase to which the plan relates shall commence in any area highlighted on plan – Fig. 1 – R16/2569. Archaeological Areas (below) unless and until:

a) An Archaeological Mitigation Strategy document for that area (including a Written Scheme of Investigation for any archaeological fieldwork proposed) shall be 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 and should be informed by the results of the archaeological evaluation.

b) 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 and to protect non-designated heritage assets.

INFORMATIVE: 1
This development is subject to a s106 legal agreement.

INFORMATIVE: 2
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 .

INFORMATIVE: 3
Severn Trent Water advise that although statutory sewer records do not show any public sewers within the area, there may be sewers that have been recently adopted under The Transfer of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and it is advised that Severn Trent Water are contacted to discuss the proposals. Severn Trent will seek to assist in obtaining a solution which protects both the public sewer and the development.
There is 500mm water main in the application site. No build over is permitted.

INFORMATIVE: 4

Any external lighting shall be designed in such a manner that it will not cause light nuisance to nearby residential properties.

INFORMATIVE: 5

Protected species mitigation measures may have implications for the design and/or layout of the development and where necessary such schemes shall be submitted at the time of Reserved Matters in order to fully inform the proposals.

INFORMATIVE: 6

The applicant is advised that protected species licences from Natural England may be required to undertake the works. Further information about species licensing and legislation can be obtained from the Natural England Species Licensing Service.

INFORMATIVE: 7

Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management. Sustainable Drainage Systems (SuDS) are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on-site as opposed to traditional drainage approaches which involve piping water off-site as quickly as possible.

INFORMATIVE: 8

The Cemex UK high pressure pipeline is located close proximity to the site, the impacts on this must be considered and any necessary consents obtained from Cemex UK.

Reference: R19/1185

Site Address: LAND NORTH OF ASHLAWN ROAD, ASHLAWN ROAD, RUGBY, CV22 5SL

Description: Erection of 325 dwellings, associated access, infrastructure and landscaping. Approval of reserved matters (access, appearance, landscaping, layout and scale) relating to R13/2102 (Demolition of existing buildings, erection of up to 860no. dwellings, land for potential primary school, two vehicular accesses from Ashlawn Road and the provision of a bus link control feature to Norton Leys, open space, green infrastructure, including SUDs works.)

Case Officer Name & Number: Karen McCulloch, 01788 533623

Recommendation

Approval subject to conditions and informatives

This application is being reported to Committee as requested by Councillors Allanach and Dumbleton.

1.0 Description of Site

1.1 This application relates to parts of the overall Ashlawn Road development site where outline planning permission was granted at appeal.

1.2 This application relates to 3 areas of the site. The part of the site fronting Ashlawn Road that will be enclosed by the approved spine road, an area between the spine road and existing pond and an area between the existing pond and the Hillside development to the north.

1.3 The site comprises relatively flat agricultural land. The southern part of the site includes the site of Martins Farm and the access track leading to this from Ashlawn Road. There are some trees within the former farmyard. This part of the site is crossed by 3 hedgerows running approximately north to south.

1.4 The originally submitted plans excluded the areas of the existing hedgerows from the application site resulting in little landscaping being incorporated in this application. However, these areas were included in the amended plans and form part of the current application site.

1.5 An existing bridleway runs alongside the central hedgerow crossing the southern part of the site. This bridleway forms the eastern boundary of the other two areas of the site.

1.6 The closest residential properties to the site are those on the Hillside development to the north.

2.0 Description of proposals

2.1 This is an approval of reserved matters application for the second phase of residential development comprising 333 dwellings. Approval is sought for the access, appearance, landscaping, layout and scale.

2.2 This southern and central parts of the development will be accessed from the main spine road through the development which was approved by R19/0854. This is accessed from Ashlawn Road using a roundabout and junction which was approved as part of the outline planning permission. The northern part of the development will be accessed from a secondary loop road to the north of the spine road which was also approved by R19/0854.

2.3 The proposals are for properties ranging in size from 1 bedroom houses and apartments to 5 bedroom houses with 40% of properties being proposed as affordable housing.

2.4 The dwellings include two, two and a half (with rooms in the roof space) and three storey properties. These include a mix of hipped and gable roofs and features such as dual aspect properties, projecting gables, brick features around windows, chimneys and changes in materials such as render and cladding have been used to add interest to the scheme.

2.5 The proposals include areas of amenity open space alongside the existing hedgerows in the southern part of the site.

Planning History

R13/2102 Outline application for the demolition of existing buildings, erection of up to 860 dwellings, land for a potential primary school, two vehicular accesses from Ashlawn Road and the provision of a bus link control feature to Norton Leys, open space, green infrastructure, landscaping and associated infrastructure, including sustainable urban drainage features. All matters to be reserved except access points into the site.

Refusal 27/01/2016, Approved at appeal 0/07/2017

R19/0854 Spine road, secondary access roads, cycle/footway to Norton Leys and sustainable urban drainage works. Approval of reserved matters (access and layout) relating to R13/2102. Approved 04/12/2019

R19/0941 Erection of 105 dwellings, associated access, infrastructure and landscaping. Approval of reserved matters (access, appearance, landscaping, layout and scale) relating to R13/2102. Approved 09/01/2020

Relevant Planning Policies

Rugby Borough Local Plan 2011-2031, June 2019

GP1:	Complies	Securing Sustainable Development
GP2:	Complies	Settlement Hierarchy
GP4:	Complies	Safeguarding Development Potential
DS3:	Complies	Residential Allocations
DS5:	Complies	Comprehensive Development of Strategic Sites
DS8:	Complies	South West Rugby
H1:	Complies	Informing Housing Mix
H2:	Complies	Affordable Housing Provision
HS1:	Complies	Healthy, Safe and Inclusive Communities
HS2:	Complies	Health Impact Assessments
HS4:	Complies	Open Space, Sports Facilities and Recreation
HS5:	Complies	Traffic Generation and Air Quality, Noise and Vibration
NE1:	Complies	Protecting Designated Biodiversity and Geodiversity Assets
NE3:	Complies	Landscape Protection and Enhancement
SDC1:	Complies	Sustainable Design
SDC2:	Complies	Landscaping

SDC3: Complies	Protecting and Enhancing the Historic Environment
SDC4: Complies	Sustainable Buildings
SDC5: Complies	Flood Risk Management
SDC6: Complies	Sustainable Drainage
SDC9: Complies	Broadband and Mobile Internet
D1: Complies	Transport
D2: Complies	Parking Facilities
D3: Complies	Infrastructure and Implementation
D4: Complies	Planning Obligations

National Planning Policy Framework, 2019 (NPPF)

South West Rugby Supplementary Planning Document – Consultation Draft, October 2019

Technical consultation responses

Original plans

Warks Fire Service	No objection	Subject to condition
Building Control	Comment	May be possible to achieve 10% carbon reduction, require additional information
Environment Agency	No objection	Pre-commencement conditions remain applicable
Warwickshire Police	No objection	Make suggestions re: security
Warwickshire Ramblers	No objection	
Fire Service	Comment	Development must comply with Building Regulations
Housing	Comment	Support level of provision, properties should be able to let at full occupancy, recommend technical space standards and 2 parking spaces
WCC Rights of Way	No objection	Subject to informative
Natural England	No comment	
WCC Archaeology	No objection	
WCC Flood Risk discharge	Objection	Require further information re surface water
RBC Parks	Comment	Should ensure hedgehog connectivity, suitable open space is required
WCC Ecology	Comment	Biodiversity Impact Assessment is required, ideally Construction Environmental Management Plan and Habitat Strategy should be submitted with the application, landscaping should include native species, roads should be designed to avoid amphibian deaths, fencing should include hedgehog holes, lighting should be minimized on wildlife corridors
Trees & Landscape Officer	Comment	Oak tree on bridleway is damaged and should be replaced, require other changes to layout and landscaping
WCC Highways	Objection	Require adoption and tracking plans and safety audit, require changes to parking arrangements, road alignments, drive positions and turning heads

Amended plans

RBC Works Services Housing	No objection Comment	Support level of provision and mix, properties should be able to let at full occupancy, recommend technical space standards and 2 parking spaces, would seek 84% social rent and 16% intermediate
Stagecoach Bus	No comment	
Warwickshire Police	No objection	Make suggestions re: security
Natural England	No comment	
WCC Ecology	Comment	Original comments have not been addressed, raise queries regarding landscape plans, native hedging should be used
WCC Flood Risk discharge	Objection	Require further information re surface water
WCC Rights of Way bridleway, request conditions	No objection and informatives	Comment regarding width and surfacing of
WCC Infrastructure	No comment	As this is a Reserved Matters submission
Fire Service	Comment	Development must comply with Building Regulations
Environmental Services	No objection	Outline conditions remain outstanding

Further information (1)

WCC Flood Risk	Objection	Require further information for reserved matters and condition 18, no objection to condition 19
WCC Ecology	Comment	Request changes to ecological reports

Further information (2)

WCC Flood Risk	No objection	To reserved matters and condition 18
Tree & Landscape Officer and landscaping	Comment	Request changes to layout, due to proximity to trees,
WCC Highways	No objection	Subject to conditions
WCC Ecology	No objection	

Further amended plans

Tree & Landscape Officer	No objection	
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Third party comments

Original plans

Councillors Allanach & Dumbleton Objection

- Application should be determined by Committee;
- Amended plans for R19/0854 do not help the public understand the proposals;
- Revised parameters plan should be submitted;
- Insufficient play equipment is proposed in the play areas when compared to sites such as Cawston;
- Rokeby and Overslade already has a shortfall in play provision;
- There are no teenage facilities in the area and these must be provided;
- Issue of the allocation of open space is still unsettled;
- No open space is proposed except for grass verges alongside paths.

Local Residents (1) Objection

- Habitat survey was carried out in 2016, should be done every 2 years;
- This advised site should be mown or arable to reduce threats to wildlife;
- Site has not been mown so biodiversity will have increased.

Local Residents (1) Comment

- Landscaping is too suburban for this countryside location;
- Native species should be used in garden areas and open spaces to integrate into the surrounding landscape;
- There are opportunities for tree planting in the Green Corridor;
- This would be in line with policy and Climate Emergency declaration;

Amended plans

Neighbours (2) Comment

- Drainage ponds should be provided early in the construction process to prevent properties flooding;
- Bus link has been changed to a cycle and walk way, this should not change back;

3.0 Assessment of proposals

3.1 This is an approval of reserved matter application which relates to the outline planning permission for the overall site. This outline planning application granted permission for the principle of the development and the two site accesses from Ashlawn Road. Conditions and a s106 Legal Agreement attached to the outline permission also set out specific requirements for the development.

3.2 This current application seeks approval for the access, appearance, landscaping, scale and scale of the second residential phase of development, including 333 dwellings.

3.3 The key issues to assess in relation to this application are whether the proposals are acceptable in relation to the impact on visual and neighbouring amenity, highway safety, parking facilities and protected species.

4.0 Principle of development

4.1 As detailed above the principle of the development of the site has been established by the outline permission and cannot be considered at this stage.

4.2 However, the site is within the South West Rugby allocation detailed within policy DS3 of the Local Plan where policy GP2 states development will be permitted.

4.3 Policy DS5 sets out how strategic sites must be developed in a comprehensive manner, including the provision of public transport links, cycle links, community facilities and Green Infrastructure. Policy DS8 sets out the development requirements for the overall South West allocation and includes similar requirements, this also includes the requirement for developments to comply with the South West Rugby Supplementary Planning Document, however this document has not yet been adopted by the Council.

4.4 Although the principle of the Ashlawn Road development was established by the outline permission the development is in general accordance with the requirements of DS5 and DS8.

5.0 Housing Mix

5.1 Policy HS1 states that a mix of market houses and types should be provided consistent with the latest Strategic Housing Market Assessment, although an alternative mix will be considered where market factors demonstrate this would better meet market demand.

5.2 The table below shows the policy requirement and the mix proposed in the original and amended plans.

Market	1-bed	2-bed	3-bed	4+ bed
Policy H1	5-10%	25-30%	40-45%	20-25%
Original plans	4.1%	24.1%	26.2%	45.6%
Amended plans	4%	21%	40%	35%

5.3 The proposals originally did not comply with this policy as the proposals included a slight under provision of 1 and 2-bed properties, an under provision of 3-bed units and an over provision of 4+ bed units. A report was submitted including an analysis of the housing mix. However, this was considered to demonstrate the need for 3-bed properties and did not demonstrate why these should be under provided.

5.4 The revised plans increase the number of 3-bed units proposed to 40% which is in accordance with policy H1. However, there remains a slight under provision of 1 and 2-bed units and over provision of 4+ beds.

5.5 The housing mix report detailed that there are lower numbers of single person occupiers in Rugby than other parts of the country with larger numbers of couples and couples with children. This also showed that in the second hand homes market there is more demand for 3 and 4+ bedroom units and that based on earnings residents of Rugby are able to afford houses to meet their future housing needs.

5.6 It is therefore considered that the proposed housing mix has been justified in accordance with policy H1.

6.0 Affordable Housing

6.1 Policy H2 states that on housing developments of this size on green fields sites a target of 30% affordable housing will be sought. This policy also sets out that the proposed mix of dwellings sizes and tenures should accord with the latest Strategic Housing Market Assessment.

6.2 The supporting text to the policy sets out the recommended size mix and states that the starting point for discussions will be 84% social or affordable rent and 16% intermediate products. Colleagues from Housing commented that this tenure split should be sought.

6.3 However, this is an approval of reserved matters application and the s106 attached to the outline consent set out the affordable housing requirements. This included a target provision of 40% with a tenure split of 75% rented and 25% intermediate units.

Affordable	1-bed	2-bed	3-bed	4+ bed
Policy H2	30-35%	30-35%	20-25%	5-10%
Proposed plans	34.6%	33.9%	21.8%	9.8%

6.4 The proposals include 133 affordable units, this is 40% of the dwellings proposed. These comply with the proposed dwelling sizes set out in policy H2.

6.5 The proposed tenure mix will comprise 100 (75%) rented units and 33 (25%) shared ownership which complies with the s106 attached to the outline consent.

6.6 Local Plan policy H2 would require 100 units of affordable housing with 84 rented units and 16 intermediate units and the affordable housing proposed exceeds these requirements in accordance with this policy.

6.7 Colleagues from Housing commented on the proposals and raised no objection to the level of provision, property types and distribution. They also commented that the properties should be of a suitable size to accommodate 4 people in a 2-bed, 5 people in a 3-bed and 6 people in a 4-bed. They also recommended that the Government's technical space standards be used.

6.8 The applicant has confirmed that the proposed dwellings will comply with the full occupancy rate requested by Housing and they have a proposed provider who is interested in the affordable housing as proposed. Planning policies do not specify required dwelling sizes and it is considered the submitted information addresses the comments made by Housing.

6.9 The proposals are therefore in accordance with policy H2.

7.0 Design and Layout

7.1 The application site comprises central sections of the overall development site. Properties to the north of the site in the Hillside development are the closest existing residential properties. However, these generally have rear and side elevations facing the site and will be separated from the proposed housing by the approved open space areas. The housing approved by R19/0941 will be to the west of the southern part of the application site.

7.2 The proposed development comprises a range of housetypes which include traditional design elements. The proposals are for two, two and a half storey and three houses with flats being provided in two storey buildings and three storey blocks.

7.3 Properties are proposed as a mix of hipped roofs and gable properties to add interest in the street scene. Two and a half and three storey properties, dual aspect properties and chimneys are also used to add interest to the development. Changes in materials such as cladding and render are used on properties fronting the spine road and on corner plots. Dual aspect properties or those with additional side windows have been used where side elevations are prominent within the street scene.

7.4 Car parking is provided in a mix of garages and spaces to the front and sides of houses, this reduces the prominence of parked cars within the street scene.

7.5 A materials plan has been provided which shows three types of red brick and grey and brown roof tiles to be used across the site in addition to grey render and cladding. Properties will have a mix of black, dark green and dark blue doors.

7.6 The site is currently agricultural land with hedgerows crossing the southern part of the site. It is therefore inevitable that a housing development will alter the character and appearance of the area. However, the built development is set away from the prominent site boundaries and approved open space areas will be provided around the site. This will lessen the impact of the development on visual amenity.

7.7 A boundary treatment plan has been provided. Brick walls are proposed at prominent locations within the street scene with close boarded fences to other boundaries. Timber knee rails are proposed adjacent to open space areas. It is considered the proposed boundary treatments are acceptable.

7.8 It is considered that the proposals are acceptable in relation to the design and impact on the character of the area in accordance with policy SDC1.

7.9 Policy SDC4 requires new dwellings to meet the Building Regulations requirement of 110 litres of water usage per person per day. The applicant has confirmed they intend to meet this requirement and this can be controlled by condition (2).

8.0 Impact on amenity

8.1 Policy SDC1 states that the living conditions of existing or future occupiers should be protected.

8.2 The closest existing properties to the application site are those to the north of the proposed development. Previously approved dwellings will be to the west of the site.

8.3 The dwellings on the northern boundary of the proposed development will be set away from the existing dwellings due to the approved open space areas. In addition these are proposed facing the open space and driveways and front gardens will provide further separation.

8.4 The proposed dwellings will be at least 50m from the existing dwellings to the north. It is considered that the impact on the existing dwellings and gardens in terms of loss of privacy is not so significant as to warrant the refusal of the application.

8.5 The proposed dwellings will also be over 30m from the previously approved dwellings to the west. It is also considered that suitable separation is provided between properties proposed within the site and there will not be an adverse on the living conditions of future occupiers.

8.6 The impact on the living conditions of occupiers is therefore considered acceptable in accordance with policy SDC1.

9.0 Transport, highways & parking facilities

9.1 The Highway Authority, Warwickshire County Council, initially objected to the application and raised concerns regarding parking arrangements, road alignments, drive positions and turning heads.

9.2 Additional information such as an adoption plan, tracking details and safety audit were also requested to demonstrate the development would meet the necessary standards. Additional plans and information were provided to address these comments.

9.3 The Highway Authority commented on these amended plans and raised no objection to the proposal, the impact on highway safety is therefore considered acceptable.

9.4 Policy D1 refers to development being permitted where sustainable transport methods are prioritised and measures to mitigate the transport impacts are provided.

9.5 The main spine road through the site was approved by application R19/0854 and allowed for the provision of a bus service through the site.

9.6 The current application includes the existing bridleway and a path alongside the hedge in the southern part of the site. These and the proposed cul-de-sacs in the northern and central parts of the development will connect to other routes within the site and the wider area.

9.7 A Transport Assessment was submitted at the outline stage and a range of measures to mitigate the transport impacts were secured by condition and s106. These include alterations to a range of junctions within the area as well as contributions a cycleway along Ashlawn Road. A contribution to public transport was also secured to provide a half hourly bus service Monday-Saturday 7.00am-7.00pm.

9.8 These allow access to the site by sustainable transport methods in accordance with policies D1, DS5 and DS8.

9.9 The proposals include a total of 716 car parking spaces, this includes 80 parking spaces within garages (there are also a further 29 garages proposed which do not meet the required size standard so are not included within the parking figures.) Based on the sizes of dwellings proposed the Council's standards would require 678.5 car parking spaces and the development in in accordance with this.

9.10 The Highway Authority commented that although parking is proposed within garages some garages are substandard and people may choose not to use these and that this could lead to additional on street parking. However, the parking standards within the Local Plan are clear that a garage will be designated as a car space, also the substandard garages have not been included in the calculations. Notwithstanding this as more parking is provided than required this is considered acceptable.

9.11 Cycle parking can be accommodated within the garages and rear gardens for houses. Cycle parking for the proposed flats within blocks will be provided in stores forming parts of the buildings and details of these have been provided. The two storey flats have amenity space where cycle parking can be provided and a detached cycle store is proposed for the one bedroom houses. It is therefore considered that suitable parking facilities can be provided in accordance with policy D2.

10.0 Right of Way

10.1 There is an existing bridleway crossing the site approximately north to south. This will be to the east of the northern and central parts of the site and cross the southern part.

10.2 An application to divert the bridleway to cross the approved roads has been submitted under the relevant legislation and is currently under consideration. This will also amend the alignment through the southern part of the site from the current legal line to the alignment currently used on site which follows the existing hedgerow.

10.3 WCC Rights of Way have commented on the proposals and advised that the surfacing of the bridleway should comprise a 2m tarmac strip with a 2m grass strip adjacent to this and this is being considered as part of the application for the diversion.

10.4 WCC Rights of Way raise no objection to the application subject to a condition (7) and informative and the impact on the bridleway is therefore considered acceptable. This is in accordance with HS1 which seeks to protect public rights of way.

11.0 Drainage

11.1 Policy SDC5 requires the submission of a Flood Risk Assessment for sites over 1 hectare in Flood Zone 1. An assessment was provided as part of the outline application and it was considered that a suitable drainage scheme could be provided.

11.2 Policy SDC6 requires Sustainable Drainage Systems to be used on major developments.

11.3 Surface water drainage for the overall Ashlawn Road site will run to drainage basins in the north of the site, close to the Hillside Estate, which were approved by application R19/0854.

11.4 The surface water from the current application will initially run to the approved drainage basins located in the north of the site.

11.5 The Lead Local Flood Authority, Warwickshire County Council, commented on the application and initially raised an objection on the grounds additional information was required regarding surface water drainage. They also requested additional information following the submission of amended plans.

11.6 This has now been provided and the Lead Local Flood Authority advised that they have no objection to the proposals. The proposals therefore comply with policy SDC6.

12.0 Landscaping

12.1 The strategic landscaping for the overall Ashlawn Road site was approved by application R19/0854.

12.2 The current application includes the landscaping throughout the housing area as well as planted areas in the southern part of the site alongside the existing hedgerows and areas in the central and northern parts of the site connecting to the approved open space.

12.3 The majority of the existing hedgerows crossing this site and trees within these will be retained as part of the development. The proposals involve the removal of small sections of hedgerows close to the approved roads in order to provide the a footpath connection to the spine road, visibility splays, highway infrastructure and to accommodate the bridleway crossing the secondary loop road. The proposals also involve the removal of trees at Martins Farm, these comprise 3 category C trees - a silver birch, a laurel and a Norway spruce and a group of lawson cypress and plumb.

12.4 At the time of the application there were two oak trees adjacent to the bridleway in the southern part of the site which were identified for retention. However, one of these trees was damaged in storms in Autumn 2019 which led to a major limb failure resulting in a large open and decayed wound as well as significant cracks and decay in the central stem. This was removed at the request of the Council's Tree Officer due to public safety concerns for users of the bridleway.

12.5 The County Ecologist and the Tree Officer commented on the originally submitted plans. They requested additional planting and changes to the proposals and the inclusion of native species within the proposed planting.

12.6 The landscape proposals were amended to address these comments. The planting proposed within the amenity open space areas now includes native species, such as silver birch, maple, rowan pine and hornbeam. Native fruit trees are also proposed in these areas.

12.7 The Tree Officer also requested some amendments to the layout where dwellings are proposed close to retained trees and hedgerows in order to provide suitable separation and protect the trees and hedgerows. They also commented that larger growing trees should be provided within the open space areas.

12.8 Amended plans were provided to address these comments. The Tree Officer advised the revised plans addressed these comments and they have no objection to the proposals.

12.9 The County Ecologist advised they were satisfied with the proposed landscaping.

12.10 The proposed landscaping is therefore considered acceptable in accordance with policies NE3 and SDC2.

13.0 Open Space & Play Provision

13.1 The outline planning permission considered the provision of open space across the overall site and the s106 set out the requirements for a minimum of 12.93 hectares of open space across the different open space typologies.

13.2 A plan has been submitted in accordance with a phasing condition for the outline permission which shows that a total of 12.93 hectares is to be provided. This includes areas of amenity open space and play areas throughout the site which were approved by R19/0854.

13.3 The open space to be provided as part of the current application are the amenity areas to alongside the existing hedgerows and bridleway and adjacent to the central and northern parts of the site. This is in accordance with the overall plan which states these areas will be provided by the occupation of 50% of dwellings within the phase.

13.4 It is therefore considered that the proposed open space complies with the requirements of policy HS4 relating to the provision of accessible and high quality open space.

14.0 Biodiversity

14.1 The impact of the application on biodiversity must be considered in accordance with policy NE1.

14.2 The Council Ecologist initially commented on the application and requested a Biodiversity Impact Assessment calculation be provided, as required by the s106 agreement. They also advised that a Construction Environmental Management Plan and Habitat Management Strategy are required by condition and that it would be useful if these were provided with the application.

14.3 The County Ecologist also commented that lighting should be sensitively designed and that hedgehog holes should be provided in boundary fences.

14.4 The requested documents were provided. The submitted Habitat Management Strategy includes details of bat, bird and hedgehog boxes which are to be provided as well as the position of proposed hedgehog holes to rear garden boundaries and amphibian friendly kerbs and areas of sensitive lighting. The County Ecologist has advised these are acceptable.

14.5 The Biodiversity Impact Assessment calculation indicated that this phase of the development would result in a loss of 8.61 biodiversity units. The s106 attached to the outline permission states that where there is a biodiversity loss a Biodiversity Offsetting Scheme must be agreed with Warwickshire County Council. This could include the establishment of an appropriate

receptor site or the payment of a contribution to the County Council to be used to enhance and secure the long term management of biodiversity within the Borough.

14.6 The applicants have advised they will pay the contribution to Warwickshire County Council. This is in accordance with the s106 agreement and will compensate for the impact on biodiversity in accordance with policy NE1.

15.0 Other issues

15.1 There were previously issues related to the overall Ashlawn Road site when the existing hedgerow to the site frontage was removed without complying with the necessary conditions. This did not involve land within the current application site. However, this issue has been addressed and a replacement native hedge to be provided in the first planting season following the commencement of development, or by the occupation of 100 dwellings whichever is sooner, was approved by R19/0854

15.2 Environmental Services raised no objection to the application and commented that the conditions attached to the outline condition remain applicable.

15.3 The site is located within the Air Quality Management Area where policy HS5 would require development to meet the air quality neutral standards. However, this is an approval of reserved matters application and guidance contained within the Planning Practice Guidance is clear that the only conditions that can be imposed at the reserved matters stage are those which relate directly to the reserved matters. It is therefore not possible to add a new condition to reflect the changes in local policy. An informative can however be attached to bring this matter to the applicants attention.

15.4 Notwithstanding this, the outline conditions and s106 included requirements to promote cycling and walking and the use of public transport. A condition also requires that 10% of dwellings with on plot parking be provided with electric vehicle charging points with all other dwellings with on plot parking having an external socket to allow this to be provided. The layout plan shows electric vehicle charging points to 33 properties in accordance with this condition. This is considered to accord with policy HS5.

15.5 Policy HS2 states that developments above certain sizes will need to demonstrate that there will not be an adverse impact on health and wellbeing through a Health Impact Assessment screening report. However, this requirement was not imposed at the outline stage and this cannot be imposed as part of the assessment of the approval of reserved matters application.

15.6 The closest heritage asset to the site is North Lodge, Bilton Grange which is a Grade II Listed Building located on the south side of Ashlawn Road around 175m to the west of the overall Ashlawn Road site. This is some distance from the current application site and it is not considered the proposals will impact on this building. The impact on the heritage asset is therefore acceptable in accordance with policy SDC3.

15.7 The applicant has confirmed that broadband infrastructure will be provided on site by Virgin and BT, this accords with policy SDC9.

15.8 Policy GP4 states that development will not be approved if it would prejudice the development potential of other land. This application will allow the development of future phases of the Ashlawn Road site and is in accordance with this policy.

15.9 Warwickshire Fire and Rescue have requested a condition related to agreeing details of fire fighting equipment, however this is included in condition 15 of the outline planning permission so it is not necessary to duplicate this. An informative relating to compliance with Building Regulations was also requested.

16.0 A draft Supplementary Planning Document has been produced for South West Rugby and consultation has been carried out on this document. However, this is clear that applications determined prior to the adoption of the SPD, such as the Ashlawn Road development, will not be required to comply with the SPD.

17.0 Conditions

17.1 As this is an approval of reserved matters application the conditions attached to the outline planning permission will be applicable to these proposals. As detailed above information has been submitted in relation to some of these conditions in order to support this application.

Information in relation to other conditions have been submitted in relation to the overall Ashlawn Road site.

17.2 This condition information will be assessed and consultations carried out with the relevant technical consultees.

18.0 Planning Obligations

18.1 A s106 legal agreement was attached to the outline planning permission in order to provide new and improved infrastructure to mitigate the impacts of the development.

18.2 This includes contributions towards the maintenance of on-site open space and the provision and maintenance of off-site open space, bus services, cycleway improvements, highway works, libraries, education, works within Dunchurch, indoor sports and the police.

18.3 These obligations will mitigate the impact of the development in accordance with policies D3 and D4.

19.0 Conclusion and Planning Balance

19.1 As detailed earlier in the report this is an approval of reserved matters application related to the outline planning permission for the overall Ashlawn Road site. The proposals will provide the second phase of residential development of 333 dwellings.

19.2 It is considered that the scale and design of the development are in keeping with the character of the area and that the proposed development will not have an adverse impact on residents in accordance with policy SDC1.

19.3 The proposals will not have an adverse impact on highway safety. Pedestrian linkages will be provided within the open space areas and connecting to the wider site and surrounding area. Although this phase of development will lead to a loss of biodiversity this will be mitigated through an off-site contribution in accordance with the s106 agreement.

19.4 The surface water drainage system will also be provided and no objection has been received from the relevant technical consultees.

19.5 The development is also in accordance with policy HS1 which requires development to contribute to a high quality, safe convenient walking and cycling network, and provide a high quality and attractive public realm.

19.6 These factors carry weight in favour of the proposals.

19.7 It is therefore considered that the development is acceptable in accordance with the outline planning permission, the NPPF and Local Plan policies including policy GP1.

Recommendation

Approval – subject to conditions

DRAFT DECISION

REFERENCE NO:

R19/1185

DATE APPLICATION VALID:

06-Sep-2019

APPLICANT:

Mark Elliot, Barratt Homes Barratt Homes, Barratt Northampton, Barratt House, Sandy Way, Grange Park, Northampton, NN4 5EJ

AGENT:

ADDRESS OF DEVELOPMENT:

LAND NORTH OF ASHLAWN ROAD, ASHLAWN ROAD, RUGBY, CV22 5SL

APPLICATION DESCRIPTION:

Erection of 333 dwellings, associated access, infrastructure and landscaping. Approval of reserved matters (access, appearance, landscaping, layout and scale) relating to R13/2102 (Demolition of existing buildings, erection of up to 860no. dwellings, land for potential primary school, two vehicular accesses from Ashlawn Road and the provision of a bus link control feature to Norton Leys, open space, green infrastructure, including SUDs works.)

CONDITIONS, REASONS AND INFORMATIVES:

CONDITION: 1

Unless non-material variations are agreed in writing with the Local Planning Authority the development shall be carried out in accordance with the plans and documents detailed below:

Arboricultural Impact Assessment - 10229_AIA.001 Rev A

Arboricultural Method Statement - 10229_AMS.001 Rev A

Soft Landscaping Proposals Sheet 1 - GL1205/01F

Soft Landscaping Proposals Sheet 2 - GL1205/02G

Soft Landscaping Proposals Sheet 3 - GL1205/03G

Soft Landscaping Proposals Sheet 4 - GL1205/04F

Soft Landscaping Proposals Sheet 5 - GL1205/05E

Received 07/08/2020

Site Location Plan - 0201/D5-P6

Site Layout - 0230/D5-P11

Site Layout south - 0231/D5-P11

Site Layout north - 0232/D5-P10

External Materials - 0233-D5/P7

External Materials south - 0234/D5-P7
External Materials north - 0235/D5-P6
Boundaries and Surface finishes - 0236/D5-P7
Boundaries and Surface finishes south - 0237/D5-P7
Boundaries and Surface finishes north - 0238/D5-P6
Affordable housing tenure - 0239/D5-P6
Refuse Management south - 0240/D5-P6
Refuse Management north - 0241/D5-P5
Adoptable Highway - 0242/D5-P5

Lamberton render plans & elevations - 0108/D5-P4
Alnmouth plans & elevations - 0109/D5-P4
Alnmouth boarded plans & elevations - 0110/D5-P4
Buchanan plans & elevations - 0114/D5-P4
Chester plans & elevations - 0126/D5-P6
Maidstone hipped end plans & elevations - 0137/D5-P6
Maidstone gable middle plans & elevations - 0138/D5-P4
Maidstone gable end plans & elevations - 0139/D5-P6
Maidstone hipped boarded plans & elevations - 0140/D5-P5
Type 50, 58 & 59 plans - 0152/D5-P5
Type 50, 58 & 59 boarded elevations - 0153/D5-P6
Type 50, 50, 58 & 59 plans - 054/D5-P3
Type 50, 50, 58 & 59 brick & boarded elevations - 0155/D5-P6
Type 50, 50, 58 & 59 boarded elevations - 0157/D5-P5
Moresby plans & elevations - 0176/D5-P2
Maidstone boarded plans & elevations - 0177/D5-P4
Ennerdale boarded plans & elevations - 0194/D5-P2
Type 50, 58 & 59 plans - 0300/D5-P3
Type 50, 58 & 59 render elevations - 0301/D5-P4
Bewdley plans & elevations - 0400/D5-P1
Bewdley boarded plans & elevations - 0401/D5-P1
Ellerton hipped plans & elevations - 0402/D5-P1
Ellerton gable middle plans & elevations - 0403/D5-P1
Ellerton gable end plans & elevations - 0404/D5-P1
Ellerton hipped boarded plans & elevations - 0405/D5-P1
Alnmouth plans & elevations - 0406/D5-P1
Received 03/08/2020

Habitat Management Strategy - RSE_1350-R19/1185-HMS-V3
Construction Ecological Management Plan - RSE_1350-R19/1185_CEMP_V2
Received 17/07/2020

Vehicle Tracking - Refuse Wagon - 114-01/S4-P05
Fire Appliance Tracking - 114-02/P05
Vehicle Tracking - MPV & Refuse Direction 1 - 114-03/S4-P04
Vehicle Tracking - MPV & Refuse Direction 2 - 114-04/S4-P04
Vehicle Tracking - MPV & MPV - 114-05/S4-P04
Received 14/07/2020

Marlowe floorplans - 0105/D5-P3
Marlowe elevations - 0106/D5-P2

Lamberton plans & elevations - 0107/D5-P3
Radleigh plans & elevations - 0117/D5-P3
Radleigh render plans & elevations - 0118/D5-P3
Radleigh boarded plans & elevations - 0174/D5-P2
Hesketh plans & elevations - 0122/D5-P3
Hesketh render plans & elevations - 0125/D5-P3
Chester boarded plans & elevations - 0175/D5-P3
Amber plans & elevations - 0129/D5-P3
Moresby plans & elevations - 0135/D5-P3
Type 52 hipped plans & elevations - 0146/D5-P3
Type 52 gable plans & elevations - 0147/D5-P3
Type 52 gable handed plans & elevations - 0148/D5-P3
Type 50 end plans & elevations - 0158/D5-P3
Type 50 middle plans & elevations - 0159/D5-P3
Type 50 hipped plans & elevations - 0160/D5-P3
Type 50 render plans & elevations - 0185/D5-P2
Type 50 boarded plans & elevations - 0187/D5-P2
Type 52, 52, 58 & 59 plans - 0302/D5-P2
Type 52, 52, 58 & 59 elevations - 0303/D5-P3
Type 54 plans & elevations - 0165/D5-P5
Type 54 gable front plans & elevations - 0188/D5-P3
Type 9B front & rear elevations - 0172/D5-P3
Type 9B side elevations - 0173/D5-P3
AFF 2B FOG plans & elevations - 0304/D5-P4
Haversham plans & elevations - 0178/D5-P2
Ashburton plans & elevations - 0190/D5-P2
Ennerdale plans & elevations - 0193/D5-P3
Received 26/05/2020

Flood Routing plan - 111-01/S4-P02
Private Impermeable Area plan - 112-02/S4-P01
Drainage Calculations
Received 19/05/2020

Engineering Layout - 100-01/S4-P01
Drainage Area plan - 112-01/S4-P01
Surface Water Maintenance Plan
Road & Sewer Long Sections Sheet 1 - 101-01/S4-P01
Road & Sewer Long Sections Sheet 2 - 101-02/S4-P01
Road & Sewer Long Sections Sheet 3 - 101-03/S4-P01
Road & Sewer Long Sections Sheet 4 - 101-04/S4-P01
Road & Sewer Long Sections Sheet 5 - 101-05/S4-P01
Road & Sewer Long Sections Sheet 6 - 101-06/S4-P01
Road & Sewer Long Sections Sheet 7 - 101-07/S4-P01

Type 55 plans & elevations - 0151/D5-P3
Ennerdale render plans & elevations - 0195/D5-P2
Received 15/04/2020

Malvern plans - 0112/D5-P2
Malvern elevations - 0113/D5-P2

Moresby plans & elevations - 0136/D5-P2
Lutterworth boarded plans & elevations - 0141/D5-P2
Lutterworth plans & elevations - 0142/D5-P2
Brentford plans & elevations - 0144/D5-P2
Haversham plans & elevations - 0145/D5-P2
Alverton plans & elevations - 0196/D5-P1
Type 50 boarded plans & elevations - 0186/D5-P1
Type 52 render hipped plans & elevations - 0197/D5-P1
Type 52 render gable plans & elevations - 0198/D5-P1
Type 55 boarded plans & elevations - 0150/D5-P2
Type 54 boarded plans & elevations 0162/D5-P2
Type 54 hipped boarded plans & elevations 0164/D5-P2
Type 72 plans & elevations - 0166/D5-P2
Type 9B ground & first floor plans - 0170/D5-P2
Type 9B second floor plan - 0171/D5-P2

Bin Store plans & elevations - 0180/D5-P2
Bin Store plans & elevations - 0181/D5-P2
Single garage plans & elevations - 0182/D5-P2
Double garage plans & elevations - 0183/D5-P2
Triple garage (sales) plans & elevations - 0184/D5-P2
Double & twin garage plans & elevations - 0189/D5-P1
Double & single garage plans & elevations - 0199/D5-P1
Cycle store plans & elevations - 0310/D5-P1
Substation plans & elevations - 0311/D5-P1
Received 18/02/2020

REASON:

For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.

CONDITION: 2

The dwellings hereby approved 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: 3

The construction of the estate roads serving the development including footways, verges and footpaths shall not be other than in accordance with the standard specification of the Highway Authority.

REASON:

In the interest of highway safety.

CONDITION: 4

No dwelling shall be occupied until the estate roads including footways serving it have been laid out and substantially constructed to the satisfaction of the Highway Authority.

REASON:

In the interest of highway safety.

CONDITION: 5

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any order revoking or re-enacting that order, no garages shall be converted to living accommodation.

REASON:

In the interest of highway safety.

CONDITION: 6

The upper floor windows to be formed in the side elevations of plots 5, 19, 26, 38, 44, 64, 109, 131, 139, 154, 179, 188, 205, 209, 218, 225, 264, 290, 294, 309, 316, 317 and 321 shall not be glazed or reglazed other than with obscure glass.

REASON:

To protect the residential amenity of neighbouring properties.

CONDITION: 7

A gap of at least of 2 metres shall be retained between the edge of the Public Right of Way and any vegetation which could overhang the Right of Way.

REASON: To protect the Public Right of Way.

INFORMATIVE: 1

The conditions and s106 agreement attached to R13/2102 are applicable to this phase of development.

INFORMATIVE: 2

Warwickshire Fire Service advise that the development will need to comply with Approved Document B, Volume 2, Section B5 - Access and Facilities for the Fire Service.

INFORMATIVE: 3

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 could include the installation of an ultra-low emission boiler (<40mg/kWh), increased tree planting/landscaping, solar thermal panels, and the incorporation of electric vehicle charging points on any car parking. More information on plants that can be incorporated into landscaping for green walls and roofs can be found here:

https://www.museumoflondon.org.uk/application/files/4915/2604/2216/2018-05-11-phytosensor-final-web-ok-compressed_1.pdf Such measures contribute towards improving air quality. Further information can be obtained from Environmental Health on 01788 533857 or email ept@rugby.gov.uk

INFORMATIVE: 4

To register the properties on this development and receive postal addresses or to amend an existing address please complete an application form for Postal Naming and Numbering. This should be done prior to above ground works commencing. The form can be downloaded at:

http://www.rugby.gov.uk/site/scripts/documents_info.php?documentID=223&categoryID=20029
5 .

INFORMATIVE: 5

It is required that the estate roads including footways, verges and footpaths are designed and 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 the Planning & Development Group, Communities, 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: 6

Before preparing detailed plans of the estate roads for the purposes of adoption under Section 38 of the Highways Act 1980, the applicants/developers should contact, where appropriate, the Street Lighting Group, Warwickshire County Council, Communities, Shire Hall, Warwick, CV34 4SX.

INFORMATIVE: 7

Unless the applicants/developer have entered into an agreement under Section 104 of the Water Industry Act 1991 with the appropriate water supply and sewerage treatment company for the adoption of all sewers contained or passing within the limits of a highway, the Highway Authority may not be prepared to complete a Highway Works Agreement under Section 38 of the Highways Act 1980 to adopt the highway.

INFORMATIVE: 8

Pursuant to Section 149 and 151 of the Highways Act 1980, the applicant/developer must take all necessary action to ensure that mud or other extraneous material is not carried out of the site and deposited on the public highway. Should such deposits occur, it is the applicant's/developer's responsibility to ensure that all reasonable steps (e.g. street sweeping) are taken to maintain the roads in the vicinity of the site to a satisfactory level of cleanliness.

INFORMATIVE: 9

The developer must contact the Highway Authority prior to commencement of any works involving disturbance of the surface of public bridleway RB30 to obtain any necessary consents and make any necessary arrangements for the protection of the public bridleway and its users. The applicant must make good any damage to the surface of public bridleway RB30 caused during works. No site security fencing may be erected on or within 1m of the public bridleway.

Reference: R20/0462

Site Address: Land to the south of the Brinklow Road (B4428) and the east of the Coventry Eastern Bypass (A46) - accessed via the existing access point east of the A46 over-bridge.

Description: Change of use and the erection of a temporary construction compound on fallow agricultural land (to serve the A46 Coventry Junctions improvements (Binley) and (Walsgrave) schemes).

Case Officer Name & Number: Paul Varnish 01788 533771

Recommendation

Planning application R20/0462 be granted permission subject to the conditions and informatives set out in the draft decision notice appended to this report

This application is being reported to Planning Committee for determination because the proposed development falls within the definition of major developments.

The Site:

The application site is located to the west of the Rugby Borough, adjacent to the A46, and on the boundary with Coventry, within the Revel and Binley Woods Ward and Binley Woods Parish Council. The site and wider area to the north, east and south are located within the Green Belt.

The site is approximately 4.7 hectares and includes fallow arable land forming part of the wider curtilage of the Ivor Preece playing fields, which are used by Broadstreet Rugby Club and their estate. Part of the site is within a Flood Zone 2 and 3.

To the north of the site is the A4228 Coventry Road, which is also identified as the B4027 Brinklow Road, and beyond that Coombe Abbey Country Park, part of which is a Site of Special Scientific Interest (SSSI). To the east of the site is pastureland and fields, used for agriculture and to the west, beyond the A46, is the residential estate of Binley, which falls under the jurisdiction of Coventry City Council. To the south are the Ivor Preece playing fields and beyond that Binley Woods, a main rural settlement.

Access to the site will be off an existing access on Brinklow Road.

Planning History:

None, Relevant

Summary of the proposal:

Background

The proposed upgrade of the A46 at Binley junction and Walsgrave junction is one of several schemes set out under the Department for Transport Road Investment Strategy developed by Highways England during 2015 to 2020, as announced in the 2014 Autumn Statement.

Highways England are proposing a scheme to upgrade the A46 Coventry junctions - improving the Binley and Walsgrave roundabouts on the A46 near Coventry. Upgrading the trunk road sections of the A45 and A46 between the M6 and M40 to full expressway standard.

Highways England have stated that this is necessary as *'The A46 is a strategic link between the East and West Midlands, connecting Coventry and Warwickshire to the motorway network. Current levels of congestion are having a serious effect on communities and businesses and could constrain future development in the area'*.

The works to the highway does not form part of the application as they are covered under separate legislation, The Highways Act 1980 and do not require planning permission.

Compound

The proposal consists of a planning application for the change of use of the fallow agricultural land and the erection of a temporary construction compound.

The purpose of the compound is to provide a construction and logistical base to enable the contractors to carry out the works to upgrade the Binley and Walsgrave junctions.

The construction compound is approximately 17,715 Square metres in size and will be positioned to the south/east of the site.

Initial Works

The area where the compound will be located (not the whole field) will be stripped of topsoil and stored separately to the subsoil in accordance with the DEFRA Construction Code of Practice for the Sustainable use of Soils on Construction Sites. The area to the north principally within the flood plain being left as fallow agricultural land. Windrows (heaped material) will be formed on the site where the topsoil will be protected for reuse at the end of the contract when returning the site to agricultural use. The area will be finished with Geobind, a soil enhancement system for temporary and permanent haul road construction.

Compound

The compound will be sectioned into 3 areas; the temporary office area, to include other ancillary buildings; a car parking area and a storage area.

The offices and ancillary buildings will include:

- The Main Office
- Training Room
- Canteen/toilet/drying room
- Security Office
- Smoking Shelter
- Bike Store
- An outdoor Social Space

The Car Parking Area will provide:

- 128 Parking Spaces
- HGV Holding & Turning Space

Storage Area:

- Machine Training Area
- Skips
- Loading/Offloading
- Refuelling
- Earthworks & General Store
- Osborne Maintenance
- Traffic Management
- Roadworks Store
- Accommodation Area
- Topsoil Storage

Fencing

Temporary Heras fencing (or similar) will be erected around the western perimeter of the site area and along the southern boundary to demarcate any areas that could pose a security risk as being open to the public. This fencing will be 2.4m high. Around the northern and eastern perimeter, the existing hedge and tree line will be maintained.

Gates

There are two gates at the entrance to the access road off Brinklow Road. An additional security gate will be installed at the entrance to the compound beside the security cabin.

Temporary office buildings

The temporary cabins will be single stacked. The main cabins provide a floor area of 648sqm and are approximately 36m long by 18m wide and approximately 2.7m in height. Additional single-story porta-cabins will be used to provide welfare for the on-site labour and a training facility if required. The total floor area of the buildings is approximately 1306m².

The construction compound will be accessed via the existing access off Brinklow Road.

Technical Consultations:

Highways England – No objection

Flood Risk Management – Initial response, objection. Further response, no objection, subject to conditions.

Ecology – Request for an ecological impact assessment. No objection, subject to conditions.

Coventry City Council – Commented

Natural England – No objection, subject to a condition.

Severn Trent – No response

The Environment Agency – Initial response, objection. Further response, no objection, subject to conditions.

RBC Environmental Health – No objection, subject to conditions and informatives

WCC Highways – Initial response, objection. Further response, no objection, subject to conditions.

WCC Archaeology – No response

Third Party Consultations:

Neighbours – None

Binley Parish Council – No objection

Relevant Planning Policies:

Rugby Borough Council Local Plan 2011-2031

GP1 - Securing Sustainable Development

GP2 - Settlement Hierarchy

SDC1 - Sustainable Design

NE1 - Protecting Designated Biodiversity and Geodiversity Assets

D1 - Transport

D2 - Parking Facilities

HS5 – Traffic Generation and Air Quality

SDC4 – Sustainable Buildings

SDC5 – Flood Risk Management

SDC6 – Sustainable Drainage

Guidance

National Planning Policy Framework

SPD Sustainable Design and Construction, including Residential Design Guide

SPD Planning Obligations

Determining Considerations:

The main issues concerning this application are the principle of the proposal, the design and appearance of the proposal; the impact of the proposal upon the amenities of the neighbouring properties; the impact on the visual and residential amenities of the area; ecology, flooding and highways safety.

1. Principle of development:

1.1 The Local Plan Policy GP1 states that the LPA, when considering development proposals, will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions, which mean that proposals can be approved where possible, and to secure development that improves the economic, social and environmental conditions in the area.

1.2 The Local Plan Policy GP2 states that development will be allocated and supported in accordance with a settlement hierarchy, with new development in the Green Belt being resisted and only where national policy on Green Belts allows will development be permitted.

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

1.4 The application site is located within the Green Belt, as defined in the Local Plan Policy GP2. Therefore, new development will be resisted, and only where national policy on Green Belt allows will development be permitted.

Green Belt

1.5 Paragraph 133 of the NPPF states 'The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence'.

1.6 Paragraph 143 of the NPPF states 'Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

1.7 The NPPF advises within paragraph 145 to regard the construction of new buildings as inappropriate in the Green Belt, unless they comply with certain exceptions.

1.8 Within paragraph 146 the NPPF advises that other forms of development would not be considered inappropriate, provided that they preserve the openness and do not conflict with the purposes of including land within it.

1.9 The proposal does not comply with the exceptions specified within paragraph 145 or 146 of the NPPF and would subsequently be considered inappropriate and should not be approved, unless it can be demonstrated that there are very special circumstances.

1.10 Paragraph 144 of the NPPF states: 'when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very Special Circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.'

1.11 The agent has provided the following information to support of the application and to demonstrate very special circumstances.

The compound is essential to deliver a major infrastructure project

1.12 The proposed construction compound is an essential part of the A46 Coventry Junction Upgrades. This will be carried out by Highways England (HE) and is a locally significant infrastructure project that involves improvements to the Binley and Walsgrave junctions on the A46. This will be undertaken by HE as a phased approach by delivering the upgrade at Binley first, followed by the Walsgrave upgrade.

The compound is of a temporary duration and fully reversable

1.13 The site occupies what is an agricultural field, currently fallow for two years, adjacent to the A46. It is not in the ownership of Highways England and there is no intention for Highways England to permanently acquire the land. It will be leased from the current owners, Broad Street Rugby Club, and returned to its original state when the junctions upgrade works have been completed. This is anticipated to be for a period of approximately five years. Therefore, whilst the application will involve engineering operations to create the compound, there will be no permanent effect on the Green Belt or visual landscape.

There is no realistic, practical or feasible alternative location to place the compound.

1.14 The compound needs to be situated as close to the A46 highway works as possible. It is not logical to locate the office and ancillary accommodation elsewhere. The A46 forms the boundary line between the two local authorities and is therefore directly within the Green Belt.

1.15 This means that there is no possible or practical alternative to locating this compound on non-Green Belt land.

The location of the compound does not cause any planning harm.

1.16 The NPPF states within Paragraph 134 that the Green Belt serves five purposes: -

- a) To check the unrestricted sprawl of large built up areas;
- b) To prevent neighbouring towns merging into one another.
- c) To assist in safeguarding the countryside from encroachment;
- d) To preserve the setting and special character of historic towns; and

e) To assist in urban regeneration by encouraging the recycling of derelict and other urban land

1.17 Taking each of the above purposes in turn, the proposal will not add to any kind of urban sprawl or coalescence between urban areas. It will safeguard the countryside from encroachment in the long term, as a part of supporting the junction improvements which will assist in easing traffic congestion. The highway improvements may also assist in 'unlocking' some areas for urban regeneration, economic growth and job creation as well as improving traffic flow.

Further considerations

1.18 The proposal is not that far removed from some of the exceptions that are permissible in the Green Belt as outlined in Chapter 13 of the NPPF. Most notably those exceptions outlined at paragraph 146, which include: -

- a) Engineering operations;
- b) Local transport infrastructure where it can demonstrate a requirement for a Green Belt location

Green Belt Conclusion

1.19 Whilst the scheme is ancillary to development, it does not accord completely with those exceptions permissible in the Green Belt and for that reason constitutes inappropriate development. However, due to its low-impact nature and temporary duration this harm is very limited and certainly not significant enough to conflict with the five purposes of the Green Belt set out at paragraph 134 of the NPPF.

1.20 The NPPF is clear however at paragraph 144, that any 'harm' should be given 'substantial weight' and therefore Very Special Circumstances are required to 'clearly outweigh' the potential harm to the Green Belt, together with any other harm resulting from the proposal. The potential harm is weighed against the Very Special Circumstances below.

1.21 There will be economic and social benefits as a result of the proposal due to the creation of office and construction jobs associated with the scheme. This attracts significant weight. There will be environmental benefits to the scheme as a result of the works to the A46 making this major route operate more efficiently in transport terms with resultant improvements to local air quality and the reduction of congestion from traffic. In addition, once works are completed the field will be restored to its current state. This attracts significant weight. The combination of Very Special Circumstances, particularly the need to support upgrade of A46 Junctions at Binley and Walsgrave, will deliver significant economic and social benefits that outweighs the harm to the Green Belt due to the scheme being inappropriate development. The scheme will result in very little by way of visual impact or disturbance, and furthermore the fact it will be for a temporary period means that the land will be reinstated to its former condition, resulting in negligible long-term landscape and visual impact. This adds further weight in favour of the scheme outweighing the temporary harm to the Green Belt.

1.22 Although, the proposed compound would be considered inappropriate development within the Green Belt, it is considered that the applicant has demonstrated very special circumstances to allow for the development to be approved, because it outweighs the harm associated with inappropriate development and as such would accord with Policy GP2, of the Local Plan and the NPPF, providing that all other planning matters are properly addressed.

2.0 Protecting Amenity and Design and Appearance:

2.1 Policy SDC1 states that all development will demonstrate high quality, inclusive and sustainable design and new development will only be supported where the proposals are of a scale, density and design that responds to the character of the areas in which they are situated. All developments should aim to add to the overall quality of the areas in which they are situated.

2.2 Policy SDC1 is supported by the Council's 'Sustainable Design and Construction SPD'.

2.3 The NPPF within Section 12 states the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Protecting amenity

2.4 The nearest neighbours to the site are the residential estate, of Binley to the west, which is over 150 metres away. The Old Lodge Farm to the East, which is over 500 metres away and Oak Farm Nurseries, to the north, which is over 200 metres away. It is considered due to the separation distances between the compound and the neighbouring properties, there will be minimal impact on the amenity of the neighbours.

2.5 Environmental Health have been consulted on the application and have no objection to the proposed compound, subject to conditions being included: for a Construction Management Plan, to ensure noise from the site does not exceed an acceptable level, to control dust emissions and to reduce mud deposition on the road and a condition to prevent Heavy Goods Vehicles passing through villages or residential areas (Conditions 6 and 7). Informatives will be included to advise on statutory construction hours and for the use of lighting.

2.6 It is therefore concluded that the development will not have an adverse impact upon neighbouring amenity, complying with the relevant section of Policy SDC1 which seeks to safeguard neighbouring amenity.

Design and Appearance

2.7 The compound is of a typical design and appearance of this type of development, to include porta-cabins, parking, storage areas and security fencing.

2.8 The porta-cabins are approximately 3 metres in height and collectively will create a footprint of approximately 60 metres by 30 metres. The portacabins will be located to the west of the compound approximately 100 metres from the A46, the nearest Highway.

2.9 The proposed compound must be considered in context, it is a temporary construction and logistical base to enable works to the junctions and of a suitable design, typical of this type of development, and will therefore have a limited impact on the visual amenity of the streetscene or wider area.

2.10 A condition will be included to ensure the field is returned to its original state after a period of 5 years (Condition 3)

2.11 The proposal therefore accords with policy SDC1 of the Rugby Borough Council Local Plan 2011-2031 and the SDP - Sustainable Design and Construction Supplementary Planning Document.

3. Ecological Considerations:

3.1 Part 15 of the NPPF (Conserving and Enhancing the Natural Environment) states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity, among other things.

3.2 In addition, Policy NE1 Protecting Designated Biodiversity and Geodiversity Assets of the Rugby Borough Council Local Plan 2011-2031 states that the Council will protect designated areas and species of international, national and local importance for biodiversity and geodiversity.

3.3 WCC Ecology have no objection subject to a condition (Condition 8), once the condition has been complied with, it is considered the proposal will not have an adverse impact on protected species in accordance with the Local Plan Policy NE1.

4. Traffic Generation and Air Quality:

4.1 Policy HS5 states that proposals where the application site is more than 1,000 sqm of floorspace must:

- 4.2 (1) Achieve or exceed air quality neutral standards; or
(2) Address the impacts of poor air quality due to traffic on building occupiers, and public realm or amenity space users by reducing exposure to and mitigating their effects, proportionate to the scale of the development.

4.3 The Environmental Health Team have assessed the application and due to concerns with dust, noise and vibration controls have requested a condition for a Construction Management Plan (Conditions 6 and 7). No concerns were raised associated with air quality. In addition, the site is not situated within an Air Quality Management Area and the associated vehicle movements by staff is not considered to

be significant. Cycle parking is provided which gives a more sustainable travel option to the site.

4.4 Subject to conditions it is considered that the proposal will conform with Policy HS5.

5. Highway safety and car parking:

5.1 The Local Plan 2011-2031 Policy D1 of the Local Plan states development will be permitted where sustainable modes of transport are prioritised, and measures designed to mitigate transport impacts arising from either individual development proposals or cumulative impacts caused by several proposals are provided.

5.2 A Transport Statement has been submitted to accompany the application. Warwickshire County Council Highways have been consulted regarding the proposal and have raised no objection; subject to conditions (Conditions 9 to 13) it is therefore considered that the development complies with Policy D1 Transport.

5.3 The Local Plan 2011-2031 Policy D2 Parking Facilities states that planning permission will only be granted for development incorporating adequate and satisfactory parking facilities.

5.4 The proposal indicates a total of 128 vehicle parking spaces which includes 8 No. electric vehicle charging points and 4 No. space for drivers with mobility impairments including expectant mothers. There is also provision for the storage of bicycles.

5.5 The D2 Policy does not provide a parking standard for a temporary construction compound. The agent has confirmed 'that they have designed the numbers of car parking spaces to enable all staff visiting the offices and working on the site to be parked safely within the compound. There will be no need for any overflow into the local roads or the area as there is ample sufficiency within the compound'.

5.6 It is therefore considered that there is sufficient parking provision within the site and the proposed development accords with the D2 parking policy.

6. Sustainable Buildings:

6.1 The Local Plan 2011-2031 Policy SDC4 states that 'All non-residential development over 1000 sqm should aim to achieve as a minimum BREEAM (Building Research Establishment Environmental Assessment Method) standard 'very good' (or any future national equivalent) unless it can be demonstrated that it is financially unviable.

6.2 The applicant is unable to achieve the necessary BREEAM standard and have provided the following information as to the reason it would be financially unviable.

6.3 The applicant does not believe BREEAM is applicable in general to temporary buildings with a time limited consent application as it would incur an unjustifiable associated cost for a short-term basis. They consider it inappropriate in the terms that it considers and rates elements such as the landscaping of the site, aims to reassure

customers and users when the building changes hands and scores the building on the ability to refurbish and re-purposing the structure. These are not applicable to a temporary structure.

6.4 The applicant has however taken a “fabric first” approach to the temporary building design which results in a wall and roof u-values (the U-value is a measure of heat loss in a building element such as a wall, floor or roof) which are vastly exceeding those of a typical site accommodation.

6.5 It is therefore considered that the applicant has demonstrated sufficient reasoning why they cannot achieve the necessary BREEAM standard and therefore it is considered unreasonable to refuse planning permission on the basis the proposal conflicts with policy SDC4.

7. Flood risk:

7.1 The Local Plan 2011-2031 Policy SDC5: Flood Risk Management states that a sequential approach to the location of suitable development will be undertaken by the Council based on the Environment Agency’s flood zones as shown on the latest Flood Map for Planning and Strategic Flood Risk Assessment (SFRA). This will steer new development to areas with the lowest probability of flooding, in order to minimise the flood risk to people and property and manage any residual risk.

7.2 The application site is partially located within Flood Zones 2 and 3. A Flood Risk Assessment & Surface Water Drainage Strategy has been submitted as part of the application. The Environment Agency and Warwickshire County Council Flood Risk Management have both been consulted regarding the application and have not objected to the proposal, providing the applicant complies with conditions (Conditions 5 and 6). It is therefore considered that the proposal complies with Policy SDC5: Flood Risk Management.

8. Sustainable Drainage Systems:

8.1 The Local Plan 2011-2031 Policy SDC6: Sustainable Drainage Sustainable Drainage Systems (SuDS) are required in all major developments and all development in flood zones 2 and 3.

8.2 The application site is partially located within Flood Zones 2 and 3. A Flood Risk Assessment & Surface Water Drainage Strategy has been submitted as part of the application. The Environment Agency and Warwickshire County Council Flood Risk Management have both been consulted regarding the application and have not objected to the proposal, providing the applicant complies with conditions (Conditions 5 and 6). It is therefore considered that the proposal complies with Policy SDC6 Sustainable Drainage Sustainable Drainage Systems (SuDS).

9. Planning Balance and Conclusion

9.1 The proposal constitutes inappropriate development due to its location within the Green Belt. Whilst inappropriate development is, by definition, harmful to the Green

Belt, very special circumstances have been demonstrated to outweigh the harm to the Green Belt. The proposal is of an acceptable design and appearance and will not impact on the amenity of neighbouring properties or the visual and residential amenities of the area; and would not impact upon highway safety, flooding and ecology. Accordingly, it is considered that the application accords with the National Planning Policy Framework, and the Rugby Borough Council Local Plan 2011-2031.

10. Recommendation

10.1 Planning application R20/0462 be granted permission subject to the conditions and informatives set out in the draft decision notice appended to this report

DRAFT DECISION

REFERENCE NO:
R20/0462

DATE APPLICATION VALID:
15-Jun-2020

APPLICANT:

Ms Caroline Hutson, Geoffrey Osborne Ltd, Fonteyn House, 47-49 London Road, Reigate, RH2 9PY

AGENT:

N/A

ADDRESS OF DEVELOPMENT:

Land to the south of the Brinklow Road (B4428) and the east of the Coventry Eastern Bypass (A46) - accessed via the existing access point east of the A46 over-bridge.

APPLICATION DESCRIPTION:

Change of use and the erection of a temporary construction compound on fallow agricultural land (to serve the A46 Coventry Junctions improvements (Binley) and (Walsgrave) schemes).

CONDITIONS, REASONS AND INFORMATIVES:

CONDITION 1:

The development to which this permission relates must not be begun later than the expiration of three years from the date of this permission.

REASON:

To comply with Section 91 of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

CONDITION 2:

Unless non-material variations are agreed in writing with the Local Planning Authority the development shall be carried out in accordance with the plans and documents detailed below:

Site Location Plan -HE604819-OSB-HGN-A46 LR A00 Z-DR-ZZ-0005 - Rev P04

GF Plan Markup - (1) Q3921-INN-ZZ-ZZ-DR-X-0001 – Rev T01

Elevations - (2) Q3921-INN-ZZ-ZZ-DR-X-0002 - Rev T01

Site Plan - HE604819-OSB-HGN - A46_LR_A00_Z-DR-ZZ-0004 - Rev P08

Indicative Bell Mouth Design - HE604819-OSB-HGN- A46_LR_A00_Z-DR-ZZ-0004 - Rev PO1

Planning, Design and Access Statement - HE551486-GOE-HGN-ZZ-PL-ZX-0001
Brinklow Road Compound Transport Statement - May 2020 - Document no.: HE604819-OSB-HAC-XX-AS-TX-0001
Received by the Local Planning Authority on the 15th June 2020

RSC - Combined 1 & 2 Road Safety Audit, Brinklow Road, Coventry - Works Compound Access Proposals - Date 29/07/2020
Supporting Documentation - RSA stage 1/2 (19086 Brinklow Road RSA12 Final.pdf) - Dated 6th August 2020
Plan - Visibility Splay - HE604819-OSB-HGN-A46_LR_A00_Z-DR-ZZ-0034 - Rev 0 - Date 29-Jul-2020
Received on the 06th August 2020

Supporting Documentation - MLM Group - Flood Risk Assessment & Surface Water Drainage Strategy
Received on the 13th August 2020

REASON:

For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.

CONDITION 3:

The temporary construction compound hereby approved shall be removed from the site and the land reinstated to its former use either; within five years upon the first occupation of the building or within 3 months of the completion of the A46 Coventry Junctions improvements (Binley) and (Walsgrave) schemes works and no later than the 31st December 2026

REASON:

To ensure the proper development of the site.

CONDITION 4:

The development shall be carried out in accordance with the submitted flood risk assessment (ref Flood Risk Assessment & Surface Water Drainage Strategy Revision 3 dated 13 August 2020 compiled by Osborne) and the following mitigation measures it details:

- Osborne drawing HE604819-OSB-HGN-A46_LR_A00_Z-DR-ZZ-0004-Site Plan whereby all top soil storage is located outside of Flood Zone 3.
- The skips and refuelling areas are located outside of Flood Zone 3.

Appendix D Flood Evacuation Plan is completed before and during occupancy of the site to prepare and protect site personnel and vehicles during extreme flood events.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

REASON:

- To reduce the risk of potential contamination of flood water with fuel.
- To reduce the risk of skips from floating away/causing blockages or contents contaminating flood water.
- To prevent the risk of staff/contractors being trapped by/in flood water.

- To prevent the risk of vehicles causing blockages within flood water or floating away with or without occupants.

CONDITION 5:

The development permitted by this planning permission shall be carried out strictly in accordance with the approved Flood Risk Assessment & Surface Water Drainage Strategy (FRA) (ref. 6100212-MLM-ZZ-XX-RP-C-0002 Rev. 02) by MLM Group dated 29/07/2020 and in particular the following mitigation measures detailed within the FRA:

- Limit the discharge rate generated by all rainfall events up to and including the 100 year (plus an allowance for climate change) critical rain storm to 2.5 l/s for the site.
- Provide provision of surface water attenuation storage as stated within the FRA of 678 m3 and in accordance with 'Science Report SC030219 Rainfall Management for Developments'.
- No stockpiling or placement of the SuDS basin within fluvial Flood Zone 3.
- Use of filter drains, proprietary treatment device and SuDS basin with sediment forebays and a low flow channel to manage water quality of site runoff.
- Management and maintenance of the entire surface water drainage network for the lifetime of the development, carried out by Osborne.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing and phasing arrangements embodied within the scheme.

REASON:

To prevent the increased risk of flooding; to improve and protect water quality and to ensure the future maintenance of the sustainable drainage structures.

CONDITION 6:

Construction Management Plan

Prior to the commencement of any works, a Construction Management Plan shall be submitted in writing to, and approved by, the Local Planning Authority. This shall include details relating to:

- the control of noise and vibration emissions from construction activities including groundwork's and the formation of infrastructure including arrangements to monitor noise emissions from the development site during the construction phase
- the control of dust including arrangements to monitor dust emissions from the development site during the construction phase
- measures to reduce mud deposition offsite from vehicles leaving the site.

Development shall be carried out in compliance with the approved Construction Method Statement, unless otherwise approved in writing by the Local Planning Authority.

It would be acceptable if confirmation were submitted to demonstrate that the construction controls for the junction improvements works are to be applied to the site compound.

REASON:

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

CONDITION 7:

Routing of HGV's and construction activity related vehicles shall avoid passing through villages or residential areas, as identified in section 3.4 of the Osbourne Brinklow Road Compound Transport Statement May 2020 Document no.: HE604819-OSB-HAC-XX-AS-TX-0001. Limited exceptions may be made small numbers of light duty vehicles approaching from the west.

REASON:

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

CONDITION 8:

Construction Environmental Management Plan (CEMP):

The development hereby permitted, including site clearance work, shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. In discharging this condition the LPA expect to see details of measures to avoid damage to the interest features for which Coombe Pool SSSI has been identified, and pre-commencement checks and appropriate working practices and 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 the protection of important habitats and protected species during development

CONDITION 9:

The development shall not be occupied until the public highway B4428 Brinklow Road has been improved so as to provide for facilities to allow pedestrians to cross Brinklow Road from the existing footway north of the carriageway in order to access the site, in accordance with a scheme approved in writing by the Local Planning Authority in consultation with the Highway Authority.

REASON:

In the interest of highway safety

CONDITION 10:

The development shall not be occupied until the existing vehicular access to the site has been remodelled in accordance with a scheme approved in writing by the Local Planning Authority in consultation with the Highway Authority.

REASON:

In the interest of highway safety

CONDITION 11:

The access to the site for vehicles shall not be used in connection with the development hereby permitted until it has been surfaced with a bound macadam material for a distance of 15 metres as measured from the near edge of the public highway carriageway.

REASON:

In the interest of highway safety

CONDITION 12:

The development shall not be occupied until all parts of the existing access within the public highway not included in the permitted means of access have been closed and the kerb and verge have been reinstated in accordance with the standard specification of the Highway Authority.

REASON:

In the interest of highway safety

CONDITION 13:

The development shall not be occupied until visibility splays have been provided to the vehicular access to the site in accordance with drawing number HE604819-OSB-HGN-A46_LR_A00_Z-DR-ZZ-0034 rev 0. 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 14:

The development shall not be occupied until an Access Management Plan has been submitted to and approved by the Local Planning Authority, including details of temporary traffic management signage, methods of control for vehicles entering and exiting the site to minimise the likelihood of large vehicles meeting in the vicinity of the junction mouth, and details of any amendments to speed limits. Access shall thereafter occur only in accordance with the Access Management Plan at all times when the development is in operation.

REASON:

In the interest of highway safety

INFORMATIVE 1:

Any works within the channel of an Ordinary Watercourse will likely require Land Drainage Consent prior to construction from Warwickshire County Council as Lead Local Flood Authority.

INFORMATIVE 2:

Construction hours for statutory undertaker or major developments

The normal hours for construction sites within Rugby are Monday to Friday 07:30 to 18:00 and Saturday 08:30 to 13:00, with no noisy activity taking place outside of these times and or on Sundays or public/bank holidays. Works carried out by a statutory undertaker may take place outside these hours however Best Practicable Means (BPM) as defined within the Control of Pollution Act 1974 should still be employed to control noise and vibration in relation to this site. Reference should be made to the relevant Codes of Practice, including BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites, Part 1: Noise and Part 2: Vibration. No (noisy) works would be expected to take place on Christmas Day. Contact should be made with council once a methodology and work schedule is available to ensure compliance with the requirements of the Control of Pollution Act 1974.

INFORMATIVE 3:

Lighting - Any external lighting should be installed to ensure there is no glare or excessive light spill that may affect any properties off site. Information can be obtained from the Institute of Lighting Professionals on types and positioning of lighting to minimise off site effects.

INFORMATIVE 4:

Condition numbers 9-13 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 5:

Section 163 of the Highways Act 1980 requires that water will not be permitted to fall from the roof or any other part of premises adjoining the public highway upon persons using the highway, or surface water to flow - so far as is reasonably practicable - from premises onto or over the highway footway. The developer should, therefore, take all steps as may be reasonable to prevent water so falling or flowing.

INFORMATIVE 6:

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 could include the installation of an ultra-low emission boiler (<40mg/kWh), increased tree planting/landscaping, solar thermal panels, and the incorporation of electric vehicle charging points on any car parking. More information on plants that can be incorporated into landscaping for green walls and roofs can be found here:

https://www.museumoflondon.org.uk/application/files/4915/2604/2216/2018-05-11-phytosensor-final-web-ok-compressed_1.pdf Such measures contribute towards improving air quality. Further information can be obtained from Environmental Health on 01788 533857 or email ept@rugby.gov.uk

Reference: R18/1247

Site Address: LAND P19216, BROWNSOVER ROAD, BROWNSOVER, RUGBY

Description: Erection of 16 dwellings with associated parking and access.

Case Officer Name & Number: Jo Orton, 01788 533549

Recommendation

Approve subject to conditions, informatives and completion of a S106 Agreement.

Introduction

This application is being reported to Planning Committee in accordance with the Scheme of Delegation, as the application constitutes major development.

Application Proposal

This application seeks full planning permission for the erection of 16 dwellings along with the formation of 32 car parking spaces. The proposal seeks to provide 16 semi-detached three storey town houses for sale on the open market all containing three bedrooms. Access to the site is to be taken from the existing junction on Brownsover Road with two house types being provided. The main variant between the dwellings would be the addition of a gable window to the ground floor.

House Type One

These dwellings would have a maximum height of 9.9 metres with a height of 5.4 metres to the eaves; there would be a width of 11.7 metres and a depth of 9.6 metres with 12.6 metres to the retaining wall. These properties would incorporate an open plan living room; dining room; kitchen and utility room to the basement with the ground floor benefiting from a bathroom study and two bedrooms. The first floor would incorporate the master bedroom with en-suite and balcony.

House Type Two

The second plot type would have a maximum height of 10.4 metres with a height of 5.9 metres to the eaves; there would be a width of 11.7 metres and a depth of 9.7 metres with 12.6 metres to the retaining wall. These properties would incorporate an open plan living room; dining room; kitchen and utility room to the basement with the ground floor benefiting from the master bedroom with en-suite; study and toilet. Whereas the first floor would incorporate two bedrooms and a bathroom.

Site and Surrounding Area

The application site is located between Brownsover Road located to the north east with the canal to the south west with the two storey Premier Inn sited to the east of the application site. There are residential dwellings located to the north of the application site on the opposite side of

Brownsover Road which are set at a significantly higher level. To the west of the application site and on the opposite side of the canal are a number of industrial units.

The site itself has fallen into a state of disrepair which is now overgrown and currently fenced off from members of the public. The Design and Access Statement submitted with the application confirms that the existing site slopes down from Brownsover Road in the north east towards the Canal Spur on the south west. Falls across the site range from 5.19 metres and 7.6 metres. The application site is currently bound by a number of mature trees and vegetation providing screening from the Brownsover Road and industrial estate.

Relevant Planning History

<u>Application Number</u>	<u>Description</u>	<u>Decision</u>	<u>Date</u>
R99/0746	Erection of 21 dwellings and construction of an access road.	Approved	23 rd February 2000
R07/0855	Erection of 21 dwellings and construction of an access road (substitution of house types and associated amendments to layout in relation to the extant planning permission R99/0746/19216/P granted on 23 rd February 2000).	Approved	19 th October 2007
R11/0863	Erection of 21 dwellings and construction of an access road (substitution of house types and associated amendments to layout in relation to the extant planning permission R99/0746/19216/P granted on 23 rd February 2000). Variation of Condition 2 of planning permission R07/0855/MAJP dated 19 th October 2007 re approved plans.	Approved	20 th October 2011

Technical Responses

No objections have been received from:

Warwickshire County Council (Flood Risk Management)
 Warwickshire County Council (Highways)
 Warwickshire County Council (Ecology)
 Rugby Borough Council (Environmental Services)
 Rugby Borough Council (Arboriculture Officer)
 Rugby Borough Council (Work Services)
 Warwickshire Police
 Warwickshire Fire and Rescue
 Environment Agency
 Canal and River Trust
 Warwickshire Wildlife Trust

Seven Trent Water

Third Party Responses

Neighbours notified and a site and press notice have been displayed. One letter of observation has been received raising the following:

1. Should the residential consent be granted we would not expect to have any problems with or objection to our use on amenity grounds from occupants in the future, namely;
 - a) While the proposed development is on higher ground, there may be sight lines from our 1st floor offices to the proposed residential dwellings; and
 - b) There are HGV vehicle movements on-site with associated noise.

Along with the letter of observation which has been received, two letters of objection have also been received, raising the following:

1. This is one of the last pieces of land left that residents can walk around which is home to wildlife;
2. There is significant risk to protected species, the plans in their current form do not provide adequate long term protection for the species and habitat; and
3. No corridor protection or barrier fencing is available to protect wildlife and protected species.

Relevant Planning Policies and Guidance

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.

Local Plan Policy 2011-2031

Policy GP2: Settlement Hierarchy
Policy H1: Informing Housing Mix
Policy H2: Affordable Housing
Policy HS4: Open Space and Recreation
Policy NE1: Protecting Designated Biodiversity and Geodiversity Assets
Policy SDC1: Sustainable Design
Policy SDC2: Landscaping
Policy SDC5: Flood Risk Management
Policy D1: Transport
Policy D2: Parking Facilities
Policy D4: Planning Obligations

Supplementary Planning Documents – 2012

Planning Obligations

National Planning Policy Framework – 2019

Section 2: Achieving Sustainable Development

Section 9: Promoting Sustainable Transport

Section 12: Achieving Well Designed Places

Section 15: Conserving and Enhancing the Natural Environment

Determining Considerations

The main considerations in respect of this application are as followings:

1. The Principle of Development;
2. Character and Design,
3. Impact on Residential Amenity;
4. Highway and Parking Standards;
5. Flooding Issues;
6. Ecology;
7. Landscaping;
8. Developer Contributions;
9. Heads of Terms;
10. Planning Balance;
11. Conclusion; and
12. Recommendation.

1. Principle of Development

1.1 Policy GP2 of the Local Plan states that development will be allocated and supported in accordance with the settlement hierarchy.

1.2 The application site is located within the Rugby Town as defined within Policy GP2 of the Local Plan which is the main focus for all development in the Borough. As such; there is a principle in favour of sustainable development, subject to all planning matters being appropriately addressed.

1.3 It is therefore considered that the application is in accordance Local Plan Policy GP2.

2. Character and Design

2.1 Local Plan Policy SDC1 seeks to ensure that development is of a high quality and will only be allowed where proposals are of a scale, density and design that responds to the character and amenity of the areas in which they are situated.

2.2 Section 12 of the NPPF states that the creation of high-quality buildings and place is fundamental to what the planning and development process should achieve. Likewise, Paragraph 127 (a) states that development will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.

- 2.3 The proposal would be sited between a minimum of 13 metres and 42 metres away from the public highway and would with all plots benefiting from generous amenity spaces. The layout has been designed so that the dwellings follow the contours of the canal and also provides a well design street scene with landscaping softening hard surfaces required for providing adequate parking provision.
- 2.4 The residential dwellings have been well designed utilising the natural levels of the land so that from the street scene and entrance to the site the three storey dwellings have the appearance of two storey properties with the ground floor being set below ground level with the use of a retaining wall. Whilst final materials details are to be agreed the pallet indicated with the CGI elevations provided by the agent would result in an attractive scheme once completed.
- 2.5 This application is therefore considered to be in accordance with Policy SDC1 of the Local Plan and Section 12 of the NPPF.
3. Impact on Residential Amenity
- 3.1 Policy SDC1 states that development will ensure that the living conditions of existing and future neighbouring occupiers are safeguarded.
- 3.2 The nearest residential dwellings and industrial units are separated from the application site by at least 21 metres and 63 metres and taking into consideration the on-site topography there will be no material impacts on the amenities of neighbouring properties.
- 3.3 The Premier Inn is located to the South East of the application site and is detached likewise there is a window to the side elevation which is visible from the application site. Whilst there are windows proposed to the side elevation of the neighbouring property serving the en-suite and a secondary dining room window, taking into consideration the separation distance of at least 23 metres there will be no material impacts on the occupiers of the Premier Inn.
- 3.4 This application is therefore considered to be in accordance with Policy SDC1 of the Local Plan and Section 12 of the NPPF.
4. Highway Safety
- 4.1 Local Plan Policy D1 states that sustainable transport methods should be prioritised with measures put in place to mitigate any transport issues. Whereas Appendix 5 expands on this and further sets out the need for transport assessments to be submitted with planning applications to assess the impact and acceptability of development proposals.
- 4.2 Local Plan Policy D2 also state that planning permission will only be granted for development which incorporates satisfactory parking facilities as set out within the Planning Obligations SPD and Appendix 5 of the Local Plan.
- 4.3 The table provides a breakdown of the total requirements for parking provision for dwellings proposed within this application. For clarity 3-bedroom properties seek provision for 2 spaces to be provided.

Parking Provision					
House Type	No. Beds	No. of Units	SPD Requirements	Parking Provision	Complies Yes/No
1	3	8	16	16	Yes
2	3	8	16	16	Yes
Total Requirements			32	32	Yes

- 4.4 Given the compliance with Appendix 5 of the Local Plan and SPD on Planning Obligations it is considered that the scheme would not result in an adverse impact on parking provision within the development. It is therefore considered that there will be no materially adverse impacts on parking provision within the surrounding area.
- 4.4 Warwickshire County Council (Highways) initially objected to the application on the basis that insufficient information had been submitted in order to fully assess the application. Following the submission of additional information the Highways Authority have confirmed that the bin store being provided in close proximity to the site access, will remove the need for a turning area suitable to accommodate a refuse vehicle.
- 4.5 The Highway Authority within the last objection raised concerns with regards to visibility splays being obstructed by the existing vegetation in between car parking space no. 32 and the car parking spaces for the hotel, and for vehicles egressing from the car parking spaces fronting Plots 11 to 16. The revised drawing does not include existing conditions and it is therefore unclear whether the existing hedgerow will remain as part of the development proposals or be removed.
- 4.6 A footway has been proposed within the application site at the vehicular access, however it is unclear from the drawing whether a new footway will be provided along the south-western side of Brownsover Road or just within the site, as the colouring is the same.
- 4.7 This information has been received from the agent and a consultation has been carried out accordingly. Confirmation has been received from the Highway Authority that the proposed access road is not considered adequate for adoption as highway maintainable at public expense in terms of its layout, however the revised plans adequately mitigate the concerns raised in the original Highway Authority. It is therefore considered that a private access road and associated facilities as proposed would not have an unacceptable impact on the safe and efficient operation of the highway.
- 4.8 As such the Highway Authority has no objection to the planning application subject to appropriate conditions and informatives (Conditions 16 – 19).
- 4.9 This application is therefore considered to be in accordance with Local Plan Policy D2 along with the SPD on Planning Obligations.
5. Flooding Issues
- 5.1 When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at

risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- Within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
- Development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

5.2 Whilst the application site is located within Flood Zone 1 which has a low probability of flooding as the application constitutes major development the Warwickshire County Council (Flood Risk Management) team and the Environment Agency have been consulted on the application. The Environment Agency have confirmed that having viewed the submitted documentations they have no objections to the proposal subject to appropriate informative being attached to any permission.

5.3 Warwickshire County Council (Flood Risk Management) initially objected to the application on the grounds that insufficient information has been submitted to allow a formal response to be provided. A request was made to the agent for the additional information; to be submitted with the application. This information was received a re-consultation was carried out accordingly. It has been confirmed from Warwickshire County Council (Flood Risk Management) that they have no objections subject to conditions (Condition 20 and 21).

6. Ecology

6.1 Policy NE1 of the Local Plan seeks to ensure that development proposals do not have an adverse impact upon protected habitats and species. It also sets out that development should retain and protect natural habitats and provide mitigation and compensation measures where this would be lost. In addition, Policy NE2 of the Local Plan requires proposals to protect, restore and enhance green infrastructure assets within the defined Strategic Green Infrastructure Network.

6.2 Warwickshire County Council (Ecology) initially objected to the application on the grounds that insufficient information had been submitted with the application to fully address any impact on protected species within the vicinity. A request was made to the agent for the additional information; to be submitted with the application. This information was received and a re-consultation carried out accordingly.

6.3 Following the receipt of the information colleagues within Warwickshire County Council (Ecology) who confirmed that previous concerns have now been addressed and in light of the habitat enhancements proposed, the plans will result in a net loss to biodiversity of -0.71 units. In light of this a biodiversity offsetting scheme is requested to compensate for the loss off-site, to ensure net gain in line with the NPPF and Local Plan Policy NE1. As detailed below a Landscape and Ecological Management Plan (Condition 24). Is to be secured via condition of any approval granted to include the details of the timings of works, habitat creation and enhancement, management prescriptions associated with the agreed BIA calculator.

6.4 *Water Vole Survey*

Surveys carried out on site confirm that there are signs of a water vole colony which will be required to be translocated under a licence to be obtained from Natural England to the receptor area. A water vole mitigation strategy will be required to be submitted and agreed, to provide a net conservation gain to the water vole population (Condition 22).

6.5 *Reptile Survey*

A reptile survey was undertaken in suitable weather conditions and in accordance with an appropriate methodology. No reptiles were found however smooth newts were recorded under logs on the site. Despite no reptiles being found during the survey, the habitat within the site provides very suitable habitat (such as wood chipping piles) and is well connected within the landscape to suitable habitat including the Swift Valley nature reserve and the Oxford Canal. There are several grass snake records in the local area with all reptiles being protected against killing and injury under the Wildlife and Countryside Act (1981).

Given the suitability of the habitat and records nearby, a pre-check for reptiles will be required prior to any vegetation or site clearance works commencing and vegetation should be removed in a sensitive manner with an ecological watching brief present in accordance with an agreed reptile method statement. It has been recommended that the reptile method statement is included within the overall CEMP for the site (Condition 23). The reptile survey recommends habitat mitigation for grass snake and other reptiles by establishing two deadwood piles and an artificial hibernaculum to replace those features lost through development. The locations of these features should be near the canal and shown within the Landscape and Ecological Management Plan (Condition 24).

6.6 This application is therefore considered to be in accordance with Policy NE1 of the Local Plan and Section 15 of the NPPF.

7. Landscaping

7.1 Local Plan Policy SDC2 states that the landscape aspects of a development proposal will be required to form an integral part of the overall design. A high standard of appropriate hard and soft landscaping will be required.

7.2 Following consultation with the Local Authorities Arboriculture Officer it has been confirmed that there is a line of mature (and protected) Poplar trees located opposite the application site and on the other side of the canal, however, given their location off site, their presence should not be seen as a constraint to this development. The site itself is largely made up of scrub with sporadic small-scale self-set trees for example Ash and Hawthorn therefore nothing significant from a visual amenity point of view.

7.3 Given the location of the application site adjacent to the disused canal there are a number of ecological issues which are discussed in detail within the ecological report submitted. Indeed, this report discusses a number of mitigation measures including the provision of 6-8m buffer zone adjacent to the canal with associated native planting. However, no scheme has been submitted in relation to this, likewise, there are opportunities for new tree planting both along the northern boundary adjacent to Brownsover Road and also smaller scale planting within the site, both in the interests of

visual amenity and biodiversity. As such a request has been made to the agent for the inclusion of detailed landscape scheme that fulfils both ecological enhancement and visual amenity requirements.

7.4 This information was received from the agent and a re-consultation carried out with the Local Authorities Arboriculture Officer where it has been confirmed that there are no objections to the proposal subject to appropriate conditions (Condition 25).

7.5 This application is therefore considered to be in accordance with Local Plan Policy SDC2.

8. Developer Contributions

8.1 Local Plan Policy H1 states that a wide choice of high quality market housing must provide a mix of types and sizes with Policy H2 stating that affordable homes should be provided on all sites of at least 0.36 hectares or capable of accommodating 11 dwellings or more.

8.2 Rugby Borough Council (Housing) have confirmed that in light of the application site, currently benefiting from extant planning permission (R11/0863) for the erection of 21 new dwellings, which did not have any affordable housing provision. Whilst contrary to policy, colleagues have confirmed in this instance, it would not be appropriate to ask for affordable housing.

8.3 Policy D4 of the Local Plan Policy along with the Planning Obligations SPD states that the type, amount and phasing of contributions sought from developers will be necessary to make the development acceptable, directly related, and fairly and reasonably related in scale to the development proposed. Policy HS4 states that residential development of 10 dwellings and above shall provide or contribute towards the attainment of the Council's open space standards.

8.4 The SPD on Planning Obligations states that an off-site contribution is required, subject to negotiation with the Council, in this instance a contribution is required towards the costs of the open space provision. It has been confirmed that the contribution is not required for allotments or sports and would be used to provide the following:

- The enhancement of Hollowell Way facilities; and
- The resurfacing of the car park at Swift Valley Park.

8.5 Warwickshire County Council (Planning) have confirmed that a Sustainable Travel Packs are required per dwelling in order for the County Council to allow for the provision of information packs for owners and occupiers of the dwellings which include information on sustainable modes of transport and to help promote sustainable travel and road safety in the local area. Likewise, colleagues with Education have requested a contribution to allow for additional secondary school provision within the catchment area.

8.6 The University Hospitals for Coventry and Warwickshire NHS Trust have been in contact advising that they are looking to put forward its representation in respect of the impact that the development has on health and wellbeing in particular in relation to the impact that the development has on the acute service provided by the Trust. Following there

advises they have confirmed that they require a contribution to be used directly to provide health care services to meet patient demand.

- 8.7 Warwickshire County Council (Ecology) have confirmed that due to the net loss of -0.71 in biodiversity units a contribution is required as any net loss in contrary to the NPPF and would need to be addressed through an offsetting agreement to create habitats further afield.

9. Heads of Terms

- 9.1 In summary the contributions required for this proposal have been highlighted as per the table below:

<u>Contribution</u>	<u>Requirement</u>	<u>Trigger</u>
Play and Open Space	Improvements to Hollowell Way facilities and the resurfacing of the car park Swift Valley Park. To be capped at requested amount.	Commencement of Development
NHS Trust	Meet patient demand for access to health care services.	To Be Confirmed
Warwickshire County Council (Traffic and Road Safety)	To help the promotion of sustainable travel and road safety.	Commencement of Development
Warwickshire County Council (Education)	To allow for additional secondary school provision within the catchment area.	Commencement of Development.
Warwickshire County Council (Ecology).	Biodiversity offsetting due to mitigate a loss of on-site biodiversity.	To Be Confirmed

- 9.2 In relation to the detail quoted above, these are subject to further negotiation and finalisation prior to the completion of the S106 Agreement.

10. Planning Balance

- 10.1 The NPPF sets out a presumption in favour of sustainable development and advises decision-takers to approve a development proposal that accords with the development plan without delay. The question of whether or not a particular proposal constitutes “sustainable development” is not simply a matter of location; it involves a wide variety of other considerations such as the three dimensions of sustainability. The NPPF at paragraph 7 identifies the three dimensions to sustainability, those being economic, social and environmental. Paragraph 8 goes on to advise that in order to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.
- 10.2 From an economic perspective the proposed new dwellings would result in money being invested in construction on the site, employment relating to construction jobs over the

build period, new household spending in the Borough, a contribution to the viability of local retail uses, services and businesses and additional Council Tax revenue. Such matters would have a positive impact on the local economy and prosperity of the Borough which weighs in favour of the application. As such, the proposed development would satisfy the economic role of sustainable development.

- 10.3 From a social perspective the proposed development of up to 16 dwellings, would make a significant and positive contribution towards housing needs within the Borough. The financial contributions toward education and health care provisions are also considered to be promoting positive social benefits. These matters consequently weigh in favour of the application. As such, the proposed development would satisfy the social role of sustainable development.
- 10.4 From an environmental perspective the potential adverse impacts of the proposed development in relation to the use of the land, accessibility, landscape character and appearance, trees and hedgerows, heritage and archaeology, highway safety, traffic flows, public rights of way, flood risk, drainage, air quality, noise, contamination, visual amenity, residential amenity, water conservation and carbon emissions have all been considered. Whilst there would be a net loss in biodiversity, this loss would be mitigated through conditions.
- 10.5 Therefore, the development of the site would result in significant social and economic benefits as well as environmental benefits. Paragraph 8 of the NPPF is clear that the 3 roles should not be taken in isolation but that to achieve sustainable development economic, social and environmental gains should be sought jointly and simultaneously. The identified benefits would mean, on balance, that the proposal would represent sustainable development in terms of the NPPF and is therefore considered to accord with the Development Plan and the NPPF.

11. Conclusion

- 11.1 The proposal would respect the scale and character of the surrounding area, would not adversely affect the amenities of the occupiers of neighbouring properties, and would not impact upon highway safety.
- 11.2 It is concluded that the proposal constitutes sustainable development. It complies with the Development Plan and there are no material considerations which indicate that the proposal should be refused. 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 recommended that planning permission should be approved subject to the completion of a S106 Agreement broadly in accordance with the Heads of Terms set out in this report with delegated approval to the Head of Growth and Investment to negotiate and finalise the terms of the S106 Agreement.

12. Recommendation

(1) Planning application R18/1247 to be granted 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 Head of Growth and Investment (in consultation with the Planning Committee Chairman) be given delegated authority to negotiate and agree the detailed terms of the legal agreement which may include the addition to, variation of or removal of financial contributions and/or planning obligations outlined in the heads of terms within this report.

DRAFT DECISION

REFERENCE NO:
R18/1247

DATE APPLICATION VALID:
19-Jul-2018

APPLICANT:

Mr M Vining, The Wigley Group 269, Banbury Road, Oxford, OX2 7LL

AGENT:

Mr Bhavash Vashu, Strutt and Parker 269 Banbury Road Oxford OX2 7LL

ADDRESS OF DEVELOPMENT:

LAND P19216, BROWNSOVER ROAD, BROWNSOVER, RUGBY,

APPLICATION DESCRIPTION:

Erection of 16 dwellings with associated parking and access.

CONDITIONS, REASONS AND INFORMATIVES:

CONDITION: 1

The development to which this permission relates must not be begun later than the expiration of three years from the date of this permission.

REASON: 1

To comply with Section 91 of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

CONDITION: 2

Unless non-material variations are agreed in writing with the Local Planning Authority the development shall be carried out in accordance with the plans and documents detailed below:
Site Location Plan; 17093GA_D_001; received by the Local Planning Authority 19th July 2018;
Site Use Plan; 17093GA_D_004A; received by the Local Planning Authority 19th July 2018;
Site Plan; 17093GA_D_101B; received by the Local Planning Authority 10th January 2020
House Type 01 Plans; 17093GA_D_102A; received by the Local Planning Authority 19th July 2018;
House Type 01 Elevations; 17093GA_D_103A; received by the Local Planning Authority 19th July 2018;
House Type 02 Plans; 17093GA_D_104A; received by the Local Planning Authority 19th July 2018;
House Type 02 Elevations; 17093GA_D_105A; received by the Local Planning Authority 19th July 2018;
Street Elevations; 17093GA_D_106A; received by the Local Planning Authority 19th July 2018;
Bin Store; 17093GA_D_107; received by the Local Planning Authority 19th December 2018;
Drainage Strategy; S1352-DS-100 Rev P; received by the Local Planning Authority 19th July 2018;
Flood Risk Assessment; received by the Local Planning Authority 18th December 2018;
Landscaping Maintenance Plan; received by the Local Planning Authority 21st May 2020;
Landscaping Proposals; received by the Local Planning Authority 21st May 2020; and
Reptile Assessment; 2018-10(07); received by the Local Planning Authority 3rd December 2019.

REASON: 2

For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.

CONDITION: 3

No above ground development shall commence unless and until full details of the colour, finish and texture of all new materials to be used on all external surfaces, together with samples of the facing bricks and roof tiles 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: 3

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

CONDITION: 4

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any order revoking or re-enacting that order, unless already detailed within the Landscaping Proposals Plan or approved via condition 6, no wall, fence, gate or other means of enclosure shall be erected, constructed or placed in front of the dwellings without the prior written permission of the Local Planning Authority.

REASON: 4

In the interest of visual amenity.

CONDITION: 5

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any order revoking or re-enacting those orders, no development shall be carried out which comes within Classes A - F of Schedule 2 Part 1 of the Order without the prior written permission of the Local Planning Authority.

REASON: 5

In the interest of residential amenity.

CONDITION: 6

No above ground development shall commence unless and until details of all proposed walls, fences and gates, including elevations, 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: 6

In the interest of visual amenity.

CONDITION: 7

No above ground development shall commence until samples of the block provisions to be used in the surfacing of the private drives, individual access drives, turning and manoeuvring areas as indicated on the approved layout drawing shall be submitted to and approved by the Local Planning Authority.

REASON: 7

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

CONDITION: 8

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any order revoking or re-enacting those orders, with the exception of those areas indicated on the approved layout drawing, no hard surface shall be constructed within the open frontage landscape areas in front of or to the side of the dwelling houses and no new means of vehicular or pedestrian access constructed to the adjoining public highway without the prior approval of the Local Planning Authority.

REASON: 8

In the interest of visual amenity.

CONDITION: 9

The dwellings hereby approved 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: 9

In the interests of sustainability and water efficiency.

CONDITION: 10

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

REASON: 10

In the interest of fire safety.

CONDITION: 11

No above ground works shall commence unless and until an air quality assessment 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: 11

In the interest of health and safety.

CONDITION: 12

Prior to any development commencing a full noise survey and assessment by a competent noise consultant must be prepared and submitted, with any proposed works, to the local planning authority for approval. The assessment must take into account the general background noise for day time and night time periods and in particular noise generated by the industrial units, hotel, public house and the traffic on the Leicester Road. Any proposed mitigation must insure that the internal noise climate for each flat achieve complainant with the table below:

BS8233: 2014 recommended internal ambient noise level guidelines			
Activity	Location	07:00 to 23:00	23:00 to 07:00
Resting	Living Rooms	35 dB LAeq,16hour	~
Dining	Dining	40 dB LAeq,16hour	~
Sleeping (daytime resting)	Bedroom	35 dB LAeq,16hour	30 dB LAeq,8hour
Section G1 of BS 8233 advises that, Where windows are open for ventilation, then sound reduction is limited to 15dB. The internal criteria given may therefore be corrected by this factor, to derive external limit values for open windows.			

REASON: 12

In the interests of residential amenity.

CONDITION: 13

No development shall commence unless and until a Construction Method Statement / Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The statement shall include details relating to:

- (i) Hours of demolition, construction and deliveries;
- (ii) The control of noise and vibration emissions from construction/demolition 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/demolition phase;
- (iii) The control of dust including arrangements to monitor dust emissions from the development site during the construction/demolition phase;
- (iv) Any temporary site compound, including buildings/structures, lighting, fencing and storage provision;
- (v) The parking of vehicles of site operatives and visitors during the demolition/construction phase;
- (vi) Measures to prevent deleterious material being carried onto the highway network; &
- (vii) Heavy Goods Vehicle construction/demolition routing plan;

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

REASON: 13

In the interests of highway safety and the amenities of the area.

CONDITION: 14

The development shall not be occupied until access for vehicles and pedestrians has been provided to the site in general accordance with drawing number T20518 002.

REASON: 14

In the interest of highway safety.

CONDITION: 15

The development shall not be occupied until visibility splays have been provided to the vehicular access to the site and pedestrian crossing across Brownsover Road in accordance with drawing number T20518 001. 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: 15

In the interest of highway safety.

CONDITION: 16

The development shall not be occupied until refuse storage and collection facilities have been provided within the site in general accordance with drawing number T20518 002.

REASON: 16

In the interest of highway safety.

CONDITION: 17

The development permitted by this planning permission shall be carried out strictly in accordance with the approved Flood Risk Assessment (FRA); Brownsover Road Rugby, Rev. A by MBCE; and in particular the following mitigation measures detailed within the FRA:

- Limit the discharge rate generated by all rainfall events up to and including the 100 year return period plus 40% (allowance for climate change) critical rain storm to 2.5 l/s for the site.
- Provision of surface water attenuation storage as stated within the FRA of 135 cubic metres.
- Use of a swale with a porous filter trench as a method of water quality treatment.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing and phasing arrangements embodied within the scheme.

REASON: 17

To prevent the increased risk of flooding.

CONDITION: 18

No development shall take place until a detailed surface water drainage scheme for the site, 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 in consultation with the LLFA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme to be submitted shall include the information contained within Informative 10 on this decision notice.

REASON: 18

To prevent the increased risk of flooding; to ensure the future maintenance of the sustainable drainage structures.

CONDITION: 19

A Water Vole Mitigation Plan shall be submitted to and approved by the Local Planning Authority before works commence. This shall include a plan showing the layout of protective fencing and detailing a schedule of habitat management to benefit the species. Works shall proceed in strict accordance with the agreed plan.

REASON: 19

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

CONDITION: 20

The development hereby permitted, including site clearance work, shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. In discharging this condition the LPA expect to see details concerning pre-commencement checks protected and notable species including reptiles, amphibians, badger, breeding birds, water vole, otter and appropriate working practices and safeguards for wildlife and habitats 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: 20

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

CONDITION: 21

The development hereby permitted shall not commence until a detailed Landscape and Ecological Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include details of planting and maintenance of all new planting. Details of species used and sourcing of plants should be included. The plan should also include details of habitat enhancement/creation measures and management, such as native species planting, wildflower grassland creation, scrub and hedgerow creation/enhancement, and provision of habitat for protected and notable species (including location, number and type of bat and bird boxes, location of log piles). Such approved measures shall thereafter be implemented in full.

REASON: 21

To ensure a net biodiversity gain in accordance with NPPF.

CONDITION: 22

All proposed landscape planting detailed within the approved landscaping proposal must be planted in the 1st planting season following completion of construction. If within a period of 10 years from the date of planting of any tree/hedge/shrub that tree, or any tree/hedge/shrub planted in replacement for it, is removed, uprooted, destroyed or dies, (or becomes in the opinion of the LPA seriously damaged or defective), another tree/hedge/shrub of the same species and size originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any non-material variations.

REASON: 22

In order to minimise the visual impact of the development on the adjacent Brownsover Arm, in order to support and enhance the biodiversity value of the canal corridor as a designated Local Wildlife Site and as a green infrastructure asset, and to maintain and enhance continuity of tree/hedge/shrub cover within the site and local landscape.

CONDITION: 23

Prior to the erection of any fencing around the private amenity spaces serving the proposed dwelling houses details shall be submitted to and approved by the Local Planning Authority showing hedgehog mitigation measures. The details hereby approved shall be implemented in full and retained in perpetuity.

REASON: 23

In the interest of biodiversity

INFORMATIVE: 1

It is recommended that the developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination;
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required 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; and
3. Refer to the website at www.environment-agency.gov.uk for more information.

INFORMATIVE: 2

Foul is proposed to connect into the public foul water sewer and surface water is proposed to connect into the public surface sewer both of which will be subject to formal section 106 connection approvals. As the Foul proposes pumping, the developers will need to contact STW regarding a Developer Enquiry application so that we can assess it.

For the use or reuse of sewer connections either direct or indirect to the public sewerage system the applicant will be required to make a formal application to the Company under Section 106 of the Water Industry Act 1991. They may obtain copies of our current guidance notes and application form from either our website (www.stwater.co.uk) or by contacting our Developer Services Team (Tel: 0800 707 6600).

INFORMATIVE: 3

Suitable drainage provision and method of foul sewage disposal should be applied during the design and construction phase.

The drainage and waste disposal system will need to comply with the Building Regulations 2010 Approved Document H (2015 Edition)– Drainage and Waste Disposal .

INFORMATIVE: 4

As per the condition the applicant is required to incorporate measures to assist in reducing their impact upon the Air Quality as part of this development. Initiatives could include the installation of an ultra-low emission boilers (<40mg/kWh), increased tree planting, green walls and roofs and the incorporation of electric vehicle charging points on any car parking. Such measures contribute towards making new development air quality neutral.

INFORMATIVE: 5

Condition numbers 14 and 15 require works to be carried out within the limits of the public highway. Before commencing such works the applicant / developer must enter into a Highway Works Agreement with the Highway Authority under the provisions of Section 184 of the Highways Act 1980. Application to enter into such an 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: 6

In view of suitable habitat present on site, care should be taken when clearing the ground prior to development, particularly piles of deadwood /leaves /bonfire mounds. If a hedgehog is found, work should stop until WCC Ecological Services is contacted. Hedgehogs are of high conservation concern and are a Species of Principal Importance under section 41 of the NERC Act. Habitat enhancement for hedgehogs can easily be incorporated into development schemes, for example through provision of purpose-built hedgehog shelters. More details can be provided by the WCC Ecological Services if required.

INFORMATIVE: 8

This development is subject to a s106 legal agreement.

INFORMATIVE: 7

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 .

INFORMATIVE: 9

Any external lighting shall be designed in such a manner that it will not cause light nuisance to nearby residential properties.

INFORMATIVE: 10

The surface water drainage strategy to be submitted and approved by the Local Planning Authority needs to include the following information:

- Demonstrate that the surface water drainage system(s) are designed in accordance with The SuDS Manual, CIRIA Report C753 through the submission of plans and cross sections of the attenuation tank and swale features.
- Provide plans and details showing the allowance for exceedance flow and overland flow routing. Water must not be directed toward properties nor flow onto third party land. Overland flow routing should look to reduce the impact of an exceedance event.
- Provide evidence to show an agreement from Severn Trent Water to connect to the existing surface water network.
- Provide a detailed maintenance plan, written in accordance with CIRIA C753, giving details on how the surface water system shall be maintained and managed for the lifetime of the development. The name of the party responsible, including contact name and details, shall be provided to the LPA and LLFA within the maintenance plan.

AGENDA MANAGEMENT SHEET

Report Title: Delegated Decisions - 30th July 2020 to 21th August 2020

Name of Committee: Planning Committee

Date of Meeting: 16 September 2020

Report Director: Head of Growth and Investment

Portfolio: Please select

Ward Relevance: All

Prior Consultation: None

Contact Officer: Dan McGahey 3774

Public or Private: Public

Report Subject to Call-In: No

Report En-Bloc: No

Forward Plan: No

Corporate Priorities: This report relates to the following priority(ies):

(CR) Corporate Resources To provide excellent, value for money services and sustainable growth

(CH) Communities and Homes Achieve financial self-sufficiency by 2020

(EPR) Environment and Public Realm Enable our residents to live healthy, independent lives

(GI) Growth and Investment Optimise income and identify new revenue opportunities (CR)

Prioritise use of resources to meet changing customer needs and demands (CR)

Ensure that the council works efficiently and effectively (CR)

Ensure residents have a home that works for them and is affordable (CH)

Deliver digitally-enabled services that residents can access (CH)

Understand our communities and enable people to take an active part in them (CH)

Enhance our local, open spaces to make them places where people want to be (EPR)

Continue to improve the efficiency of our waste and recycling services (EPR)

Protect the public (EPR)

- Promote sustainable growth and economic prosperity (GI)
- Promote and grow Rugby's visitor economy with our partners (GI)
- Encourage healthy and active lifestyles to improve wellbeing within the borough (GI)

Statutory/Policy Background:	Planning and Local Government Legislation
Summary:	The report lists the decisions taken by the Head of Growth and Investment under delegated powers
Financial Implications:	There are no financial implications for this report
Risk Management Implications:	There are no risk management implications for this report
Environmental Implications:	There are no environmental implications for this report
Legal Implications:	There are no legal implications for this report
Equality and Diversity:	There are no equality and diversity implications for this report
Options:	
Recommendation:	The report be noted.
Reasons for Recommendation:	To ensure that members are informed of decisions on planning applications that have been made by officers under delegated powers

Planning Committee - 16 September 2020

Delegated Decisions - 30th July 2020 to 19th August 2020

Public Report of the Head of Growth and Investment

Recommendation

The report be noted.

Name of Meeting: Planning Committee

Date of Meeting: 16 September 2020

Subject Matter: Delegated Decisions - 30th July 2020 to 19th August 2020

Originating Department: Growth and Investment

DO ANY BACKGROUND PAPERS APPLY YES NO

LIST OF BACKGROUND PAPERS

Doc No	Title of Document and Hyperlink

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.

Exempt information is contained in the following documents:

Doc No	Relevant Paragraph of Schedule 12A

Delegated

8 Weeks PA Applications

Applications Refused

R20/0407 8 Weeks PA Refusal 31/07/2020	18 BULKINGTON ROAD, HINCKLEY, LE10 3LA	Proposed front porch and single and two-storey rear extension.
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R20/0490 8 Weeks PA Refusal 19/08/2020	LAND TO REAR OF 11, ASHLAWN ROAD, HILLMORTON, RUGBY, CV22 5ET	Erection of a Dormer Bungalow (revised scheme)
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Applications Approved

R19/1013 8 Weeks PA Approval 30/07/2020	Land to the rear of 321, HILLMORTON ROAD, RUGBY, CV22 5EZ	Erection of 9 no. new flats
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R19/1021 8 Weeks PA Approval 30/07/2020	WHITESTACKS 38, LEICESTER ROAD, SHILTON, COVENTRY, CV7 9HT	Erection of a two storey side extension, two storey rear extension, two single storey side extensions, two storey bay windows to the rear gable end, new porch together with alterations to existing verandah and appearance to the dwelling.
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Delegated

8 Weeks PA Applications Applications Approved

R19/1268 8 Weeks PA Approval 30/07/2020	WHITESTACKS, 38, LEICESTER ROAD, SHILTON, COVENTRY, CV7 9HT	Erection of a single storey rear extension to existing garage to form an annex
R20/0356 8 Weeks PA Approval 30/07/2020	28, HANDLEY CROSS AVENUE, RUGBY, CV23 1AE	Change of use of domestic garage (C3 use class) for use as beauty salon (Sui Generis use class).
R20/0447 8 Weeks PA Approval 04/08/2020	4 , Ferndale Road, Binley Woods, CV3 2BG	Proposed single and two storey rear extension and replacement garage to the side of the property.
R20/0379 8 Weeks PA Approval 05/08/2020	29 , Malvern Avenue, Hillmorton, Rugby, CV22 5JN	Proposed first floor side extension and single-storey front extension for the provision of a porch and integral garage
R20/0468 8 Weeks PA Approval 05/08/2020	27, THE RYELANDS, LAWFORD HEATH, RUGBY, CV23 9EN	Change front window to french doors

Delegated

8 Weeks PA Applications Applications Approved

LIAPARI, 4, BACK LANE,
HARBOROUGH MAGNA,
RUGBY, CV23 0HT

R20/0506
8 Weeks PA
Approval
05/08/2020

Removal of Condition 12 of the
previously approved planning
permission R13/1702 – that the
dwelling shall only be occupied
by an 'approved person'.

R20/0283
8 Weeks PA
Approval
06/08/2020

THE GATE, VICARAGE ROAD,
FLECKNOE, RUGBY, CV23 8AY

Erection of stable block

R19/0119
8 Weeks PA
Approval
07/08/2020

Land adjacent 26, THE GREEN,
LONG LAWFORD, RUGBY,
CV23 9BL

Erection of one dwelling with
associated parking

R20/0180
8 Weeks PA
Approval
07/08/2020

FOXLEY BARN TOFT FARM,
SOUTHAM ROAD, KITES
HARDWICK, CV23 8AA

Proposed alterations and
extensions to approved barn
conversion (under planning
application ref: R16/1602)
together with garden storage

R20/0365
8 Weeks PA
Approval
07/08/2020

7, SIDNEY WOLFE CLOSE,
RUGBY, CV22 7ZE

Removal of existing 1.9m high
timber fencing along the
boundary line adjacent to No.5
Sidney Wolfe Close; and erection

Delegated

8 Weeks PA Applications Applications Approved

of replacement fencing to encompass a change in materials and positioning.

R20/0372
8 Weeks PA
Approval
07/08/2020

LITTLEFIELD FARM,
BROADWELL ROAD,
GRANDBOROUGH, RUGBY,
CV23 8BA

Construction of a manège, retrospective change of use of an agricultural building to a stable, associated change of use of agricultural land to equestrian use; closure of an existing access and provision of a new access and extension of residential curtilage; insertion of a first floor window on north elevation of dwelling and provision of 2no. air source heat pumps.

R20/0382
8 Weeks PA
Approval
07/08/2020

7, THE PADDOCKS, STRETTON-
ON-DUNSMORE, RUGBY, CV23
9NW

Garage conversion and alterations to existing roof to form loft conversion

R20/0552
8 Weeks PA
Approval
10/08/2020

11, CARTHUSIAN CLOSE,
WOLSTON, RUGBY, CV8 3NE

Erection of a single storey rear extension

R20/0565
8 Weeks PA

15, FRANCIS DRIVE, RUGBY,
CV22 7FS

Replacement of a timber fence with a brickwork boundary wall

Delegated

8 Weeks PA Applications

Applications Approved

Approval
10/08/2020

R20/0464
8 Weeks PA
Approval
11/08/2020

1 , Palmers Close, Hillmorton,
Rugby, CV21 4NS

Single Storey Rear and Side
Extension

R20/0327
8 Weeks PA
Approval
12/08/2020

58, EVEREST ROAD, RUGBY,
CV22 6EX

Erection of detached dormer
bungalow.

R20/0478
8 Weeks PA
Approval
12/08/2020

THE VISITORS CENTRE,
BRINKLOW ROAD, COOMBE
FIELDS, COVENTRY, CV3 2AB

The installation of a wall mounted
electric vehicle chargepoint for
operational vehicles as part of a
workplace charging scheme

R20/0437
8 Weeks PA
Approval
17/08/2020

10, TUTHILL FURLONG,
RUGBY, CV23 0GH

Repositioning of existing gates to
front of property, removal of wire
fence and planting of trees along
southern boundary, hardstanding
of small area within rear garden
and erection of staggered brick
wall enclosing the rear of the
garden with 0.65m high side
elevations and 2.0m high rear
elevation.

Delegated

8 Weeks PA Applications Applications Approved

R20/0482 8 Weeks PA Approval 17/08/2020	57, SHAKESPEARE GARDENS, RUGBY, RUGBY, CV22 6ES	Erection of a two storey side extension, single storey front and rear extension
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R20/0466 8 Weeks PA Approval 18/08/2020	THE HALL, FITZJOHNS, BARBY ROAD, RUGBY, RUGBY, CV22 5QB	Replacement of various windows
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R20/0481 8 Weeks PA Approval 19/08/2020	THE GABLES, LILBOURNE ROAD, CLIFTON UPON DUNSMORE, RUGBY, CV23 0BB	PROPOSED SINGLE STOREY REAR EXTENSION WITH BALCONY TO PART OF THE FLAT ROOF
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Certificate of Lawfulness Applications Applications Approved

R20/0460 Certificate of Lawfulness Approval 13/08/2020	11, ASHLAWN ROAD, RUGBY, RUGBY, CV22 5ET	Certificate of lawfulness of proposed use or development for Games Room & Gym
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Delegated

Discharge of Conditions

Applications Approved

R19/0969	125, KINGSLEY AVENUE, RUGBY, RUGBY, CV21 4JZ	Erection of a 2 bedroom detached dwelling house together with formation of a new vehicular access from Kingsley Avenue and associated works
31/07/2020		
R20/0106	70, MAIN STREET, WOLSTON, COVENTRY, CV8 3HJ	Erection of a single storey rear extension, garage and workshop, demolition of conservatory and installation of a bay window, raising of existing roof and alterations/additions to dormers
31/07/2020		
R18/1594	85 AVENUE ROAD, NEW BILTON, RUGBY, CV21 2JL	Erection of two flats
03/08/2020		
R20/0286	6, AVONDALE ROAD, BRANDON, COVENTRY, CV8 3HS	Erection of 2 no. dwellings with a shared detached garage (Resubmission of previously approved reserved matters application under R19/1342 following outline planning approval under R18/0488).
14/08/2020		
R20/0126	28, LOWER HILLMORTON ROAD, RUGBY, CV21 3SU	Subdivision of a 3 bedroom terrace house (C3) to two dwellingapartments (C3)

Delegated

Discharge of Conditions

Applications Approved

17/08/2020

Listed Building Consent Applications

Applications Approved

R20/0479 THE VISITORS CENTRE,
Listed Building Consent BRINKLOW ROAD, COOMBE
Approval FIELDS, COVENTRY, CV3 2AB
11/08/2020

The installation of a wall mounted electric vehicle chargepoint for operational vehicles as part of a workplace charging scheme

Non Material Amendment Applications

Applications Approved

R18/1356 20 Cawston Lane, Dunchurch,
CV22 6QE
Non-Material
Amendment agreed
07/08/2020

Demolition Of Existing Garage Workshop And Erection Of A Proposed Two Storey Detached Dwelling

R18/1069 19 Beech Drive, Rugby, CV22
7LT
Non-Material
Amendment agreed
14/08/2020

Erection of a single storey side extension with external alterations to the garage and the front of the property.

Delegated

Prior Approval Applications

Prior Approval Applications

R20/0445
Telecoms Prior
Approval
Required and Approved
03/08/2020

Toy Vend, Cottage Leap,
Leicester, Rugby, CV21 3XP

The installation of a 20-metre-high slimline lattice tower supporting 6no antenna apertures and 4no 600mm transmission dishes; plus the installation of 9no ground-based equipment cabinets within a secure, fenced compound; and ancillary development thereto.

R20/0458
Telecoms Prior
Approval
Required and Refused
05/08/2020

WALDON TELECOM SITE
98858, HIGH STREET,
HILLMORTON, RUGBY, CV21
4EU

Installation of a 20 metre monopole mast with wrap around cabinet built around the base, 4no. new equipment cabinets and ancillary development thereto

R20/0573
Prior Approval change
of use
Withdrawn by
Applicant/Agent
06/08/2020

STADDLESTONES, RUGBY
ROAD, BRANDON, COVENTRY,
CV8 3HU

Prior Approval for the change of use of an agricultural building to form 2no. residential dwelling houses and associated operational development

R20/0500
Agriculture Prior
Approval
Required and Approved
12/08/2020

PARK HOUSE, LITTLE
LAWFORD LANE, LITTLE
LAWFORD, RUGBY, CV23 0JJ

Prior approval for the change of use of one agricultural building to a dwelling house.

Delegated

Prior Approval Applications

Prior Approval Applications

103, Lytham Road, Rugby, CV22
7PQ

R20/0558

Prior Approval
Extension

Not Required

13/08/2020

PAX: single storey rear extension
that extends to a depth of 6m and
to a height of 3.5. with an eaves
height of 2.6m.
