



23 June 2026

PLANNING COMMITTEE - 1 JULY 2026

A meeting of the Planning Committee will be held at 5.30pm on Wednesday 1 July 2026 in the Council Chamber at the Town Hall, Rugby.

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

Dan Green
Chief Executive

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

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

A G E N D A

PART 1 – PUBLIC BUSINESS

1. Minutes.
To confirm the minutes of the meetings held on 15 April 2026.
2. Apologies.
To receive apologies for absence from the meeting.
3. Declarations of Interest
To receive declarations of –
 - (a) non-pecuniary interests as defined by the Council's Code of Conduct for Councillors;
 - (b) pecuniary interests as defined by the Council's Code of Conduct for Councillors; and
 - (c) notice under Section 106 Local Government Finance Act 1992 – non-payment of Community Charge or Council Tax.

4. Applications for Consideration.
5. Advance Notice of Site Visits for Planning Applications – no advance notice of site visits has been received.
6. Delegated Decisions – 14 May 2026 to 10 June 2026
7. Motion to Exclude the Public under Section 100(A)(4) of the Local Government Act 1972.

To consider the following resolution:

“Under Section 100(A)(4) of the Local Government Act 1972 the public be excluded from the meeting for the following item on the grounds that it involves the likely disclosure of information defined in Paragraph 2 of Section 12A of the Act.”

PART 2 – EXEMPT INFORMATION

There is no business involving exempt information to be considered.

Membership of the Committee:

Councillors Sandison (Chair), Bainbridge, Brown, Daly, Freeman, Gillias, Harrington, I Mistry, Simpson-Vince, Stewart, Thomas and Timms.

If you have any general queries with regard to this agenda please contact Charlotte Marston, Democratic Services Officer by emailing charlotte.marston@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 (<https://www.rugby.gov.uk/w/have-your-say-on-a-planning-application#speaking-at-planning-committee>).

Reference: R24/0733

Site Address: Cawston Lane and land to West and East, Cawston Lane, Dunchurch

Description: Demolition of existing buildings, alterations to Cawston Lane, formation of a single carriageway road (the Community Spine Road), formation of a temporary access road to Cherry Tree Farm, construction of footways, cycleways and crossing points and associated works (including landscaping and drainage).

Web link: <https://planning.agileapplications.co.uk/rugby/application-details/39884>

Recommendation

1. Planning application R24/0733 be approved subject to the conditions and informatives set out in the draft decision notice appended to this report.
2. The Strategic Director for Place be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.

1. Introduction

- 1.1. This application is being reported to Planning Committee for determination because the proposed development falls within the definition of major development and 15 or more letters of objection have been received.
- 1.2. The development proposed is considered to be an Environmental Impact Assessment (EIA) development and as such, in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 is accompanied by an Environmental Statement (ES). The ES provides an overview of the environmental impact of the proposals with a summary of mitigation measures proposed and contains a methodology for assessing the significance of the environmental effects and the cumulative impact. A series of technical papers consider the range of environmental factors.

2. Description of site

- 2.1. This application relates to Cawston Lane running from the north of Northampton Lane at the south to adjacent to Lime Tree Village at the north as well as land to the east and west.
- 2.2. Other than Cawston Lane itself the application site largely comprises existing agricultural land however, it also includes existing roads, Rights of Way, trees and hedgerows.
- 2.3. To the west of Cawston Lane the site boundary extends along existing hedgerows towards Cawston Spinney to the west of the site, with a narrow area of woodland included within the site boundary at the north.
- 2.4. Land is also included to the east of Cawston Lane, this comprises agricultural land with trees and hedgerows.
- 2.5. Buildings at Dunkley's Farm and barns close to Lime Tree Village are included within the site boundary.

- 2.6. Residential properties along Cawston Lane are outside of, but immediately adjacent to, the application site. Cherry Tree Farm at the south and Lime Tree Village at the north are close to the application site. Dwellings on Alwyn Road at the east and Northampton Lane at the south are around 110m from the site boundary.
- 2.7. Trees and hedgerows are found within the application site, generally adjacent to existing roads and Rights of Way or forming field boundaries. The woodland trees within the site boundary at the north west and south west of the site are covered by Tree Preservation Orders.
- 2.8. There are 3 public rights of way which cross the site in a broadly north east to south west direction. These comprise 2 bridleways and a public footpath.
- 2.9. To the north of the site, on the western side of Cawston Lane is the L&Q1/Miller Homes site. Outline planning permission and reserved matters have been approved for the development of 210 dwellings on this site (R18/0936 & R24/0971). These proposals include the provision of a roundabout at the junction of Coventry Road and Cawston Lane, the widening of this part of Cawston Lane and the provision of a footpath/cycleway on the western side of Cawton Lane. This extends south towards the current application site.

3. **Description of proposals**

- 3.1. This application has 2 main elements, alterations to Cawston Lane itself and the provision of a new road, known as the Community Spine Road, to the east of Cawston Lane forming a connection to Alwyn Road to the east.
- 3.2. At the south of Cawston Lane a connection to the Homestead Link Road was approved as part of application R22/0928 and the proposed alterations to Cawston Lane will connect to this. Cawston Lane will be widened from this point to the application site boundary at the north. Footpaths, cycleways, verges and swales are also proposed along Cawston Lane.
- 3.3. At the southern part of the site a footpath will be provided to the west of Cawston Lane and access to existing dwellings will be retained. The originally submitted plans proposed a swale and shared footpath/cycleway to the east, however revised plans were provided which propose a segregated footpath and cycleway in this location.
- 3.4. Moving north, from the area around the southern bridleway, segregated footpath and cycleways are proposed. Close to the southern bridleway (where the district centre is shown on the South West Rugby Masterplan within the SPD) these are proposed to both sides of Cawston Lane, to the north of this the segregated footpath and cycleway is proposed to the west side of Cawston Lane. Where bridleways and the public footpath cross Cawston Lane Pegasus and toucan crossings are proposed.
- 3.5. Where there are existing properties to the east of Cawston Lane and mature trees to the west it is proposed to split the carriageway to allow these trees to be retained. South bound traffic will use the existing carriageway with northbound traffic using a new carriageway to the west of the mature trees, a segregated footpath and cycleway is proposed adjacent to this. Landscaping is proposed between the carriageways with a footpath crossing this area and to the front of the existing dwellings.
- 3.6. Further north the alignment of Cawston Lane will change with the road curving east to connect to the Community Spine Road, this will be the main carriageway with

Cawston Lane to the north of this joining at a T-junction. A footpath is proposed on the eastern side of Cawston Lane at this point connecting to a footpath on the Community Spine Road.

- 3.7. At the northern end of the site, close to Lime Tree Village, is an area of protected woodland. Cawston Lane at this point is to remain at the current width with single lane traffic controlled by traffic signals. At this point the segregated footpath and cycleway will move west away from Cawston Lane itself, this allows the routes to minimise the impact on protected trees, this then moves back to Cawston Lane.
- 3.8. The originally submitted plans were not clear how the footpath and cycleway would connect to land further north. The planning permission for the land to the north includes works connecting to the current application site. The approved plans include a footpath/cycleway adjacent to the woodland with a narrowing where this passes the pumping station, this narrowing is required due to land ownership issues.
- 3.9. The revised plans for the current application show the proposed segregated footway and cycleway combining at the northern end of the current application site. This then narrows to tie in with the approved plans at the north.
- 3.10. A roundabout on Alwyn Road and a short section of road to the west of this were approved as part of the Homestead Link Road application. The Community Spine Road will connect to this section of road at the west. It will then run in a north western direction and connect to Cawston Lane as detailed above.
- 3.11. A segregated footpath and cycleway is proposed on the eastern side of the Community Spine Road, this will continue to the north of the road where it joins Cawston Lane. A footpath is proposed on the western side of the road, although near Dunkley's Farm this changes to a segregated footpath and cycleway. Pegasus and toucan crossings are proposed where the road crosses the bridleways.
- 3.12. Bus stops are proposed within the site. The original plans proposed 3 bus stops, to be located southbound on Cawston Lane to the south of the southern bridleway, southbound on Cawston Lane to the south of the junction with the Community Spine Road and northbound on the Community Spine Road close to Dunkley's Farm. These would allow a bus service to operate through the site in an anti-clockwise direction. Revised plans were provided during the course of the application which include 3 additional stops. These will be located close to those originally proposed but on the opposite side of the road allowing a bus service to also be provided in a clockwise direction. Bus shelters are proposed to the originally proposed anti-clockwise stops.
- 3.13. Pedestrian refuges are proposed to both roads. The revised plans provided 5 additional pedestrian crossing points. These are close to Lime Tree Village at the north, near the Cawston Lane and Community Spine junction, at the south of Cawston Lane and 2 crossings on the Community Spine Road.
- 3.14. A plan has been provided showing the proposed speed limits. Cawston Lane from the south of the Community Spine Road to the Homestead Link Road and the section of the Community Spine Road close to Dunkley's Farm are proposed to be 20mph with the remaining parts of the roads to be 30mph. This is to reflect the South West Rugby Masterplan within the SPD with the 20mph areas close to the district centre and schools.

- 3.15. At the south of the site a temporary access is proposed to Cherry Tree Farm on the east of Cawston Lane, this will comprise a give way junction opposite exiting dwellings. This will lead to a crushed stone temporary access driveway.
- 3.16. The application includes the provision of surface water drainage. Swales are proposed alongside the roads which will discharge into drainage basins throughout the site. These will then discharge to existing ditches within the area.
- 3.17. Landscaping is proposed alongside both roads, within drainage swales and basins and where the carriageway splits. This will include tree and hedgerow planting, shrubs, meadow planting and amenity grass planting. An area of enhanced planting is proposed to the eastern end of the Community Spine Road to provide a bat corridor and larger tree specimens with wide canopies will be utilised.
- 3.18. Species details are not known at this stage however, planting will be non-invasive and generally native to the UK, although non-invasive non-native plants may be considered if they provide future proofing benefits for climate adaptability.
- 3.19. Boundary treatments between the roads and the neighbouring development parcels are not detailed and it is anticipated that these will be considered as part of planning applications for the adjacent development sites.
- 3.20. The application also includes the demolition of existing buildings within the site. This includes 2 existing barns to the west of Cawston Lane at the northern end of the site. These are relatively modern pitched roof agricultural buildings which are a mix of brick and cladding walls with fibre cement roofing.
- 3.21. Buildings at Dunkley's Farm are also to be removed. These comprise the farmhouse itself, a two storey brick dwelling, and 4 modern agricultural barns, these have pitched roofs and have walls and roofs constructed of fibre cement cladding, timber and open areas. The traditional brick barns at Dunkley's Farm are to be retained.

Planning History

R18/0936 Outline planning application for up to 210 dwellings, a two form entry primary school, and creation of associated vehicular access, pedestrian /cycle and emergency accesses, highway improvements to Cawston Lane, parking, landscaping, drainage features, open space and associated infrastructure (all matters reserved except vehicular access to the site).

Approved 23/12/2022

R24/0971 Application for Reserved Matters for up to 210 dwellings and associated works relating to the layout, scale, appearance and landscaping pursuant to outline planning permission R18/0936 (for up to 210 dwellings, a two form entry primary school, and creation of associated vehicular access, pedestrian /cycle and emergency accesses, highway improvements to Cawston Lane, parking, landscaping, drainage features, open space and associated infrastructure).

Approved 12/09/2025

R22/0928 Full planning application for the delivery of an all-traffic single carriageway link road (the Homestead Link Road), including 2m verge, 2m footway and 3m cycleway on the development side of the carriageway, a Pegasus crossing, new junctions with the B4429 Coventry Road, Cawston Lane, Alywn Road, the A426 Rugby Road and to adjacent land allocated for residential development, plus realigned side road accesses to several existing residential properties. A new junction off Alwyn Road, its partial re-alignment and

construction of a future 'spine road' (part only) that will provide access to other land allocated for residential development at SW Rugby. Associated works including street lighting, landscaping, surface water drainage infrastructure, utility diversions and ground remodelling, plus demolition of existing agricultural buildings. Creation of a landscaped buffer between the Homestead Link Road and Dunchurch, to include informal footpaths, new and enhanced ecological habitats, plus the same combination of features on land west of the Link Road.

Approved 18/02/2025
(Homestead Link Road)

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.

Rugby Borough Local Plan 2011-2031, June 2019

- GP1 Securing Sustainable Development
- GP2 Settlement Hierarchy
- GP4 Safeguarding Development Potential
- GP5 Parish Level Documents
- DS1 Overall Development Needs
- DS8 South West Rugby
- DS9 South West Rugby Spine Road Network
- HS1 Healthy, Safe and Inclusive Communities
- HS2 Health Impact Assessments
- HS5 Traffic Generation and Air Quality, Noise and Vibration
- NE1 Protecting Designated Biodiversity and Geodiversity Assets
- NE2 Strategic Green and Blue Infrastructure
- NE3 Landscape Protection and Enhancement
- SDC1 Sustainable Design
- SDC2 Landscaping
- SDC3 Protecting and Enhancing the Historic Environment
- SDC5 Flood Risk Management
- SDC6 Sustainable Drainage
- D1 Transport
- D3 Infrastructure and Implementation
- D4 Planning Obligations

The Local Plan is over 5 years old, and paragraph 34 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should be updated as necessary. The Local Plan review is underway however, this report sets out the relevant Local Plan policies and notes any NPPF inconsistencies between them or any other material consideration which could render a policy out of date.

Rugby Local Plan 2025-2042 (submission version 27 April 2026)

- S1 Settlement hierarchy
- S2 Strategy for homes
- S3 Strategy for employment
- S8 South West Rugby
- S9 South West Rugby spine road network
- CL4 Climate adaptation
- EN1 Biodiversity and geodiversity protection
- EN2 Landscape protection

- EN5 Biodiversity net gain
- EN6 Canopy cover
- EN7 Flood risk
- EN8 Environmental protection and amenity
- EN9 Air quality
- D1 Well-designed places
- D3 Landscaping
- D4 Historic environment
- D5 Sustainable drainage
- I1 Transport
- I4 Infrastructure and planning obligations

The Local Plan for 2025-2042 was submitted for examination on 27th April 2026 currently carries significant weight in decision making.

National Planning Policy Framework, 2024 (NPPF)

South West Rugby Masterplan Supplementary Planning Document, December 2024

South West Rugby Design Code, 2025

Air Quality Supplementary Planning Document, July 2021

Sustainable Construction & Climate Change Supplementary Planning Document, February 2023

Planning Obligations Supplementary Planning Document, March 2012

Landscape Assessment of the Borough of Rugby, 2006

Landscape Character Assessment, January 2025

Area of South West Rugby Landscape Sensitivity Assessment, January 2026

Technical consultation responses

Active Travel England	Comment	Cannot support application and require further information, pedestrian/cycle route should continue north, request additional traffic calming, changes to design and location of crossings, additional crossings, pedestrian and cycle facilities should be segregated throughout site, seating and bus shelters should be provided.
Environment Agency	Comment	Should liaise with Flood Authority re: drainage, waste should be minimised, if material is to be imported a permit may be required
Environmental Health	No objection	Subject to conditions and informative
Historic England	No comment	
National Gas	No comment	No assets affected in this area
National Grid Electricity	No comment	No assets affected in this area
National Highways	No objection	
Natural England	No objection	Proposals will affect "best and most versatile" agricultural land, suggest conditions to protect soils
Planning Casework Unit	No comment	
Ramblers	No objection	
RBC Tree Officer	No objection	Subject to conditions
WCC Archaeology	No objection	Subject to condition
WCC Ecology	No objection	Subject to conditions and biodiversity gain across the overall site
WCC Flood Risk	Objection	Surface water drainage information required
WCC Highways	Comment	Active Travel make suggestions re: pedestrian

WCC Rights of Way	No objection	and cycle facilities, connections to north comment on Road Safety Audit Subject to condition & informative, request clarification regarding proposed diversions
<u>Additional information</u>		
Active Travel England	No objection	Subject to condition re: side road priority and cycle crossings
WCC Flood Risk	No objection	Subject to conditions and informatives
<u>Revised plans</u>		
Active Travel England	No objection	
Historic England	No comment	
National Highways	No objection	
Natural England	No further comments	
Warwickshire Police	No comment	
WCC Ecology	No further comments	
WCC Flood Risk	No objection	Subject to conditions and informatives
WCC Highways	No objection	Subject to conditions and informatives106
WCC Rights of Way	No further comments	

Third party comments

Dunchurch Parish Council Comments

- Concern regarding possible drainage impacts, residents already experience issues;
- Proposals prioritise retention of trees and hedgerows, a TPO should be placed on all category A trees within the site;
- Public rights of way should not be affected, and should not be closed, altered, or built on, even temporarily, there should be no changes to their surface, width, or location;
- Residents of new development will use services within Dunchurch and would like to discuss contributions to youth & library facilities and traffic calming.
- Raise objection to the 3 housing applications.

Local Residents (24) Objection

- Cawston Lane should be improved before nearby developments commence;
- Noise, dust and disturbance during construction;
- Lack of parking for visitors to woods;
- Proposals would change access to Cawston Lane from Penlan to one-way only;
- Proposed 3m separated carriageway would be blocked if a vehicle broke down;
- Width may not allow vehicles including larger agricultural vehicles to access Penlan;
- Turning areas at ends of separated carriageway may not be sufficient;
- Connections should be provided across the separated carriageway area;
- Section with traffic lights will cause congestion;
- Use of Cawston Lane by all traffic is contrary to policies, SPD and Design Code;
- Proposals do not include a comprehensive cycle network to link residential areas with on-site facilities;
- Removal of sustainable transport link does not promote a shift to sustainable transport methods;
- Assessment does not consider implications in relation to journeys to the proposed schools, reassignment of journeys to Cawston Lane or impacts on trees and hedgerows;
- Proposals would increase journeys to the proposed schools with 200 movements in the morning peak hour;
- Homes England's recent display at Dunchurch also omitted the east west sustainable transport corridor;

- Proposed cycle route to the north of the site will end and not connect to Cawston Lane/Coventry Road;
- Areas of pedestrian and cycle routes are combined and substandard width;
- Proposals will involve the removal of 2 grade A oak trees and 730m of hedgerow;
- A Travel Plan has not been provided;
- No sustainable transport options for sites at the north of the SUE to access the centre;
- Access for cars and lorries should be restricted at the northern end of Cawston Lane;
- Car journeys to school would be longer if Cawston Lane were closed and this would deter vehicle trips;
- Modelling shows 7 fold increase in traffic at north and south of Cawston Lane in peak hours, should provide modelling without through traffic;
- Modal filter would reduce need for tree and hedgerow removal;
- Evidence based case has not been provided for through traffic on Cawston Lane;
- Impact on elderly residents of Lime Tree Village;
- Footpaths should be provided to both sides of Cawston Lane or a crossing point;
- Impact of South West Rugby on community facilities;
- Loss of habitats and farmland for housing;
- Spinney should be protected from over use;
- Increased risk of flooding;
- How will utilities and community facilities be provided for the new developments;
- Construction may block access to Lime Tree Village including for emergency vehicles and buses;
- Noise, dust and disturbance during construction;
- Increased pollution;
- Loss of privacy and security;
- People may trespass or park in Lime Tree Village;
- Bus stop should be positioned outside of Lime Tree Village;
- More suitable sites must be found for development;
- Masterplan should be produced for all South West proposals;
- Policy requires a coordinated approach, 4 separate applications risk undermining this;
- Entire spine road should be delivered early, partial delivery will worsen traffic issues;
- Transport and air quality impacts must be assessed for all 4 applications;
- Noise impacts from sports pitches, commercial premises and traffic not considered;
- Spine road too close to Daru House leading to noise, pollution and loss of privacy;

Local Residents (1) Comment

- Must ensure Lime Tree Village residents are not affected during construction

Revised plans

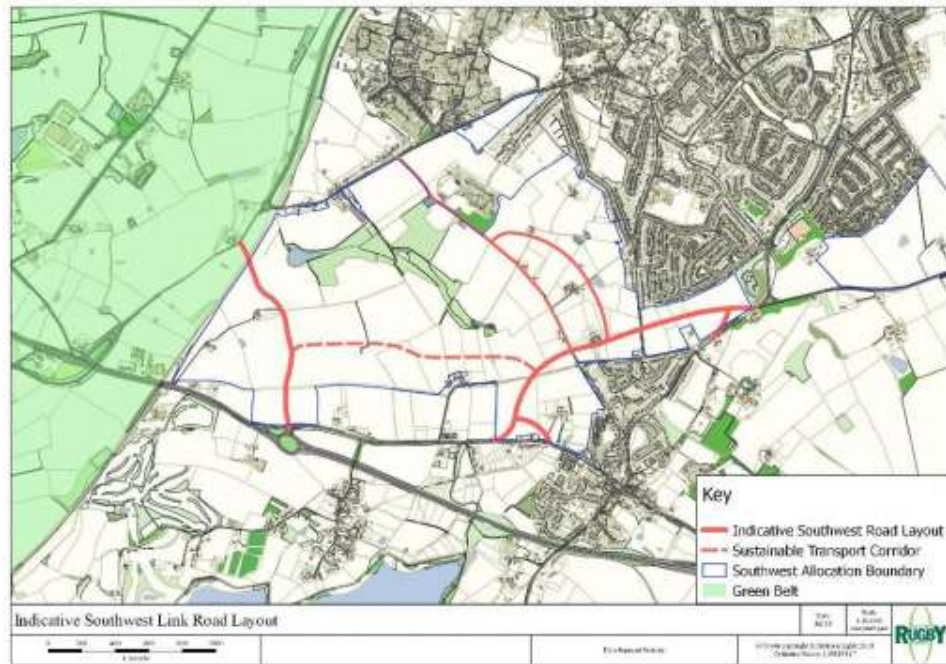
Local residents (1) Objection

- Access to Lime Tree Village must be maintained at all times;
- Footpath should be provided from Lime Tree Village to Coventry Road;
- Pavement should be provided from Lime Tree Village to proposed crossing point;
- No requirement for a pavement to be provided north to Coventry Road;
- Severn Trent pumping station works will also affect access;

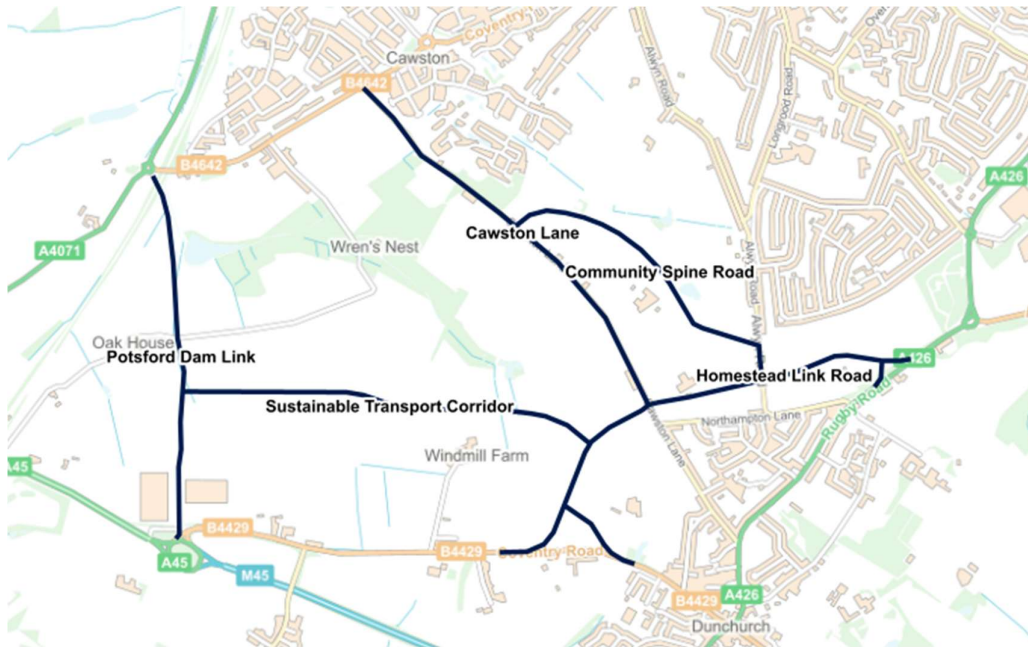
4. **Assessment of Proposals**

- 4.1. The key issues to assess in the determination of this application are whether the principle of the proposed development is acceptable, the impact in terms of highway safety, rights of way, visual amenity and landscape, air quality, noise and impacts on neighbouring residents. Impacts on heritage assets, protected species and biodiversity must also be assessed.

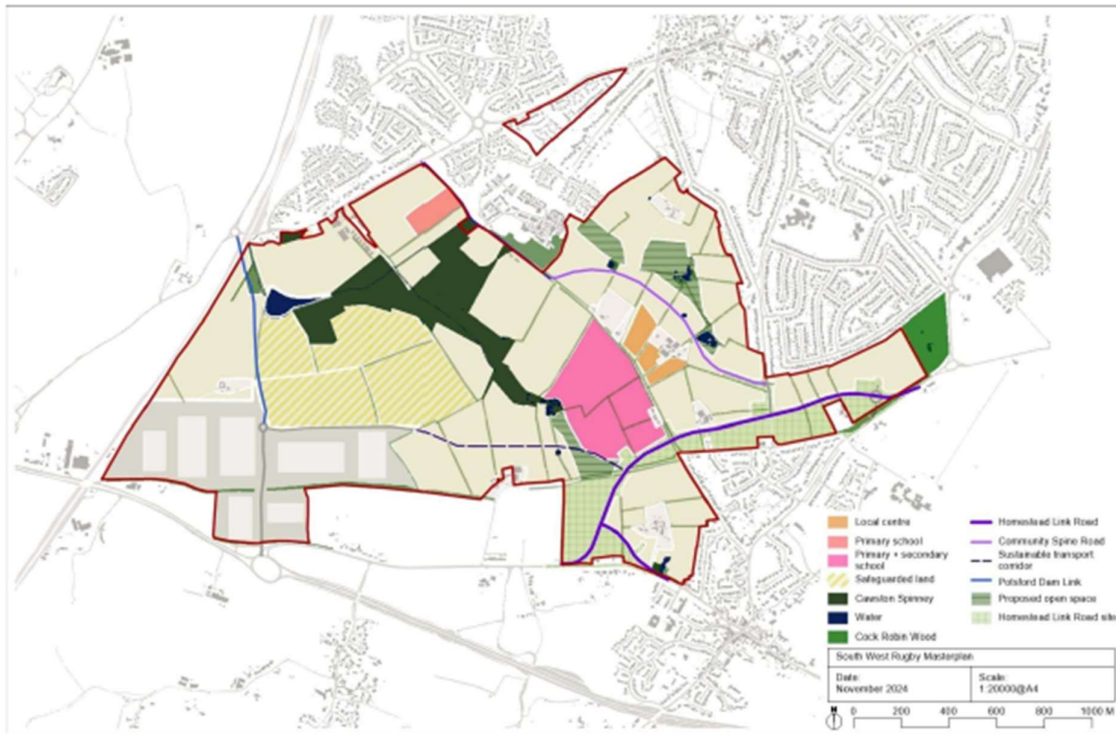
5. Principle of Development
- 5.1 Policy GP1 of the Local Plan states that when considering development proposals, a positive approach will be taken on development that reflects the presumption in favour of sustainable development and to secure development that improves the economic, social and environmental conditions in the area.
- 5.2 This is reflected in Section 2 of the NPPF which states that when considering development proposals, the Local Planning Authority will take a positive approach that reflects the presumption in favour of sustainable development.
- 5.3 Paragraph 11 of the NPPF states that where there is an up-to-date development plan applications should be determined in line with that development plan unless material considerations indicate otherwise. Paragraph 11(d) details that in cases where the policies most important in determining an application are out of date the “tilted balance” is engaged and permission must be granted unless policies within the NPPF provide a strong reason for refusal or the adverse impacts would significantly outweigh the benefits. The engagement of the tilted balance will be concluded in the planning balance.
- 5.4 Paragraph 12 of the NPPF states that *“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.”*
- 5.5 Policy DS1 of the Local Plan and policies S2 and S3 of the Submission Local Plan set out the proposed levels of housing and employment development for the borough between 2011 and 2031. This policy goes on to state that development will be high quality and sustainable and fully supported by infrastructure provision and environmental mitigation and enhancement, as required elsewhere in the plan.
- 5.6 Policy GP2 of the Local Plan and policy S1 of the Submission Local Plan set 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.
- 5.7 The application site falls within an area to the South West of Rugby which is allocated for development by the Local Plan and Submission Local Plan. Policy DS8 of the Local Plan and policy S8 of the Submission Local Plan set out the overall requirements within the South West Rugby allocation. This policy states that the South West Rugby site must contain sustainable transport provision that integrates with existing networks and provides good connectivity to the surrounding area. This should include an all traffic spine road network, walking and cycling network high quality public transport and other measures to mitigate transport impacts as required.
- 5.8 The requirements for the South West Rugby Spine Road Network are set out in Local Plan policy DS9 and this includes a plan showing the indicative layout (below), this includes Cawston Lane and a north south road running south from Cawston Lane as proposed.



- 5.9 The policy states that development proposals must secure the delivery of the spine road network as early as possible and that development that would have a severe impact on the local road network must contribute to the delivery of the spine road network and ensure it is delivered according to the milestones set out in the Infrastructure Delivery Plan and South West Rugby SPD.
- 5.10 The supporting text to policy DS9 states that the spine road network is essential for the delivery of the South West allocation and that the indicative layout will bring the optimum benefits to the surrounding road network, particularly Dunchurch crossroads which are already at capacity.
- 5.11 The Council's South West Rugby Masterplan Supplementary Planning Document (SPD) sets out further detail regarding development within the South West allocation.
- 5.12 The South West Rugby SPD from 2021 showed the link from Cawston Lane connecting to the Homestead Link Road (which runs to the north of Dunchurch) as shown on the indicative plan in policy DS9. However, the revised South West Rugby SPD from 2024 refers to this road as the Community Spine Road and shows this connecting to Alwyn Road at a roundabout. This reflects the plans approved as part of the Homestead Link Road application, R22/0928.
- 5.13 Policy S9 of the Submission Local Plan refers to the delivery of the spine road network. This is shown on the submission proposals map with the Community Spine Road connecting to Alwyn Road.



- 5.14 As detailed above this application proposes alterations to Cawston Lane and the provision of the Community Spine Road. This reflects the requirements of the relevant policy and SPD and is considered acceptable in principle.
- 5.15 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 assist in the development of the wider South West Allocation in accordance with this policy.
6. Road Alignment & Use
- 6.1 In relation to the alignment of the spine road network policy DS9 states that the design specification and routing will be considered in more detail in the South West SPD and proposals must be consistent with this document. The revised SPD includes plans showing the indicative alignment of the Community Spine and the current application accords with these. The application also accords with the alignment shown in policy S9 of the Submission Local Plan.



- 6.2 Policy DS9 and the SPD also show the southern part of Cawston Lane forming a sustainable transport corridor that is not open to all vehicular traffic but would be used by buses, cyclists and pedestrians. A modal filter, restricting through traffic, is also shown in this area in the Design Code.
- 6.3 Policy S9 of the Submission Local Plan shows the southern part of Cawston Lane as a through route open to all traffic.
- 6.4 The SPD states that opening the southern part of Cawston Lane to all traffic would be likely to have the following undesirable implications: encourage car travel to the proposed schools, increase traffic along Cawston Lane which has a pinch point at the northern end and result in the loss of trees and hedgerows for the two way passage of large vehicles and to provide suitable footpath and cycleway infrastructure.
- 6.5 The SPD goes on to state that proposals for general traffic to use the sustainable transport corridor as a through route will be required to provide an evidence based strategy to address these implications.
- 6.6 The approved plans for the Homestead Link show a junction from the Homestead Link to Cawston Lane, however at the time of the approval of the Homestead Link the treatment of Cawston Lane further north was not known. The approved plans show that between the Homestead Link and Northampton Lane to the south Cawston Lane will be closed to vehicular traffic and a footpath and cycle link provided.
- 6.7 The current application does not show Cawston Lane being closed to the north of the Homestead Link and proposes that Cawston Lane will remain open to vehicular traffic from the junction with the Homestead Link to Coventry Road, Cawston at the north.

- 6.8 The applicants were asked to explain why this change was required and to demonstrate that the adverse impacts referred to in the SPD would not occur and a Technical Note was provided.
- 6.9 In relation to car travel to the proposed schools the applicants advised that the previously approved Homestead Link plans, which close Cawston Lane to through traffic to the south of the Homestead Link, will remove the direct vehicle connection from Dunchurch to the proposed schools, whilst retaining pedestrian and cycle access. In addition, the masterplan within the SPD shows the schools will be located centrally to the overall South West Rugby development where they will have the shortest walking and cyclist distances from the new houses. The SPD also requires the provision of a network of walking and cycling routes which will ensure that the quickest and most direct route to the schools will be walking and cycling, reducing the need to travel by car. The applicants also advise that access to the secondary school, which will be the subject of a future application, will not be provided directly from Cawston Lane but will be from the east to west sustainable transport corridor, this means that vehicle movements to the secondary school from the Homestead Link will connect directly to this east west corridor and will not need to use Cawston Lane.
- 6.10 Regarding increased traffic using Cawston Lane the applicant has advised that traffic modelling carried out shows that the highway network can function satisfactorily whether or not Cawston Lane is opened to through traffic at the south. They also comment that the arrangement of the Cawston Lane / Community Spine Road junction (as a horseshoe) is designed to make the Cawston Lane through route less attractive to general traffic, this is because vehicles travelling from the north would have to give way at the proposed Cawston Lane/Community Spine and effectively make a right turning movement to carry on south along Cawston Lane, this additional delay will make the route less desirable. Traffic calming features proposed to Cawston Lane and the proposed 20 mph speed limit will also lead to delays and make the use of Cawston Lane less desirable and reduce 'rat running.'
- 6.11 The applicants also comment that the proposed district centre will include a convenience store, this is expected to be of size to serve residents of South West Rugby rather than attract trips from outside of the allocation. The applicant comments that the majority of vehicle trips associated with convenience stores are "pass by" or "diverted" trips when people stop on their way to or from other destinations. On this basis closing Cawston Lane to through traffic could lead to increased trips where people travelling north or south would travel into and out of the district centre along Cawston Lane and then resume their journey along the Community Spine. People travelling along the Homestead Link would also have to use the Community Spine to travel to and from the district centre rather than using Cawston Lane.
- 6.12 In relation to the Homestead Link application the applicants also advised that preventing the use of Cawston Lane by through traffic would result in all traffic from the north using the Community Spine and Alwyn Road increasing pressure on these roads and junctions.
- 6.13 In terms of the impact on trees and hedgerows the applicants comment that the existing layout of Cawston Lane is a narrow two-way carriageway, with no dedicated footway or cycleway provision. They comment that this is not suitable to accommodate the overall South West Rugby development and that there is a general requirement to upgrade Cawston Lane. This will include the provision of footways, cycleways and road widening which cannot be provided within the existing width of Cawston Lane. They also comment that if Cawston Lane was restricted to through

traffic a bus gate would be required and this would not change the requirement for road widening. They therefore consider that there would be the same amount of hedgerow removal irrespective of whether Cawston Lane is open to all traffic. The impact on trees and hedgerows is considered in more detail later in this report.

- 6.14 No objection has been received from the Highway Authority to Cawston Lane being opened to through traffic. The impact of this and the potential undesirable implications set out in the SPD will be assessed in the planning balance. Notwithstanding this the opening of Cawston Lane to through traffic is in accordance with policy S9 of the Submission Local Plan.

7. Transport and Highway Safety

- 7.1 As detailed above policy DS8 of the Local Plan and policy S8 of the Submission Local Plan set 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 of the Local Plan and policy S9 of the Submission Local Plan provide further information regarding the spine road network necessary to deliver the South West Rugby allocation and the Community Spine Road is a key element of this. 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.
- 7.3 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.
- 7.4 In relation to the alignment of the spine road network policy DS9 states that the design specification and routing will be considered in more detail in the South West SPD and proposals must be consistent with this document. The revised SPD includes plans showing the indicative alignment of the Community Spine and the proposals are in general accordance with this and the alignment in policy S9 of the Submission Local Plan.
- 7.5 Local Plan policy HS5 and policy I1 of the Submission Local Plan state 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.
- 7.6 Local Plan policy D1 and policy I1 of the Submission Local Plan state that development will be permitted where sustainable modes of transport are prioritised and measures designed to mitigate transport impacts are provided. Policy D1 states that large scale developments which result in the generation of significant traffic movements should be supported by a Transport Assessment. A Transport Assessment was provided with the application.
- 7.7 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.

- 7.8 National Highways comments on the application and advised that any traffic impacts would be localised and the proposals would not impact on the strategic road network. On this basis they raised no objection to the application.
- 7.9 WCC Transport Planning Team reviewed the submitted traffic assessments and underlying trip generation, trip distribution and junction modelling and supporting information submitted by the applicant.
- 7.10 In order to prevent queuing and blocking of junctions at peak periods keep clear markings at a range of junctions and changes to the traffic signals proposed at the Homestead Link Road/Alwyn Road junction will be required.
- 7.11 Traffic Regulation Orders will also be required to implement the amended speed limits (to 30 miles/hr and 20 miles/hr) and parking restrictions along sections of Cawston Lane in connection with the development of the wider South West Rugby allocation, including the district centre and the school.
- 7.12 These works can be secured through the highways s278 Technical Approval process at a later date and this is referred to in informative x.
- 7.13 The original and revised plans have been subject to independently prepared Stage 1 Road Safety Audits (RSA's). The RSA reports together with the Designer Responses to the issues raised have been reviewed by WCC Safety Engineering Team who advised these are satisfactory. This is subject to any further comments made during the Stage 2 Road Safety Audit undertaken as part of the s278 Technical Approval process. A condition is requested to ensure that the detailed design of the scheme addresses key issues raised in the RSA's, including details of the Cawston Lane signal-controlled shuttle scheme, Pegasus crossings, bus stops, kerbed refuges/traffic islands and proposed shared facilities (condition 21).
- 7.14 The proposals include an element where Cawston Lane is not to be widened, adjacent to the protected woodland, and traffic signals are to be used in this area to provide one way traffic operation.
- 7.15 This allows the development to be carried out without the need for the removal of trees which are covered by a group Tree Preservation Order. In addition, the shuttle arrangement will reduce the attractiveness of Cawston Lane to through traffic which will reassign to the strategic road network away from proposed homes and community facilities.
- 7.16 Warwickshire County Council commented on the proposed shuttle working arrangement. They raised queries in relation to vehicle detection systems in terms of possible impacts of adjacent trees and whether these would suitably identify cyclists who choose to use the road in this location rather than the dedicated, separate cycle path and whether suitable visibility could be achieved between the 2 sets of traffic signals.
- 7.17 Concerns were also raised regarding safe operation in the event of signal failure, maintenance of the required equipment and management of adjacent trees and vegetation.
- 7.18 The applicants provided a technical note that shows how a range of above ground detection systems could be utilised and indicatively showing the forward visibility.

- 7.19 The Highway Authority did not object to the proposals and comment that these points will be considered in the s278 technical approval process following the planning stage. This is also required by a proposed condition and informative (condition 22 and informative 10). In relation to vegetation management, there will be an ongoing requirement for trees and vegetation to be cut back to ensure suitable operation. This can be carried out by the Highway Authority under their powers as statutory undertaker.
- 7.20 As detailed above the proposals include the provision of footpaths and cycleways to Cawston Lane and the Community Spine.
- 7.21 Along the Community Spine and the majority of Cawston Lane to the south of the Community Spine junction the proposals include a segregated footpath and cycleway to one side of the road and a footpath to the other side. The exception is close to existing properties, Penlan and Zazaura, on the north side of Cawston Lane.
- 7.22 The plans originally showed a combined footpath and cycleway on the eastern side of Cawston Lane, opposite existing homes at the southern end of the site, in the vicinity of the district centre. Concerns regarding this were raised by Active Travel England and the County Council and revised plans propose a segregated footpath and cycleway in this area.
- 7.23 Along Cawston Lane, to the north of the Community Spine junction, a segregated footpath and cycleway is proposed to the south side of the road. This is proposed to divert away from the main carriageway through the protected woodland to reduce the impact on protected trees.
- 7.24 The application site does not extend along Cawston Lane as far as Coventry Road in the north, it ends to the north of the Lime Tree Village access close to an existing pumping station and area currently used for informal parking. The originally submitted plans for this area were not clear how the footpath and cycleway would be treated in this area and appeared to show this ending abruptly in this parking area.
- 7.25 Outline planning permission was previously granted (R18/0936) for residential development and a school on land to the north of the current application site. The conditions and legal agreement for this application required the provision of a footway/cycleway from the site access south along Cawston Lane. This will extend south towards the current application site, with an area of localised narrowing adjacent to the pumping station.
- 7.26 Concerns were raised regarding the treatment of the footpath cycleway at the north of the current application site and the need for a link to be provided to the north. A revised plan was received which proposes that the segregated footpath cycleway will end at the north of the site, this will connect to an area of footpath that will tie into that proposed as part of the development to the north. This will provide pedestrian access along Cawston Lane to Coventry Road in the north. Cycle access will be provided along the majority of this route, with areas of localised narrowing outside of the current application site that were shown on the plans for the adjacent development to accommodate land ownership constraints.
- 7.27 In relation to the proposals close to Penlan and Zazaura, this is the area of the site where a segregated carriageway is proposed in order to retain existing trees to the south side of Cawston Lane. The applicants advised that the road layout in this area has been designed to allow the road to be widened and a footpath provided whilst

retaining the existing trees and hedgerow. These properties do not currently have any pedestrian access. The proposals include a footpath between the properties which links to a crossing point connecting to the segregated footpath cycleway to the south of the road. This was not identified as an issue in the road safety audit and is considered an improvement to the current access to these properties.

- 7.28 Active Travel England commented on the proposals and raised queries regarding the connections to the north, crossing points, the shared footpath cycleway at the south, landscaping and bus infrastructure.
- 7.29 In relation to the shared footpath/cycleway in the vicinity of the district centre this has now been replaced with a segregated footpath and cycleway.
- 7.30 The applicants provided clarification regarding these points and amended plans were submitted. Active Travel England commented on the revised plans and raised no objections.
- 7.31 Bus stops are proposed within the site. The original plans proposed 3 bus stops with shelters, to be located southbound on Cawston Lane to the south of the southern bridleway, southbound on Cawston Lane to the south of the junction with the Community Spine Road and northbound on the Community Spine Road close to Dunkley's Farm. These would allow a bus service to operate through the site in an anti-clockwise direction.
- 7.32 Comments received from WCC Highways advised that additional bus stops should be provided to allow flexibility in the provision of routes.
- 7.33 Revised plans were provided during the course of the application which include 3 additional stops. These will be located close to those originally proposed but on the opposite side of the road allowing a bus service to also be provided in a clockwise direction. WCC Highways have requested a condition to secure suitable bus stops (condition 25).
- 7.34 A concern has been raised that the proposals do not provide bus connections to Cawston to the north. The applicant has confirmed that the proposed arrangements reflect those discussed with Warwickshire County Council. The proposed arrangements will provide a bus service through the main part of South West Rugby. Improvements to the existing service serving Cawston along Coventry Road to the north which will serve the northern parts of the allocation will be secured in relation to planning applications for these northern sites.
- 7.35 It is therefore considered that the proposals will provide access to sustainable transport methods in accordance with the relevant policies.

8. Public Rights of Way

- 8.1. As detailed above there are 3 public rights of way which cross the site in a broadly north east to south west direction. These comprise 2 bridleways (R169c & R169d) and a public footpath (R167).
- 8.2. The proposals include the provision of controlled crossing points where these Rights of Way will cross Cawston Lane or the Community Spine.
- 8.3. No objection was received to the proposals from WCC Rights of Way subject to conditions and informatives (condition 11, informative 5). Some of the points in the

condition are covered by separate Rights of Way legislation and it is considered more appropriate for these to be included within the informative. No objection was also received from the Ramblers.

- 8.4. These responses raised a query regarding the alignment of the public footpath which was shown on a submitted plan as being realigned outside of the current application site, this may reflect a previous diversion agreed in relation to residential development to the north.
- 8.5. The applicant commented on this and advised that the proposals will create no deviation from the existing designated footpath. A revised plan was also provided for clarification.
- 8.6. The proposals will therefore retain the existing rights of way 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.

9. 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. Sensitive areas within the AQMA include Dunchurch crossroads and the gyratory. Policy EN9 of the Submission Local Plan refers to the AQMA.
- 9.3. 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. The Council's Air Quality SPD adopted in July 2021 also refers to the AQMA.
- 9.4. The Environmental Statement details that air quality impacts are assessed in relation to Nitrogen Dioxide. This states that monitoring shows that the annual mean nitrogen dioxide objective of 40 microgram (one millionth of a gram) per cubic metre was exceeded at one location, the Dun Cow at Dunchurch crossroads, in 2018 with 43.3 recorded in 2018. This reduced to 27.0 in 2022.
- 9.5. The impacts on air quality from the proposed development comprise the potential for dust during construction and traffic emissions once the development is completed.
- 9.6. In relation to construction the Environmental Statement details that there is the possibility for dust to occur during earthworks, demolition and construction. There may also be impacts due to changes in traffic flows during construction, such as temporary traffic management and additional vehicles travelling to and from the site including workers vehicles and those delivering materials and equipment. These will be temporary impacts during the construction phase which is expected to last 14 months.
- 9.7. The Environmental Statement goes on to set out that measures included within the Institute of Air Quality Management Construction Dust Guidance will be implemented to reduce the impacts of dust during construction. This includes measures such as

screening material storage and construction areas, damping down areas where necessary, inspecting haul routes, covering stockpiled materials and using wheel wash facilities.

- 9.8. Regarding the impact on air quality once the road is operational it is accepted that the Community Spine will introduce traffic into an area where there is none at present. This will therefore introduce pollutants which will have some impact on air quality. However, there are no existing dwellings within 50m of the Community Spine. There are existing properties fronting Cawston Lane, however this is an existing road.
- 9.9. The Environmental Statement also considers the cumulative impact of the proposals when considered with other developments at South West Rugby both in relation to construction and operational effects. This concludes that measures can be utilised on other development sites to mitigate for construction impacts.
- 9.10. In relation to operational impacts the overall development will lead to increased traffic in the areas, with an expected increase of 3170 Annual Average Daily Traffic (AADT), the total number of vehicles passing a point on a road in a year, divided by 365 days. This could lead to an increase in vehicle emissions and pollutant concentrations. However, as the baseline air quality in the area is shown to be good, with pollutant concentrations well below relevant Air Quality Standard objectives, it is considered unlikely that the cumulative impacts of the developments will have a significant effect on air quality.
- 9.11. Environmental Services commented that the construction phase air quality impacts would be suitably controlled in accordance with the measures recommended within the Environmental Statement and requested a condition requiring the submission of a Construction Management Plan (condition 5).
- 9.12. In relation to the operational phase Environmental Services advised that the air quality impacts have been considered and determined to be not significant. On the basis that the recommendations in the Environmental Statement are followed, this is considered acceptable.
- 9.13. The impacts on nearby ecological receptors were also predicted to be within the required levels.
- 9.14. It is therefore considered, subject to a condition, that the impact on air quality is acceptable in accordance with policy HS5 and the NPPF.
10. Noise and Vibration
- 10.1. Policy HS5 also refers to impacts in terms of noise and vibration and states that developments should promote a shift to sustainable transport and low emissions vehicles to minimise the impacts on noise and vibration. Policy EN8 of the Submission Local Plan states development shall not cause unacceptable harm to factors including through noise and vibration. 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 and construction noise.

- 10.3. The Environmental Statement explains that baseline surveys were completed, these included a construction noise study area of 300m and operational noise study area of 600m from the site boundary and a construction vibration study area of 100m. This found 25 noise sensitive receptors (NSRs) within 100m (generally properties on Cawston Lane and at Lime Tree Village), other properties at Lime Tree Village within 300m and existing properties within Cawston, Bilton and Dunchurch within 600m.
- 10.4. Baseline noise recordings were taken at 9 locations on Cawston Lane, Alwyn Road, Northampton Lane and Lime Tree Village to assess the current situation.
- 10.5. In relation to operational noise the assessment concluded that there will be negligible changes in noise from road traffic. The majority of receptors would experience a decrease (perhaps linked to traffic diverting from Cawston Lane) with others experiencing no change. There would be an increase in noise along the Community Spine where farm buildings which currently provide a screening effect will be removed. However, there are no existing properties in this location. Traffic flows on the new Community Spine Road in the short and long term are not considered to be a level that would lead to significant increases in road traffic noise.
- 10.6. The Environmental Statement refers to construction noise and states that the weekday daytime noise threshold is likely to be exceeded at times during construction at properties on Cawston Lane, however this is unlikely to exceed the thresholds of more than 10 consecutive days in 15 days or more than 40 days in 6 months. Given the linear nature of the proposed scheme construction will not remain close to any individual property for the entire construction period.
- 10.7. In relation to construction vibration, the predicted vibration levels are considerably below the thresholds for the potential to cause cosmetic damage to surrounding buildings. Vibration may be perceptible for short periods at the nearest receptors and could exceed the vibration criterion for human comfort. However, this is likely to be for short periods of time and it is unlikely that work will remain close to each receptor for the entire construction period. Therefore, significant effects will be avoided.
- 10.8. In relation to noise and vibration during construction the applicants have referred to the submission of a Construction Management Plan to limit the impacts of construction activity. This will include information regarding construction traffic routing, acoustic treatment of plant and equipment, compounds located away from noise sensitive receptors, use of noise barriers when appropriate, and a mechanism for residents to raise any issues which occur. There will also be no piling activities as part of the construction. The submission of this will be secured by condition (condition 5).
- 10.9. The Environmental Statement also considers the cumulative impact of the proposals when considered with other developments at South West Rugby both in relation to construction and operational effects. This concludes that measures can be utilised on other development sites to mitigate for construction impacts.
- 10.10. In relation to operational impacts the overall South West development will lead to increased traffic in the area which could lead to increased noise. However, this is not considered likely to have significant effects on existing properties and this can be considered in the design of nearby developments.
- 10.11. Environmental Health commented on the proposals and advised that the contents of the Environmental Statement are noted. The report indicates limited impact from

operational noise and recommends controls for construction noise. They advised that whilst they have some concerns regarding the degree of predicted noise increase on the various noise sensitive receptors, the assessment meets current guidance and is acceptable.

10.12. Subject to the conditions detailed above the impact in terms of noise and vibration is considered acceptable.

11. Visual Amenity and Landscape

- 11.1. Local Plan 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. Similar requirements are included within policy D1 of the Submission Local Plan.
- 11.2. Local Plan policy SDC2 and policy D3 of the Submission Local Plan refer 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.
- 11.3. 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 eastern part of the application site is in a strong condition with the western part in a declining condition.
- 11.4. Up to date evidence produced in relation to the submission version of the Local Plan includes an updated Landscape Character Assessment. This also concludes that the site is located within the Dunsmore: Plateau Farmlands landscape character type.
- 11.5. This assessment provides guidelines to plan, manage and protect the distinctiveness of the landscape including protection of trees and hedgerows, maintaining and enhancing the wooded character of the area. Specific reference is made to maintaining and enhancing the character of the landscape between Cawston Spinney and Coventry Road and reference is made to this area being in decline.
- 11.6. The 2026 study divides the South West Rugby allocation into 3 different character areas. The current application site is within the Cawston Lane Farmland area. The study assesses the areas contribution to a range of landscape value factors including cultural and natural heritage, condition, distinctiveness, recreation, perception, associations and function.
- 11.7. The area is generally considered to make a moderate contribution to these factors, with condition, recreation, perception (scenic) and function making a moderate/strong contribution. In relation to associations (links to historical figures or events) the contribution is weak.

- 11.8. The study considers the susceptibility of the areas to mixed use residential and commercial development, Susceptibility is defined within the Guidelines for Landscape and Visual Impact Assessment as *“the ability of the landscape receptor (whether it be the overall landscape quality or condition of a particular landscape type or area, or an individual element and or feature, or a perceptual aspect) to accommodate the proposed development without undue consequences for the maintenance of the baseline situation and or the achievement of landscape policies and strategies.”*
- 11.9. Whilst the current application is for the alteration and creation of roads this is to form part of the overall South West Rugby development which will comprise mixed use residential development. The study identifies the majority of the current application site as Medium sensitivity, with the northern part of Cawston Lane and the Community Spine as Low sensitivity. The report comments that in areas of Medium sensitivity development would need to be carefully designed and mitigation provide to avoid adverse effects on landscape character and condition.
- 11.10. As detailed above, and as defined by the Landscape Character Assessments and studies, boundaries within the site are formed by hedgerows containing mature trees. There are also mature trees running alongside existing roads within the site
- 11.11. 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.
- 11.12. In relation to landscape character the LVIA detailed that the application site is generally flat, gently rising from approximately 110m above ordnance datum (AOD) in the northwest at Cawston to approximately 120m AOD in the southeast at Dunchurch where it then slopes more steeply down to approximately 95m AOD. There are occasional field ponds across the site, mainly in the area between Cawston Lane and Alwyn Road, ditches connect these ponds and are often associated with hedgerows.
- 11.13. The land is predominantly medium scale pastoral and arable fields divided by generally well-kept hedgerows, which often have mature trees within them. There are clusters of trees and shrubs around most of the ponds. There are also hedgerows and trees to both sides of Cawston Lane.
- 11.14. The LVIA acknowledges that the Homestead Link Road has been approved and that this will lead to changes to the character of the area with it becoming more suburban in character.
- 11.15. It is accepted that the Community Spine Road, alterations to Cawston Lane and infrastructure such as lighting columns, vehicles and landscape scheme will be visible outside of the site. Due to the nature of the proposed development the elements that are most likely to be visible from outside of the site are lighting columns. The proposals also include the removal of existing trees and hedgerows which will currently be viewed from the surrounding area. The development will therefore alter the character of the area and impact on visual amenity.
- 11.16. The LVIA assessed the impact of the proposals on 22 viewpoints. These include public areas such as roads and rights of way crossing and surrounding the site. They also include residential properties within 500m, although views from private property are not a matter that can be taken into account in determining planning applications.

- 11.17. The Environmental Statement details that there will visual and landscape impacts of the development both during construction and once the road is operational. Due to the landscaping proposed the operational effects will reduce as the planting matures in the future.
- 11.18. The Environmental Statement assesses the landscape and visual impacts during construction and operation.
- 11.19. This details that during construction the proposals would result in significant temporary substantial/major/moderate adverse effects at properties in close proximity to the site, to users of public rights of way and Cawston Lane and on the Dunsmore Plateau Farmlands character of the area. This impact is due to the construction activities, the removal of vegetation and demolition of buildings.
- 11.20. In relation to operational impacts the assessment states that impacts will reduce in the medium to long term (5-10 years onwards) as mitigation planting establishes. Initial moderate adverse impacts will reduce to minor adverse impacts over time resulting in the impacts being not significant. Again the receptors most impacted are properties in close proximity to the site, users of public rights of way and Cawston Lane and the Dunsmore Plateau Farmlands character of the area.
- 11.21. The assessment concludes that significant but temporary effects can be expected during construction, whilst during operation over the medium to long term (5 years onwards), the scheme is not anticipated to cause any significant effects.
- 11.22. The impact of the development on specific trees and hedgerows within the site is assessed elsewhere in this report.
- 11.23. The South West Rugby Design Code includes a range of requirements relating to the provision of suitable routes and facilities for active travel and public transport. This includes guidance on the design of pedestrian and cycle facilities, junctions and bus stop infrastructure.
- 11.24. Cawston Lane and the Community Spine are defined as secondary streets which will act as local connectors between larger primary and smaller tertiary streets. They are also shown as forming part of the strategic active travel network and primary bus network. This is intended to form a network of active travel routes to allow access to the overall South West Rugby allocation and the wider area.
- 11.25. As detailed earlier in the report the proposals include the provision of footpaths and cycleways as well as crossing points where it is proposed that active travel routes, including existing Rights of Way, cross Cawston Lane and the Community Spine Road. The proposals also include suitable bus stop infrastructure to allow bus services to be delivered to the area. This is in general conformity with the Design Code requirements.
- 11.26. The Council's Tree and Landscape Officer commented on the proposals and did not raise any landscape objections.
- 11.27. As detailed above the 2026 landscape assessment defines the majority of the site as being Medium sensitivity to landscape change and states that development would need to be carefully designed and mitigation provide to avoid adverse effects on landscape character and condition.

- 11.28. Subject to the proposed conditions, the retention of existing planting where possible and the provision of landscaping it is considered that the suitable mitigation can be provided. Notwithstanding this, the impact of the proposals on the character of the area and landscape, particularly in the short term, carries some weight against the proposals.
- 11.29. The application includes details of the general landscaping proposals. This will include tree planting to Cawston Lane and the Community Spine Road and the provision of hedgerow along Cawston Lane. There will also be shrubs, meadow planting and amenity grass planting. An area of enhanced planting is proposed to the eastern end of the Community Spine Road to provide a bat corridor and larger tree specimens with wide canopies will be utilised. This landscaping will in many locations form the verge between the road and the footpath and cycleway.
- 11.30. Detailed landscaping plans showing species details or sizes have not been provided at this stage and these can be required by condition (condition 8). Notwithstanding this the submitted plans specify that planting will be non-invasive and utilise native species, although non-invasive species may be considered if they provide future proofing benefits for climate adaptability.
- 11.31. The Council's Tree and Landscape Officer commented that the submitted landscape proposals detail a considerable volume of new tree and hedgerow planting which will mitigate proposed losses and enhance the proposal by way of creating new green corridors.
- 11.32. The provision of the proposed landscaping scheme carries weight in favour of the proposals.
12. Trees & Hedgerows
- 12.1. Local Plan policy NE3 and policy EN2 of the Submission Local Plan refer to landscape and states development should aim to conserve, enhance or restore important landscape features. Local Plan policy SDC2 and policy D3 of the Submission Local Plan also state that important landscape features should be identified for retention.
- 12.2. As detailed above trees and hedgerows are found within the application site, generally adjacent to existing roads and Rights of Way or forming field boundaries. The woodland trees within the site boundary at the north west and south west of the site are covered by Tree Preservation Order.
- 12.3. Elements of the application scheme were designed to reduce the impact on existing trees. This includes the area of segregated carriageway which allows high quality trees to be retained in a central island, the routing of the footpath/cycleway at the northern end of the site and the alignment of the road proposed close to Alwyn Road.
- 12.4. An Arboricultural Implications Study was submitted with the application, this originally included details of features within the current application site and the Homes England hybrid application site. A revised study was provided relating to the current proposals only. 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.
- 12.5. This assessment initially identified a total of 24 individual trees, 21 hedgerows, 3 groups of trees, 2 areas of woodland and 2 avenues of tree within the site. These

features were assessed as 29 (55.7%) category A, 16 (30.8%) category B and 7 (13.5%) category C.

- 12.6. The Arboricultural Implications Study details that 4 individual trees would be removed comprising 2 category A, 1 category B and 1 category C. These trees are not protected by TPOs. In relation to groups of trees, 1 would be partially removed. In terms of hedgerows 13 would be partially removed and small sections of 1 woodland would be affected. There are also 2 trees, 1 woodland and 2 hedges that may be affected by disturbance.
- 12.7. The trees which are to be removed comprise a Goat Willow (B) and parts of a grouping close to Dunkley Farm where the Community Spine Road will be provided, a Sycamore (C) to the north of the split carriageway arrangement, an Oak (A) to the south of the split carriageway and an Oak (A) close to the northern Right of Way. A tree will be removed in the woodland at the northern end of the site to provide the footpath cycleway.
- 12.8. In terms of hedgerows the main impact is to hedgerows along Cawston Lane to allow the road to be widened and footpaths and cycleways to be provided. Parts of other hedgerows will be partially removed to allow drainage to be provided.
- 12.9. The Tree Officer commented on the application and advised there will be a low impact in terms of tree losses. The proposed cycleway has been directed through a gap within Cawston Spinney. This is not the area of Cawston Spinney which is classified as Ancient Woodland and the development is proposed the required 15m away from Ancient Woodland.
- 12.10. Conditions were requested relating to a final Arboricultural Method Statement to include tree protection details (condition 10).
- 12.11. It is accepted that the removal of trees and hedgerow will be necessary to allow the formation of the Community Spine and works to Cawston Lane. This will have an impact on the landscape, character of the area and visual amenity and carries some weight against the proposals.
- 12.12. Whilst the removal of trees and hedgerows and work within root protection areas carries weight against the proposals this must be weighed against the provision of the road and overall development as well as the proposals for the provision of on-site landscaping.
- 12.13. Policy EN6 of the Submission Local Plan refers to Canopy cover and states that all major development shall increase post development canopy cover to 20% of the site area with existing canopy retained first before considering new planting. As detailed above the proposals will remove 4 of the existing 24 trees within the site and a landscaping scheme including tree planting will be provided.
- 12.14. Although the Submission Local Plan has been submitted for examination it is not considered that policy EN6 should be given significant weight. This is due to objections to the policy linked to viability implications which will be considered at the Local Plan examination.
- 12.15. Notwithstanding this, the agent commented in relation to this policy and advised that the scheme has been designed to ensure highway safety whilst retaining as many existing trees as possible. Additional planting is also proposed as part of the

proposals. However, due to the requirement to include traffic signals, bus stops, pedestrian crossings, visibility requirements, drainage etc it is not possible to provide 20% canopy cover.

- 12.16. As detailed above a detailed landscaping scheme will be secured by condition (condition 8) however, the submitted landscape proposals indicate that approximately 220 new individual trees, including clear stem trees and street trees, are proposed to be planted as part of the scheme.
- 12.17. Consideration must also be given to the proposals forming part of the overall South West Rugby development. This includes the Homestead Link road, which includes a large landscape buffer including tree planting. The level of canopy cover across other parts of the site will be assessed in relation to the relevant applications.
- 12.18. 12.18. As the proposed landscaping scheme includes around 220 trees this will deliver canopy cover across the site. However, the level of cover is not known at this stage and due to the nature of the proposed development it is unlikely to be possible to deliver 20% canopy cover. This carries limited weight against the proposals.

13. Heritage Assets

- 13.1. Local Plan policy SDC3 and policy D4 of the Submission Local Plan refer 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.
- 13.2. With regards the NPPF, chapter 16 sets out the government's advice on conserving and enhancing the historic environment. Paragraph 203 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 206 advises great weight should be given to the asset's conservation irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 207 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.
- 13.3. 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."
- 13.4. 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.
- 13.5. There are no designated heritage assets within the application site itself however there are designated heritage assets close to the application site boundary.

- 13.6. The Dunchurch Conservation Area is around 470m south of the site. The Medieval standing cross at Dunchurch crossroads is a Scheduled Ancient Monument.
- 13.7. The grounds of Bilton Grange and Dunchurch Lodge (known as Dunchurch Park Hotel) are Grade II Registered Parks and Gardens which are 450m from the site.
- 13.8. There are 55 Grade II Listed Buildings within 1km of the site, generally within the Conservations Area and the grounds of Bilton Grange and Dunchurch Lodge. Cawston Farm House to the north west is also a Listed Building.
- 13.9. The SPD refers to heritage assets and states that any harm to, or loss to, the significance of a designated heritage asset must be justified by the applicant so it can be considered by the Council and any impacts can be assessed as required.
- 13.10. Buildings within the Conservation Areas and Listed Buildings themselves will not be impacted or lost by the development. The proposed development will not be visible from the majority of locations and Listed Buildings within the Conservation Areas.
- 13.11. It is considered that that there will not be adverse impacts on the Conservation Area, Listed Buildings or Registered Parks and Gardens during the construction phase.
- 13.12. In relation to the operational phase of the development the Environmental Statement identifies there would be a slight adverse impact on the setting of Cawston Farmhouse due to changes to the semi-rural setting of this building. However, this must be considered in relation to the distance from the application site and other development approved adjacent to this building and is not considered a significant impact.
- 13.13. Historic England were consulted on the proposals and advised they did not wish to comment on the application.
- 13.14. The historic environment assessment within the Environmental Statement assessed recorded archaeological remains within 1km of the site. Geophysical surveys had also previously been carried out in parts of the application site. In addition, trial trenching was carried out across the site.
- 13.15. This work established that archaeological features, including pits and ditches, survive across, and in close proximity to, the site. Some of the features correspond with features such as field boundaries and quarry pits on historic maps of this area, a significant number did not. A pit containing Early Anglo-Saxon pottery (5th-7th century AD), burnt animal bone, charcoal and charred plant material was identified in a trench and this may have been associated with some undated ditches identified.
- 13.16. The County Archaeologist advised they did not object to the application, subject to a condition requiring an Archaeological Mitigation Strategy (including a Written Scheme of Investigation for any fieldwork) to be agreed (condition 15).
- 13.17. Subject to this condition the impact on non-designated archaeological heritage assets is considered acceptable.
14. Impacts on neighbouring residents
- 14.1. Local Plan policy SDC1 and policy EN8 of the Submission Local Plan state that proposals for new development will ensure the living conditions of neighbouring occupiers are safeguarded.

- 14.2. There are residential properties on Cawston Lane which are immediately adjacent to the application site. These comprise a group of 4 dwellings on the west site of Cawston Lane at the southern end of the site and 3 dwellings on the eastern side of Cawston Lane, adjacent to where the split carriageway is proposed. Cherry Tree Farm is adjacent to the southern site boundary.
- 14.3. Residential properties at Lime Tree Village are to the north east of the site with properties on Northampton Lane to the south and Alwyn Road to the east. The farmhouse at Dunkley's Farm is within the application site and is to be demolished.
- 14.4. Objections received relating to the impact on neighbouring properties refer to factors such as traffic, air quality, noise and vibration are addressed elsewhere in this report.
- 14.5. Whilst alterations to Cawston Lane are proposed immediately adjacent to existing properties it is considered the development will not have 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 parts of SDC1 and EN8.
- 14.6. It is accepted that the outlook from neighbouring properties will be 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.
15. Health Impacts
- 15.1. Policy HS2 states that it will need to be demonstrated that for non-residential development exceeding 1 hectare will not generate adverse impacts on health and wellbeing through a Health Impact Screening report.
- 15.2. The Environmental Statement includes an assessment of the health impacts of the proposals. This considered the effects on people living and working in the area of the site, and the opportunities for improving health and reducing inequalities, in relation to the construction and operational phases.
- 15.3. The assessment details that the development has the potential to impact on residents and businesses in the area, as well walkers, cyclists and horse riders utilising the roads and public Rights of Way.
- 15.4. Significant impacts are expected during construction on Cherry Tree Farm and users of Cawston Lane and the Rights of Way. These temporary impacts are due to journey disruptions, altered accesses or temporary closure or diversion of the relevant routes. This can be mitigated through the provision of suitable diversions and communication with relevant stakeholders.
- 15.5. During the operational phase benefits are anticipated due to improved traffic flows which could reduce stress, improved safety for users of Rights of Way due to new crossing points and segregated routes, increased transport user safety due to reduced vehicle speeds, access to new active travel routes, and improved access to community facilities, green space and work opportunities in the wider area.
- 15.6. Impacts in relation to air pollution, dust, noise and vibration are referred to and these are assessed in more detail within the Environmental Statement and this report.
- 15.7. Subject to conditions detailed elsewhere within this report it is considered that the development complies with policy HS2.

16. Protected Species and Biodiversity

- 16.1. Local Plan policy NE1 and policy EN1 of the Submission Local Plan refer 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. Local Plan 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 a continuous Green and Blue Infrastructure corridor linking to adjacent networks and specifically between Cawston Spinney and Cock Robin Wood is also required by Local Plan policy DS8, policy S8 of the Submission Local Plan, the SPD and Design Code.
- 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 application site comprises Cawston Lane itself with most other land currently in agricultural use. Information within the SPD assesses the current Baseline Habitat values for use in Biodiversity Net Gain calculation. The majority of the site is shown as low value for biodiversity with the Cawston Spinney at the north of the site shown as medium/high value. The trees and hedgerows within the site have additional value for biodiversity.
- 16.5. 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. These included a Baseline Biodiversity Report, Phase 1 Habitat Survey and surveys for bats, badgers, breeding birds and Great Crested Newts.
- 16.6. The closest Site of Special Scientific Interest is Draycote Meadows located around 2.88km to the south west of the site. This comprises 2 ridge and furrow meadows which support 17 species of butterfly. The Environmental Statement concludes that due to the distance from the site and lack of hydrological connectivity this will not be impacted by the proposals.
- 16.7. Cock Robin Wood, 600m to the east of the site is a Local Nature Reserve. Fox Covert and Cawston Spinney Local Wildlife Site is located adjacent to the north-west of the site. Part of this woodland (around 35m from the site) is Ancient Woodland. A lake at Dunkley Ecosite (of local importance) is located within the site. The majority of the habitats across the site are arable and improved grassland of low ecological value. Priority habitats on-site comprise a network of hedgerows (including species-rich hedgerows), eight ponds and two small areas of lowland deciduous woodland.
- 16.8. Species surveys of the application site and nearby land were carried out and identified badger, bats, breeding birds, reptiles and invertebrates within the area of the site.
- 16.9. As detailed earlier in the report the proposals will result in the loss of trees and hedgerows which currently provide habitats. Mitigation is proposed through the proposed landscaping scheme which will provide replacements trees and hedgerows across the site.

- 16.10. The submitted landscape scheme includes an enhanced vegetative bat corridor. This is an area where larger trees and plant specimens will be used to form a canopy across the Community Spine Road.
- 16.11. Natural England raised no objection to the proposals and advised that they consider that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.
- 16.12. The County Ecologist reviewed the application and submitted information. They initially requested conditions requiring a Construction Environmental Management Plan to be agreed across the South West Rugby allocation with further Management Plans to be agreed for each phase or individual application. However, the current application only relates to Cawston Lane and the Community Spine Road and would not grant any approval for other parts of the allocation, it is therefore not reasonable or possible to impose a condition relating to other planning applications.
- 16.13. A condition is therefore suggested relating to a Construction Environmental Management Plan for this application (condition 12).
- 16.14. A condition relating to the submission of a Landscape and Ecological Management Plan was also requested (condition 13).
- 16.15. The conditions above will ensure protected species are safeguarded during construction and suitable habitats provided as part of the development.
- 16.16. A lighting condition is also proposed to ensure the lighting scheme does not adversely impact on bats (condition 14).
- 16.17. As the application was received after April 2024 there is a requirement for 10% Biodiversity Net Gain (BNG) to be provided, either on-site or through off-site mitigation, in accordance with the Town and Country Planning Act. This is also required by policy EN5 of the Submission Local Plan.
- 16.18. A Biodiversity Impact Assessment was submitted with the application, this was based on the existing habitats on site and the expected habitats based on the proposed landscaping scheme. An updated assessment was provided as the plans were revised following consultee comments.
- 16.19. The current biodiversity units on site comprise 84.86 area units, 46.2 hedgerow units and 0.05 water course units. The post development habitats would provide 86.33 area units, 21.62 hedgerow units and 0.05 watercourse units. This represents an area unit gain of 1.73%, a hedgerow unit loss of 53.21% and no change to watercourse units.
- 16.20. These do not provide the required 10% BNG. The assessment comments that the on-site mitigation could be increased through the inclusion of additional native shrubs and trees and wildflower/low intensity grassland within the landscaping scheme and through improvements to the on-site pond and hedgerows. However, this is unlikely to provide the required 10% BNG on site.
- 16.21. The regulations allow for BNG to be achieved on-site, off-site or a mix of both. Off-site gains can be made on the applicants' land outside of the site or off-site units can be purchased. (It is also possible for developers to buy biodiversity credits from the Government as a last resort.)

- 16.22. Homes England are the applicants for the current application. They were also the applicants for the Homestead Link Road to the south of the site, which also forms part of the South West Rugby spine road network. The Homestead Link Road application includes a landscaped buffer which provided a BNG greater than that required for that application with an excess of 20.39 area units and 16.32 hedgerow units. The assessment of the Homestead Link Road and associated s106 agreement allowed for these units to be used as off-site units for other sites across the South West Rugby allocation, with priority given to Cawston Lane and the Community Spine.
- 16.23. It is proposed that 7.01 area units and 16.32 hedgerow units from the Homestead Link proposals will be used to provide off-site mitigation in relation to the current application. This will allow the 10% gain in area units to be achieved. This will not provide the gain in hedgerow or watercourse units with a further 12.88 hedgerow units and 0.005 watercourse units required off-site to meet the 10% BNG requirement.
- 16.24. The regulations allow off-site units to be purchased in order to provide BNG. These must be purchased on sites registered with the Environment Bank where the provision of the units is secured by a conservation covenant or legal agreement on the site of the units. Details of the units secured can be included within a BNG plan secured by the Deemed Condition.
- 16.25. BNG will be secured through the use of the Deemed Condition with the Landscape and Ecological Management Plan condition securing the long term management of on-site habitats (condition 13).
- 16.26. Subject to the proposed 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.
- 16.27. The landscaping, including trees and hedgerows, which is proposed to run alongside the roads will provide connectivity for wildlife and link into the existing Green Infrastructure network and the proposed corridor between Cawston Spinney and Cock Robin Wood in accordance with policies NE2, DS8, the SPD and Design Code.
17. Drainage
- 17.1. Local Plan policy SDC5 and policy EN7 of the Submission Local Plan state 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. Policy CL4 of the Submission Local Plan states the vulnerability of development to flood risk shall be minimised.
- 17.2. Local Plan policy SDC6 and policy D5 of the Submission Local Plan state 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.
- 17.3. The application included details of the proposed surface water drainage. This shows that surface water would run into swales alongside the roads then into a range of drainage ponds. Water will then run to existing ditches surrounding the site.

- 17.4. The Environment Agency advised that surface water runoff should be assessed in consultation with the Lead Local Flood Authority.
- 17.5. 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, existing ditches, attenuation basins and maintenance access.
- 17.6. This information was provided and Lead Local Flood Authority raised no objection to the proposals, subject to conditions requiring a detailed surface water drainage scheme, a surface water maintenance plan and a verification report for the drainage to be agreed (condition 16 - 18). This is in accordance with the relevant policies.
18. Climate Change and Sustainable Design
- 18.1. Local Plan Policy SDC4 read in conjunction with the Climate Change and Sustainable Design and Construction SPD sets out how development is required to demonstrate compliance with matters relating to climate change and a reduction in carbon emissions. Policy CL4 of the Submission Local Plan states all development shall be resilient to the impacts of climate change.
- 18.2. In addition, NPPF paragraph 161 refers to the planning system supporting the transition to net zero by 2050 and states it should shape places in ways that contribute to radical reductions in greenhouse gas emissions.
- 18.3. The Council declared a climate emergency in July 2019 and following this produced a Climate Change and Sustainable Design & Construction SPD. This includes reference to a range of topics addressed elsewhere in this report such as flood risk, sustainable drainage, green infrastructure, landscape and biodiversity. Reference is also made to encouraging active travel.
- 18.4. This SPD also includes a Sustainability Checklist which is required to be submitted with new planning applications. Many questions relating to built development are not relevant to this application. However, this makes reference to providing access to facilities, including on foot, cycle and by public transport, landscaping provision, biodiversity and sustainable drainage. In relation to embodied carbon this refers to ensuring waste is diverted from landfill where possible, with excavated soils reused within the development wherever possible.
- 18.5. The Environmental Statement refers to the impacts of the proposals on climate change in terms of greenhouse gas (GHG) emissions. These will relate to the construction of the development such as embodied emissions connected to use of materials, construction vehicles, transport to the site and loss of vegetation. Emissions will also be generated at the operational phase of development from street lighting and materials used in maintenance.
- 18.6. The Environmental Statement states that emissions during construction will be minimised by reducing the amount of materials required, by minimising construction traffic miles, by choice of construction plant and fuel, and by maintaining equipment at optimum operating levels. At the operational stage best practice and measures to reduce the effects on climate have and will be incorporated into the design, such as minimising the footprint, using energy efficient street lighting, and maximising planting for carbon storage. The proposals also include the provision of pedestrian and cycle links as part of the development.

18.7. As the application is for the construction of a road GHGs will be emitted from vehicles using the road itself. However, the link road does not form a destination in its own right and if the road were not provided the vehicles would be using other roads in order to reach their destination.

19. Other matters

19.1. Policy GP5 states that neighbourhood level documents, such as Parish Plans, are a material consideration in determining planning applications. Parts of the application site fall within Dunchurch Parish, however Dunchurch does not have a Neighbourhood Plan, Parish Plan or Village Design Statement.

19.2. 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.

19.3. The Environmental Statement details that the proposals involve the development of existing agricultural land. Agricultural Land Classification mapping shows the land within the site as Grade 2 (good). The proposals would therefore involve the loss of best and most versatile agricultural land. This carries some weight against the proposals.

19.4. However, this matter was considered by the Local Plan Inspector in allocating land at South West Rugby 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.”*

19.5. The Environmental Statement details that the majority of soil would be reused within the development. Natural England commented in relation to the impact on soils and advised that in order to safeguard soil resources soil should be managed in order to retain as many of its important functions as possible. This can be achieved through careful soil management and appropriate, beneficial soil re-use, with consideration on how any adverse impacts on soils can be avoided or minimised. A condition is proposed to safeguard soil resources (condition 7).

19.6. A ground investigation report was submitted as part of the Environmental Statement. Environmental Health advised that no exceedances were identified to the public open space residential criteria and the site does not require any ground gas protection measures. A condition is recommended requiring action to be taken in the event of previously unidentified contamination being identified (condition 6).

20. Planning Obligations

20.1. Local Plan policy D3 and policy I4 of the Submission Local Plan refer 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. Local Plan policy D4 states these will be secured through a s106 legal agreement.

20.2. Local Plan 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.

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

20.3. The SPD identifies the infrastructure requirements associated with the South West Rugby Allocation and Local Plan policy DS9 and policy S9 of the Submission Local Plan set out the requirements in relation to the provision of the spine road network.

20.4. However, these contributions will be secured in relation to the planning applications for residential and employment development within South West Rugby and a s106 agreement is not required in relation to the current application.

20.5. Comments received from Dunchurch Parish Council refer to the impact of additional residents on services within Dunchurch and request contributions to youth & library facilities and traffic calming. However, the current proposals are for road infrastructure and will not in themselves lead to additional residents within the area. This request is therefore not related to the current application and cannot be supported.

21. Objections Received

21.1. As detailed earlier in this report objections to the proposed development have been received from Dunchurch Parish Council and 24 local residents.

21.2. These include comments regarding the principle of the South West Rugby allocation and the provision of the spine road network, However, the overall principle of this allocation was established by the adoption of the Local Plan.

21.3. Objections related to highway safety, transport information, trees, hedgerows, biodiversity and neighbouring residents are addressed earlier in this report.

21.4. Comments also state that improvement works to Cawston Lane should be carried out prior to the commencement of other developments within South West Rugby. This application includes the required improvement works and the timing of delivery will be assessed in relation to the relevant applications.

22. Community Infrastructure Levy

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

22.2. The proposal does not include the erection of buildings or addition of floorspace and therefore is not liable for CIL.

23. Equality Implications

23.1. Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

23.2. Officers have taken this into account and given due regard to this statutory duty in the consideration of this application.

23.3. There are no known equality implications arising directly from this development.

23.4. The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

24. Planning Balance and Conclusion

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

24.1. 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. It is considered that the most important policies within the adopted Local Plan (as referenced within paragraph 11 of the NPPF) for determining the application are Policies GP1, DS8, DS9, SDC1 and SDC2 of the Local Plan (2019). All of these policies are up to date and therefore it is considered that the “tilted balance” is not engaged and the application should be determined in accordance with the development plan.

24.2. The Local Plan for 2025-2042 was submitted for examination on 27th April 2026 and the policies within this Submission Local Plan are also given significant weight in decision making unless this is detailed otherwise within this report.

24.3. 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.

24.4. *Economic objective*

The NPPF details that the coordination and provision of infrastructure contributes to the economic objective. The proposals will result in the delivery of key parts of the South West Rugby Spine Road network, as set out in Local Plan policy DS9 and policy S9 of the Submission Local Plan which is necessary to allow housing development to help meet the Borough’s housing needs as set out in Local Plan policy DS1 and policy S2 of the Submission Local Plan. This carries significant weight in favour of the proposals.

- 24.5. The proposed development would provide the infrastructure required to allow the development of the South West Rugby allocation. This would lead to money being invested in construction in terms of jobs, materials and new residential development with household economic spending which may increase the viability of nearby retail uses, services and businesses. This would have a positive impact on the local economy and carries significant weight in favour of the proposal.
- 24.6. Other economic benefits would include the creation of construction jobs and associated in-direct jobs and businesses being supported which carry moderate weight in favour of the proposals.
- 24.7. It is considered that the clear economic benefits outlined above carry significant weight in favour of the proposed development.
- 24.8. As detailed above the proposals include Cawston Lane remaining open to through traffic at the southern end which does not accord with policy DS9, the SPD or Design Code. As set out earlier in this report information has been provided to address the undesirable implications of this which are detailed within the SPD. It is considered that this information addresses the potential implications and the impacts are not so significant as to warrant a recommendation of refusal. In addition, this does not conflict with policy S9 of the Submission Local Plan. Opening Cawston Lane to through traffic therefore carries limited weight against the proposals.
- 24.9. *Social objective*
The social objective in the NPPF refers to the need to provide homes to meet the needs of current and future generations and the need for accessible services and open spaces.
- 24.10. The provision of the spine road network will allow the provision of housing allocated by Local Plan policy DS8 and policy S8 of the Submission Local Plan and will also allow the provision of a school and other community facilities within the South West Rugby Allocation and this carries significant weight in favour of the proposal.
- 24.11. The proposals will include a footpaths and cycleways which will contribute to a high quality, safe convenient walking and cycling network allowing access to homes, employment development and facilities within the allocation and wider area which carries significant weight in favour of the proposal.
- 24.12. *Environmental objective*
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.
- 24.13. As detailed above the development will have an impact on the character of the area and wider landscape and this carries moderate weight against the proposals.
- 24.14. The development of the allocated site will also result in the loss of best and most versatile agricultural land. However, this is an allocated site for development and this carries limited weight against the proposals.
- 24.15. Whilst trees are to be retained where possible the development will involve the loss of areas of hedgerow and trees and will not provide 20% canopy cover. This carries moderate weight against the proposals.

- 24.16. However, the proposals will incorporate replacement landscaping and tree planting which carries moderate weight in favour of the proposals.
- 24.17. The development will provide pedestrian and cycle linkages to the wider area encouraging sustainable transport methods which carries significant weight in favour of the proposal.
- 24.18. 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.
- 24.19. 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.
- 24.20. 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 conditions and informatives.

Recommendation

1. Planning application R24/0733 be approved subject to the conditions and informatives set out in the draft decision notice appended to this report.
2. The Strategic Director for Place be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.

DRAFT DECISION

REFERENCE NO:

R24/0733

DATE APPLICATION VALID:

05-Sep-2024

APPLICANT:

Anna Bend Homes England, One Friar Gate, Coventry, CV1 2GN

AGENT:

Rebecca Flisher, AtkinsRealis AtkinsRealis, Two Chamberlain Square, Birmingham, B3 3AX

ADDRESS OF DEVELOPMENT:

Cawston Lane and land to West and East, Cawston Lane, Dunchurch

APPLICATION DESCRIPTION:

Demolition of existing buildings, alterations to Cawston Lane, formation of a single carriageway road (the Community Spine Road), formation of a temporary access road to Cherry Tree Farm, construction of footways, cycleways and crossing points and associated works (including landscaping and drainage).

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

The development shall be carried out in accordance with the plans and documents detailed below. The plans 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.

Doc Ref 5220620-ATK-WS-ZZ-TN-D-180002 Utilities Statement rev. P01.1 05 August 2024 Part 1 received on 07/08/2024

Doc Ref 5220620-ATK-WS-ZZ-TN-D-180002 Utilities Statement 05 August 2024 Part 2 Appendices received on 07/08/2024

Doc Ref 5220620-ATK-WS-ZZ-RP-PO-120008 rev. P01.1 Planning Design and Access Statement 05 August 2024 received on 07/08/2024

Doc Ref 5220620-ATK-WS-ZZ-RP-EN-210002 rev. 1 Environmental Statement – Volume 1 - Non-technical Summary 05 August 2024 received on 07/08/2024

Doc Ref 5220620-ATK-WS-ZZ-RP-EN-210003 Rev P01.1 Environmental Statement – Volume 2 – Main Report received on 07/08/2024

Doc No.: 5220620-ATK-WS-ZZ-RP-EN-210004 Environmental Statement Volume 3 Appendices received on 07/08/2024 & 30/08/2024

Doc No.: 5220620-ATK-WS-ZZ-RP-EN-210005 Environmental Statement Volume 4 Figures received on 07/08/2024

Doc Ref 62280152-RP-OE-00005_P3 Biodiversity Net Gain Assessment February 2026 received on 03/03/2026

Doc Ref 62280152-WSPE-DS-OE-00001_P03 Biodiversity Net Gain Metric V2 received on 03/03/2026

Doc Ref UK0037082.3163-WSP-XX-XX-RP-EN-0001_P01 Natural Capital Assessment Report received on 23/08/2024

Doc Ref 5220620-ATK-WS-ZZ-RP-PL-120009 V3 Arboricultural Implication Study July 2024 received on 14/11/2025

Arboricultural Impact Assessment Addendum – 5220620/V2 received on 14/11/2025

Drawing number 5220620 ATK CL ZZ DR L 171002 Rev P04 Landscape General Overview received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR L 171003 Rev P04 Landscape General Arrangement (Sheet 1 of 4) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR L 171004 Rev P04 Landscape General Arrangement (Sheet 2 of 4) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR L 171005 Rev P04 Landscape General Arrangement (Sheet 3 of 4) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR L 171006 Rev P04 Landscape General Arrangement (Sheet 4 of 4) received on 27/01/2026

Drawing number TCP/4878/Y/100 Arboricultural Survey (22 plans) received on 07/08/2024

Drawing number ARB/4878/Y/200 Arboricultural Layout Plans Sheets 31, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 47, 48, 49, 50, 51, 52, 55, 56, 57, 58, 60 received on 11/11/2024

Drawing number TCP/4878/Y/100 Arboricultural Layout Plan (Sheet 53) received on 11/11/2025

Drawing number TCP/4878/Y/100 Arboricultural Layout Plan (Sheet 54) received on 14/11/2025

Drawing number TCP/4878/Y/100 Arboricultural Layout Plan (Sheet 59) received on 04/11/2025

Drawing number TCP/4878/Y/100 Arboricultural Layout Plan (Sheet 46) received on 04/11/2025

Drawing number TPP/4878/Y/300 Tree Protection Plans (22 plans) received on 07/08/2024

Drawing number TR/4878/Y/600 Sheet 1 Trees Retained/Trees Removed received on 14/11/2025

Drawing number TR/4878/Y/600 Sheet 2 Trees Retained/Trees Removed received on 14/11/2025

Drawing number 5220620 ATK WS ZZ DR D 181001 Rev C01 Existing Ditches received on 07/08/2024

Drawing number 5220620 ATK WS ZZ DR D 181002 Rev C03 Exceedance Flow received on 27/01/2026

Drawing number 5220620 ATK WS ZZ DR D 181003 Rev C01 Swale Typical Sections received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260505 Rev C03 PA1 Catchment Areas (Sheet 1 of 4) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260506 Rev C03 PA1 Catchment Areas (Sheet 2 of 4) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260507 Rev C04 PA1 Catchment Areas (Sheet 3 of 4) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260508 Rev C02 PA1 Catchment Areas (Sheet 4 of 4) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260533 Rev C03 PA1 Proposed Basin CL1 General Arrangement and Section Drawing received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260537 Rev C03 PA1 Proposed Basin CL2-1 General Arrangement and Section Drawing received on 29/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260530 Rev C03 PA1 Proposed Basin CL2-2 General Arrangement and Section Drawing received on 29/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260535 Rev C02 PA1 Proposed Basin CL3-1 General Arrangement and Section Drawing received on 29/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260536 Rev C02 PA1 Proposed Basin CL3-2 General Arrangement and Section Drawing received on 29/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260532 Rev C02 PA1 Proposed Basin CSR1 General Arrangement and Section Drawing received on 29/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260534 Rev C02 PA1 Proposed Basin CSR2 General Arrangement and Section Drawing received on 29/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260531 Rev C03 PA1 Proposed Basin CSR3 General Arrangement and Section Drawing received on 29/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260501 Rev C04 Proposed Drainage Layout (Sheet 1 of 3) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260502 Rev C04 Proposed Drainage Layout (Sheet 2 of 3) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260503 Rev C04 Proposed Drainage Layout (Sheet 3 of 3) received on 27/01/2026

Doc No.: 5220620-ATK-WS-ZZ-RP-RD-140004 Transport Assessment & Appendices 05 August 2024 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260700 Rev C05 General Arrangement Overview received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260701 Rev C04 General Arrangement (Sheet 1 of 7) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260702 Rev C04 General Arrangement (Sheet 2 of 7) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260703 Rev C04 General Arrangement (Sheet 3 of 7) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260704 Rev C04 General Arrangement (Sheet 4 of 7) received on 27/01/2026

Drawing number 5220620 ATK CL ZZ DR C 260705 Rev C01 General Arrangement (Sheet 5 of 7) received on 16/07/2024

Drawing number 5220620 ATK CL ZZ DR C 260706 Rev C01 General Arrangement (Sheet 6 of 7) received on 16/07/2024

Drawing number 5220620 ATK CL ZZ DR C 260707 Rev C01 General Arrangement (Sheet 7 of 7) received on 16/07/2024

Drawing number 5220620 ATK CL ZZ DR C 260708 Rev C02 Cawston Lane Northern Tie in General Arrangement received on 29/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260710 Rev C01 Proposed Pedestrian Refuges received on 21/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260781 Rev C02 Cross Sections (Sheet 1 of 7) received on 21/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260782 Rev C02 Cross Sections (Sheet 2 of 7) received on 21/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260783 Rev C02 Cross Sections (Sheet 3 of 7) received on 21/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260784 Rev C02 Cross Sections (Sheet 4 of 4) received on 21/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260785 Rev C02 Cross Sections (Sheet 5 of 7) received on 21/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260786 Rev C02 Cross Sections (Sheet 6 of 7) received on 21/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260787 Rev C02 Cross Sections (Sheet 7 of 7) received on 21/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260780 Rev C01 Typical Sections received on 07/08/2024

Drawing number 5220620 ATK FA ZZ DR C 310002 Rev C03 Cherry Farm Temporary Access Road General Arrangement received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 261300 Rev C01 Lighting General Arrangement Overview received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 261301 Rev C01 Lighting General Arrangement Sheet 1 of 4 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 261302 Rev C01 Lighting General Arrangement Sheet 2 of 4 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 261303 Rev C01 Lighting General Arrangement Sheet 3 of 4 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 261304 Rev C01 Lighting General Arrangement Sheet 4 of 4 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260760 Rev C01 Long Sections Sheet 1 of 10 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260761 Rev C01 Long Sections Sheet 2 of 10 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260762 Rev C01 Long Sections Sheet 3 of 10 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260763 Rev C01 Long Sections Sheet 4 of 10 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260764 Rev C01 Long Sections Sheet 5 of 10 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260765 Rev C01 Long Sections Sheet 6 of 10 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260766 Rev C01 Long Sections Sheet 7 of 10 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260767 Rev C01 Long Sections Sheet 8 of 10 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260768 Rev C01 Long Sections Sheet 9 of 10 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260769 Rev C01 Long Sections Sheet 10 of 10 received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260100 rev C02 Site Location Plan received on 30/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260601 Rev C01 Proposed Levels (Sheet 1 of 4) received on 05/09/2024

Drawing number 5220620 ATK CL ZZ DR C 260602 Rev C01 Proposed Levels (Sheet 2 of 4) received on 05/09/2024

Drawing number 5220620 ATK CL ZZ DR C 260603 Rev C01 Proposed Levels (Sheet 3 of 4) received on 05/09/2024

Drawing number 5220620 ATK CL ZZ DR C 260604 Rev C01 Proposed Levels (Sheet 4 of 4) received on 05/09/2024

Drawing number 20620 ATK CL ZZ DR C 260101 Rev C01 Phasing Plan received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260150 Rev C02 Bridle Way and PROW Layout Plan received on 21/10/2025

Drawing number 5220620 ATK CL ZZ DR C 260200 Rev C01 Site Clearance Plan (Sheet 1 of 3) received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260201 Rev C01 Site Clearance Plan (Sheet 2 of 3) received on 07/08/2024

Drawing number 5220620 ATK CL ZZ DR C 260202 Rev C01 Site Clearance Plan (Sheet 3 of 3) received on 07/08/2024

REASON:

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

CONDITION: 3

No walls, fences or gates shall be provided unless and until full details, including location, design and 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:

In the interest of visual amenity.

CONDITION: 4

No above ground works shall commence unless and until details of ground levels of the landscaping areas 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.

Environmental
CONDITION: 5

No development shall commence unless and until a Construction Management Plan and supporting Traffic Management Plan have 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;
- (iv) Any temporary site compound, including buildings/structures, lighting, fencing and storage provision;
- (v) Suitable areas for the parking of contractors and visitors, including details of the capacity of the on-site staff/visitor/contractor car parking areas and confirmation of the assessment that this is sufficient to accommodate forecast demand and thereby avoid vehicles having to park off site on the highway network;
- (vi) Measures to prevent mud and debris on the public highway, including wheel washing facilities and the methods to be used to keep the public highway clear of any mud, debris and obstacles (in the event of spillage);
- (vii) Heavy Goods Vehicle construction/demolition routing plan;
- (viii) A piling risk assessment if such works are to take place;
- (ix) Construction lighting;
- (x) The phasing and duration of the construction of the Community Spine Road and modifications to Cawston Lane, including details of access routes to/from the construction site (by phase if appropriate).
- (xi) The routeing and timing (avoiding peak periods) of delivery and other construction traffic to/from the proposed development and the measures by which this is to be managed and monitored, including signage and information that will be provided to contractors and delivery companies;
- (xii) The swept path analysis of the expected largest type of delivery vehicle when entering, leaving and turning within the site. This is needed to confirm that vehicles can enter and leave the site (from and to the public highway) safely, in a forward gear and without obstructing the public highway, and if not, what safety precautions will be implemented;
- (xiii) Suitable areas for the unloading and storage of materials off the public highway.

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

REASON:

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

CONDITION: 6

If, during development, contamination not previously identified is found it shall be reported in writing immediately to the Local Planning Authority.

Each of the following subsections a) to c) shall then be subject to approval in writing by the Local Planning Authority.

- a) An investigation and risk assessment shall be undertaken 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.
- b) Where remediation is necessary 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.

c) 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 which shall be subject to approval in writing by the local planning authority.

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.

CONDITION: 7

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

The plan will confirm the different soil types; the most appropriate re-use for the different types of soils; and the proposed methods for handling, storing and replacing soils on-site. Development shall not be carried out other than in accordance with the approved plan.

REASON:

To safeguard soil resources.

Landscaping

CONDITION: 8

No above ground works shall commence unless and until a comprehensive landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be implemented no later than the first planting season following first operational use of the Community Spine Road. If within a period of 10 years from the date of planting, any tree/shrub/hedgerow is removed, uprooted, destroyed or dies, (or becomes in the opinion of the Local Planning Authority seriously damaged or defective), another tree/shrub/hedgerow of the same species and size originally planted shall be planted at the same place.

REASON:

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

CONDITION: 9

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).

REASON:

In the interest of visual amenity.

CONDITION: 10

No works, including demolition or development, shall take place unless and until an Arboricultural Method Statement and Tree Protection Plan for the protection of the retained trees (such Method Statement and Plan to be in accordance with sections 5.5 & 6.1 of BS5837:2012 Trees in relation to design, demolition and construction - Recommendations) has been submitted to and approved in writing by the Local Planning Authority.

This Arboricultural Method Statement and Tree Protection Plan must include details and positioning of tree protection fencing, any ground protection measures to create construction exclusion zones and an auditable system of monitoring.

The approved Arboricultural Method Statement and Tree Protection Plan shall be implemented in full prior to any works, demolition or development taking place.

Protective measures must remain in place until the completion of all construction works.

REASON:

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

CONDITION: 11

- No temporary site security fencing may be erected on or within 1m of any public right of way (unless closed by legal order).
- A gap of at least 2 metres must be allowed between the edge of any public right of way and the edge of any proposed new drainage basin or other water body, to help ensure there is no encroachment onto the public right of way, including by future erosion.

REASON:

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

Ecology

CONDITION: 12

No development shall take place (including demolition, ground works and vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority.

The CEMP: Biodiversity will, but not exclusively, 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 (may be provided as a set of method statements).
- 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 on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities of an ecological clerk of works (ECoW)/similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

REASON:

To ensure that protected, important and priority species and their habitats are not harmed by the development.

CONDITION: 13

No development shall commence unless and until a landscape and ecological management plan (LEMP) has been submitted to, and be approved in writing by, the Local Authority This shall, but not exclusively, include the following:.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implantation of the plan.
- h) Ongoing monitoring and remedial measures.
- i) Using the Statutory Metric, a detailed summary of the final biodiversity gains and losses associated with this development and how any gains and losses will be secured into the future.

j) Details of the legal and funding mechanism(s) by which long-term implementation of the Phase LEMP for a minimum of 30 years will be secured by the developer or other (such as a management body) responsible for its delivery.

The LEMP shall also set out how contingencies and/or remedial action will be identified, agreed and implemented to ensure that the development delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan shall be implemented in accordance with the approved details.

REASON:

To ensure that protected species are not harmed by the development and to secure a net biodiversity gain in accordance with NPPF.

CONDITION: 14

i) No lighting shall be installed unless and until a lighting strategy 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, a layout plan with beam orientation and a schedule of light equipment proposed (design & appearance, column design, luminaire type; mounting height; aiming angles and luminaire profiles) , 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.

Archaeology

CONDITION: 15

No development, including site preparation works, shall take place until an Archaeological Mitigation Strategy document (including a Written Scheme of Investigation for any archaeological fieldwork proposed) has been submitted to and approved in writing by the Local Planning Authority.

This will detail a strategy to mitigate the archaeological impact of the proposed development, including any associated works outside of the red-line site boundary such as site compounds, temporary access tracks etc, and should be informed by the results of the archaeological evaluation.

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

REASON:

In the interest of archaeology and to protect non-designated heritage assets.

Drainage

CONDITION: 16

No development shall take place unless and until a detailed surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved

in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is first brought into use.

The scheme to be submitted shall:

1. Limit the discharge rate generated by all rainfall events up to and including the 1 in 100 year (plus an allowance for climate change) critical rain storm to the QBar Greenfield runoff rate of 4.4l/s/ha for all new impermeable areas generated by the proposals. A minimum of 50% betterment will be provided on the run-off rate from the existing impermeable area on Cawston Lane. This is in line with the approved surface water drainage Technical Note (ref: 5220620, dated 24 October 2025).
2. Provide updated detailed drawings / plans illustrating the proposed sustainable surface water drainage scheme. The strategy agreed to date may be treated as a minimum to ensure all drained areas are served by a treatment train of swales/filter drains and attenuation basins. Further consideration should be given to opportunities to maximise biodiversity and water quality benefits through detailed feature design.
3. Provide detailed drawings including cross sections, of proposed drainage features such as, attenuation features, conveyance features and outfall structures. These should be feature-specific demonstrating that the surface water drainage system(s) are designed in accordance with 'The SuDS Manual', CIRIA Report C753.
4. Provide evidence demonstrating that all watercourses receiving discharge from the proposed surface water network have downstream connectivity and are in a suitable condition to convey these flows without increasing flood risk. Evidence of any maintenance, remedial or improvement works required to facilitate this will also be provided.
5. Provide updated detailed, network level calculations as appropriate demonstrating the performance of the proposed system. This should include:
 - a. Suitable representation of the proposed drainage scheme, details of design criteria used (incl. consideration of a surcharged outfall), and justification of such criteria where relevant.
 - b. Simulation of the network for a range of durations and return periods including the 1 in 2 year, 1 in 30 year and 1 in 100 year plus 40% climate change events
 - c. Results should demonstrate the performance of the drainage scheme including attenuation storage, flows in line with agreed discharge rates, potential flood volumes and network status. Results should be provided as a summary for each return period.
 - d. Evidence should be supported by a suitably labelled plan/schematic (including contributing areas) to allow suitable cross checking of calculations and the proposals.
6. Provide updated plans as appropriate supporting the exceedance and overland flow routing provided to date. Such overland flow routing should:
 - a. Demonstrate how runoff will be directed through the development without exposing properties to flood risk.
 - b. Provide details of any design features incorporated to manage exceedance flow routing.
 - c. Recognise that exceedance can occur during any storm event due to a number of factors therefore exceedance management should not rely on calculations demonstrating no flooding.
7. Provide evidence confirming the locations of existing and proposed utilities in relation to the proposed drainage scheme to demonstrate that the drainage scheme is viable without impacting other services. Provide details of appropriate mitigation where necessary.

REASON:

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

CONDITION: 17

Within 12 months of the road being first brought into use a Verification Report for the installed surface water drainage system for the site based on the approved Drainage Strategy (5220620 dated 24 October 2025) shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include:

1. Demonstration that any departure from the agreed design is in keeping with the approved principles.
2. As-Built Drawings and accompanying photos
3. Results of any performance testing undertaken as a part of the application process (if required / necessary)
4. Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
5. Confirmation that the system is free from defects, damage and foreign objects.

REASON:

To secure the satisfactory drainage of the site in accordance with the agreed strategy, the NPPF and Local Planning Policy.

CONDITION: 18

The development shall not be first brought into use unless and until a detailed, site specific maintenance plan for the surface water drainage system has been submitted to and approved in writing by the Local Planning Authority. The maintenance plans shall thereafter be implemented in full.

The maintenance plan shall:

1. Provide the names of the parties responsible, including contact name, address, email address and phone number
2. Include plans showing the locations of features requiring maintenance and how these should be accessed.
3. Provide details on how each relevant surface water feature shall be inspected, maintained and managed for the life time of the development.
4. Be of a nature to allow an operator, who has no prior knowledge of the scheme, to conduct the required routine maintenance

REASON:

To ensure the future maintenance of the sustainable drainage structures.

Highways

CONDITION: 19

No groundworks, remediation or built construction shall be undertaken until the construction access points have been identified and submitted in writing for approval by the Local Planning Authority in consultation with the Highway Authority.

REASON:

In the interest of highway safety.

CONDITION: 20

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 or the Rugby Gyrotory

REASON:

In the interest of highway safety.

CONDITION: 21

No construction shall be carried out unless and until detailed drawings for the highway works, for the proposed highway, passenger transport (bus) and active travel infrastructure and associated Stage 2 Road Safety Audit(s) and Designer Response(s) have been submitted to and approved in writing by the Local Planning Authority, in general accordance with the approved plans.

The brief for the Stage 2 Road Safety Audit(s) must be agreed with the Highway Authority in advance of the audit(s) being commissioned. These drawings shall include full details of visibility splays, carriageways, footpaths, cycleways, shared use facilities, verges, crossings

(including Pegasus crossings and associated waiting areas and separate crossing facilities for pedestrians, cyclists and equestrians), refuge/traffic islands, bus stops (including associated passenger facilities), traffic signals (including maintenance vehicle bays/facilities), traffic calming measures, signage, surfacing, drainage, lighting, landscaping and tree or shrub pruning and/or removal. The drawings shall address the following elements:

- Community Spine Road and associated infrastructure.
- Modifications to Cawston Lane and associated infrastructure.

REASON:

In the interest of highway safety.

CONDITION: 22

No construction shall be carried out unless and until detailed drawings for the highway works, required for the proposed Cawston Lane signal-controlled shuttle operation (as shown on Drawing Number 5220620-ATK-CL-ZZ-DR-C-260701_General_Arrangement (Sheet 1 of 7), Rev C04, dated 16th January 2026) and associated Stage 2 Road Safety Audit(s) and Designer Response(s) have been submitted to and approved in writing by the Local Planning Authority.

REASON:

In the interest of highway safety.

CONDITION: 23

No built construction shall be carried out unless and until detailed drawings for the proposed street lighting and any trees or landscaping within the highway have been submitted to and approved in writing by the Local Planning Authority
The details shall include large scale plans showing the layout and specifications for the street lighting equipment and illumination levels, details for planting including species, and where appropriate method statements. Details should also be provided to demonstrate that any utilities equipment does not conflict with the proposed trees/landscaping.

REASON:

In the interest of highway safety.

CONDITION: 25

No. bus stops and associated passenger waiting and information facilities (3No. for clockwise and 3No. for anticlockwise bus services) meeting WCC Quality Bus Corridor design standards are to be provided along Cawston Lane and the Community Spine Road, in general accordance with Drawing Number 5220620-ATK-CL-ZZ-DR-C-260700_General_Arrangement_Overview, Rev C05, dated 16th January 2026, subject to Highway Authority Technical Approval of the detailed design and a Stage 2 Road Safety Audit. These works to be delivered alongside the associated highway/transport infrastructure.

REASON:

In the interest of highway safety.

CONDITION: 26

The construction of the development, including carriageways, footways, cycleways, verges, footpaths, signal controlled (Pegasus) and uncontrolled crossings, bus stops (including associated passenger facilities), traffic signals, maintenance vehicle bays/facilities, signage, surfacing, drainage and lighting shall not be other than in accordance with the standard specification of the Highway Authority.

REASON:

In the interest of highway safety.

DEEMED CONDITION:

In accordance with the Environmental Act 2021, Schedule 14, paragraph 13 and the Town and Country Planning Act 1990 Schedule 7A, paragraph 13:

the development may not be begun unless—

- (a) a biodiversity gain plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan in respect of this permission would be Rugby Borough Council.

INFORMATIVE: 1

It is a legal requirement that all roads are named and in this respect you must apply for Street Naming and Numbering at the earliest opportunity. To receive correct addressing please complete an application form for Street Naming and Numbering. The form can be accessed at: <https://www.rugby.gov.uk/w/street-naming-and-numbering-1> .

INFORMATIVE: 2

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 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

The lighting strategy required by condition 14 shall keep lighting to a minimum at night across the whole site to minimise impact on emerging and foraging bats.

This could be achieved in the following ways:

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

INFORMATIVE: 4

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: 5

- Public rights of way must remain open and available for public use at all times unless closed by legal order, so must not be obstructed by parked vehicles or by materials during works.

- If it is proposed to temporarily close any public right of way during works, then an application for a Traffic Regulation Order must be made to Warwickshire County Council well in advance.
- Any disturbance or alteration to the surface of any public right of way requires the prior authorisation of Warwickshire County Council, as does the installation of any new gate or other structure on the public right of way.
- Prior to commencement of any works involving disturbance of the surface of any public right of way the developer must contact Warwickshire County Council's Rights of Way team as Highway Authority to obtain any necessary consents and make any necessary arrangements for the protection of the public right of way and its users.
- Prior to the commencement of any works to resurface any public right of way the specifications for the new surface must be submitted to Warwickshire County Council's Rights of Way team for approval. All resurfacing works on public rights of way must be completed to the satisfaction of the Highway Authority.
- The applicant must carry out remedial works to make good any damage or address any flooding on the surface of any public right of way caused by the works and any remedial works must be completed to the satisfaction of the Highway Authority prior to completion of works.

INFORMATIVE: 6

It is recommended that prior to any works, demolition or development taking place, a site meeting between the applicant, the Local Planning Authority arboricultural officer and designated arboricultural consultant responsible for the site take place to inspect tree protection measures.

INFORMATIVE: 7

Where possible enhancements should be incorporated into the development to improve the habitats and opportunities for the local wildlife and increase biodiversity. Enhancements could include bat and bird boxes which may be used by a variety of species, native species planting and enhancement of existing of hedges and wild flower planting, habitat piles of rubble, logs and earth which can be used by reptiles, amphibians and invertebrates are also welcomed. The WCC Ecological Services (tel: 01926 418060) would be pleased to advise further if required.

INFORMATIVE: 8

The applicant is respectfully advised that as additional planting is proposed for the site, indigenous tree and shrub species should be used, preferably of local provenance. Such plants have a far higher value for local wildlife than cultivated, non-native plants. WCC Ecological Services would be pleased to provide further advice regarding which species to use (Tel: 01926 418060).

INFORMATIVE: 9

Any waste produced as part of the development must be disposed of in accordance with all relevant waste management legislation. Where possible the production of waste from the development should be minimised and options for the reuse or recycling of any waste produced should be utilised.

Should it be proposed to import waste material to the site for use in the construction of the development an Environmental Permit (EP) or exemption from the need for an EP may be required.

INFORMATIVE: 10

The detailed drawings and supporting information required by condition 22 shall address the following elements:

- The achievable forward visibility and intervisibility between opposing stop lines within land under the control of the applicant and/or the Highway Authority and associated

vegetation removal/management (both within and outside the public highway boundary) required to ensure adequate visibility.

- Traffic signals system, including locations of signal poles and heads, control equipment, signage, variable message signs (required to warn road users in the event of failure of the traffic signals) and associated power supplies.
- Vehicle and cycle detection system, including locations of above and below ground detection equipment and associated maintenance arrangements and vegetation management and/or removal (within and outside the public highway boundary).
- Maintenance access arrangements, including for shuttle signals maintenance and the regular pruning of adjacent trees/shrubs that will be required to ensure the reliable operation of the above ground detection equipment.
- Vegetation planting/removal/management plan, including consideration of impact on any utilities equipment.
- Vehicle lay-bys/passing places, including confirmation that the proposed layout can physically accommodate passing and recovery movements in the event of signal failure.
- Street lighting and associated power supply arrangements (including along the segregated active travel route).
- Drainage.
- Surfacing and kerbing.
- Supporting traffic calming measures.
- Supporting swept path analysis, including assessment of operation in the event of signal failure.
- Detailed safety audit compliance, including demonstrating that the network will remain safe and operable in the event of signal failure.
- Any required departures from design standards.

INFORMATIVE: 11

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

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

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

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

The s278 Agreement is to include the works and/or commuted sums for the following:

- *Alwyn Road/Community Spine Road Roundabout Junction:*
'Keep Clear' markings to be provided to mitigate the impact of potential junction blocking across the residential parcel access on the Community Spine Road eastbound approach to the Alwyn Road/ Community Spine Road junction.

- *Homestead Link Road/Alwyn Road Junction:*
Right Turn Indicative Green Arrow stage (RTIGA) and a late cut off on Alwyn Road (South). Queue detectors embedded within the carriageway to the south of Alwyn Road roundabout, and beyond the stop line and conditioned in the signal controller.
- *Cawston Lane Signal-Controlled Shuttle Operation:*
'Keep Clear' markings to be provided to mitigate the impact of potential junction blocking across the central and northern residential parcel access junctions proposed under separate planning application R25/0487.
- *Commuted Sums - Cawston Lane Signal-Controlled Shuttle Operation:*
 - The costs of the annual maintenance of the traffic signal equipment over a 30 year period and full refurbishment after 15 years.
 - The costs of the annual maintenance of the variable message signs including replacement after 15 years.
- *Commuted Sums - amended speed limits (to 30 miles/hr and 20 miles/hr) along Cawston Lane:*
The costs of the consultation on, and amendment of, the Traffic Regulation Orders needed to implement the amended speed limits (to 30 miles/hr and 20 miles/hr) along Cawston Lane.
- *Commuted Sums – vegetation maintenance and clearance:*
The costs of ongoing maintenance of vegetation and trees to ensure suitable operation of signals and detection equipment.

INFORMATIVE: 12

The detailed planning applications for the individual development parcels within the South West Rugby Masterplan area will be required to include agreement on the Traffic Regulation Orders needed to permit the introduction of the parking restrictions and school zone areas along the Community Spine Road and Cawston Lane.

INFORMATIVE: 13

The Highway Authority may require promoters of the individual development parcels within the South West Rugby Masterplan area to re-assess the highway network and individual junction performance when submitting planning applications. The scope of the assessments to be agreed in advance with the Highway Authority.

INFORMATIVE: 14

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

INFORMATIVE: 15

Section 96 of the Highways Act 1980 enables the Highway Authority to maintain and do anything expedient to maintain trees, shrubs and verges within publicly maintainable highways. Before the construction of the development is commenced the applicant should conclude a written agreement with the Highway Authority for the future maintenance of all trees, shrubs and verges to be effective upon the roads becoming maintainable at public expense.

INFORMATIVE: 16

As part of the s278 agreement the Highway Authority may request commuted sums towards the costs of maintaining SUDS infrastructure/features within the boundary of the public highway.

Reference: R25/1044

Site Address: WARWICKSHIRE COUNTY COUNCIL, OAKFIELD PRIMARY SCHOOL, OAKFIELD ROAD, RUGBY, CV22 6AU

Description: Removal of existing gas-fired boiler plant and installation of air source heat pump system

Recommendation

1. Planning application R25/1044 be approved subject to:
 - a. the conditions and informatives set out in the draft decision notice appended to this report; and
2. The Strategic Director for Place be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.

Web link: <https://planning.agileapplications.co.uk/rugby/application-details/41524>

1.0 Introduction

1.1 This application is being reported to Planning Committee for determination because the application has been called to Committee by Councillor Mistry.

2.0 Description of site

2.1 The application site is Oakfield Primary School, located on Oakfield Road in the Benn Ward of Rugby, CV22 6AU. The school is a two-storey brick-built educational building set within landscaped grounds that include a mix of hard-surfaced play areas and soft landscaping.

2.2 The site is bounded by residential properties to the north, east and south, and by Oakfield Road to the south west. The surrounding area is characterised by predominantly suburban residential development of the inter-war and post-war periods.

2.3 The site does not fall within a Conservation Area or the curtilage of a Listed Building. It is not subject to any Tree Preservation Orders. The site is within Flood Zone 1 (lowest risk of flooding).

3.0 Description of proposals

3.1 The applicant, Warwickshire County Council, proposes the removal of the existing gas-fired boiler plant and the installation of a replacement air source heat pump (ASHP) system to serve the school's heating and domestic hot water requirements.

3.2 The original proposals were for the units to be provided within a free standing enclosure set away from the school building. During the processing of the application revised plans were provided in the proposed location adjacent to the building and further from surrounding properties.

3.3 The ASHP units would be sited in a new enclosure to the north of the school's northernmost building. The enclosure would measure circa 8.9m x 4.1m in area and 3m in height and would be constructed of louvred grey timber. Each unit would measure approximately 1.6m in height, 1.9m in width and 0.6m in depth and would be finished in grey tones.

3.4 The proposed ASHP system would be 5 BAXI Auriga 33T heat pumps. The existing gas supply to the boiler plant would be decommissioned and disconnected.

3.5 A noise assessment has been submitted in support of the application. The submitted documentation also includes a planning statement and a sustainability/energy statement.

Planning History

No relevant planning history.

Relevant Planning Policies

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

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

Rugby Borough Local Plan 2011-2031, June 2019

- Policy GP1: Sustainable Development
- Policy D1: Design Quality
- Policy D2: Amenity
- Policy SDC1: Sustainable Design and Construction
- Policy SDC4: Climate Change, Renewable and Low Carbon Energy
- Policy NE1: Protection and Enhancement of Biodiversity and Ecological Networks

The Local Plan is over 5 years old, and paragraph 34 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should be updated as necessary. The Local Plan review is underway however, this report sets out the relevant Local Plan policies and notes any NPPF inconsistencies between them or any other material consideration which could render a policy out of date.

Emerging Local Plan

The Rugby Local Plan 2025–2042 (Submission Version, 27 April 2026) is a material consideration. Given its stage of preparation and the absence of unresolved objections on relevant policies, the submission Local Plan carries significant weight.

Relevant emerging policies include:

- Policy CL1 – Net Zero buildings

- Policy CL2 - Renewable and Low Carbon Energy;
- Policy CL4 – Climate Adaption
- Policy EN8 – Environmental protection and Amenity;
- Policy D1– Well Designed Places

Supplementary Planning Documents

The following SPDs are material considerations: RBC Climate Change and Sustainable Design and Construction SPD.

National Planning Policy Framework 2024

The NPPF is a material consideration. It is read as a whole. Of particular relevance are: the presumption in favour of sustainable development (Chapter 2); achieving well-designed places (Chapter 12); and meeting the challenge of climate change and transitioning to a low carbon future (Chapter 14).

Technical consultation responses

Rugby Borough Council – Environmental Health

No objection, subject to condition

Rugby Borough Council – Ecology

No objection. An informative regarding bats is recommended.

Third party comments

Councillor Mistry – Called in to planning committee following neighbour concerns

3 local residents objected, concerned with visual impact, noise impacts and impacts upon biodiversity.

4.0 Assessment of proposals

4.1 The key issues to assess in the determination of this application are:

- Principle of development
- Design and visual impact
- Residential amenity and noise
- Biodiversity Impacts
- Climate change and sustainability
- Equality implications

5.0 Principle of development

5.1 Policy GP1 of the Local Plan states that when considering development proposals, a positive approach will be taken on development that reflects the presumption in favour of sustainable development and to secure development that improves the economic, social and environmental conditions in the area. This is reflected in Section 2 of the NPPF which states that when considering development proposals, the Local Planning Authority will take a positive approach that reflects the presumption in favour of sustainable development.

5.2 Paragraph 11 of the NPPF states that where there is an up-to-date development plan applications should be determined in line with that development plan unless material considerations indicate otherwise. Paragraph 11(d) details that in cases where the policies most important in determining an application are out of date the “tilted balance” is engaged and permission must be granted unless policies within the NPPF provide a strong reason for refusal or the adverse impacts would significantly outweigh the benefits. The engagement of the tilted balance will be concluded in the planning balance.

6.0 Design and Visual Impact

6.1 Policy SDC1 of the Local Plan (LP) and D1 of the Submission Local Plan (SLP) requires development to be of high quality design that respects its context, does not result in a harmful impact on the character or appearance of the area, and makes a positive contribution to the built environment.

6.2 Objections have been received from the nearest residents to the site, on Westfield Road who are within 100ft, around 30m, of the proposed site; their main concerns being the potential for noise from the ASHPs, the visual impacts and lack of consideration for biodiversity/wildlife. These comments were made prior to the submission of amended plans showing the ASHPs at ground level and enclosed within a purpose built timber enclosure. No further comments have been received since the amendments have been made and the neighbours were re-consulted.

6.3 The proposed ASHP units are functional plant equipment. Their design and external appearance are intrinsic to the product type. The units would be sited to the north of the northernmost building at the school, and would not be visible from the public highway. The units would be substantially screened by the existing boundary treatment and mature landscaping and would not be prominent in views from Oakfield Road or Westfield Road

6.4 The finish of the units in grey along with the grey timber enclosure is considered to be neutral and appropriate within the context of the school building and its immediate surroundings. It is considered that the proposal would not cause material harm to the character or appearance of the surrounding area and the proposals comply with Policies SDC1 and D1 in this regard.

7.0 Residential Amenity and Noise

7.1 Policy SDC1 of the Local Plan EN8 of the Submission Local Plan require development to demonstrate that it will not cause an unacceptable impact on the amenity of neighbouring occupiers, including through noise and disturbance.

7.9 Air source heat pumps are mechanical plant that generate noise during operation. The nearest noise-sensitive receptors are the residential properties at Westfield Road to the northwest of the site. The applicant has submitted a noise assessment prepared by Philip Dunbavin Acoustics Ltd.

7.10 The Council's Environmental Health Officers have reviewed the noise assessment and are 'broadly' satisfied with the methodology and findings. However, given the lack of manufacturer

data, they have recommended a condition requiring further noise assessment once the ASHPs have been installed requiring to demonstrate that the proposed plant does not exceed the noise levels calculated in the assessment. This condition will require further mitigation if noise levels are exceeded. Subject to the recommended condition, it is considered that the proposal would not give rise to an unacceptable impact on residential amenity and complies with Policy SDC1 of the Local Plan and EN8 of the Submission Local Plan.

8.0 Climate Change and Sustainable Design

8.1 The Council declared a Climate Emergency and has committed to local action to contribute to national carbon neutrality targets. Policy SDC4 of the Local Plan, read in conjunction with the Climate Change and Sustainable Design and Construction SPD, requires development to demonstrate measures to reduce carbon emissions and incorporate renewable or low carbon energy where viable.

8.2 The proposal directly addresses climate change mitigation by replacing an ageing gas-fired boiler system with an air source heat pump. ASHPs operate by extracting thermal energy from ambient air to generate heat. They are significantly more efficient than fossil fuel boilers (typically delivering a coefficient of performance (COP) of 2.5–4.0), and where supplied from the national grid, or in combination with on-site renewable electricity generation, can deliver substantial reductions in operational carbon emissions. It is estimated that the ASHPs will reduce the operational carbon emissions of the school per kWh by 70-75%.

8.3 The proposal is consistent with Policy SDC4, the Climate Change SPD and NPPF Chapter 14. It weighs positively in the planning balance and reflects the Council's stated sustainability objectives.

9.0 Community Infrastructure Levy

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

9.2 In this case, given the type of development proposed, the proposal being for ASHPs, therefore is not liable for CIL.

10.0 Equality Implications

10.1 Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

10.2 Officers have taken this into account and given due regard to this statutory duty in the consideration of this application. There are no known equality implications arising directly from this development.

10.3 The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

11.0 Planning Balance and Conclusion

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

11.2 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. It is considered that the most important policies (as referenced within paragraph 11 of the NPPF) for determining the application are Policies GP1; SDC1 and SDC4 of the Local Plan (2019) which are considered to be up to date. The “tilted balance” is therefore not engaged and the application should be determined in accordance with the development plan.

11.3 The principle of development is clearly established — the works are ancillary to the existing school use and directly support the transition to a low carbon economy. In addition, the proposal makes a direct and positive contribution to climate change mitigation, consistent with the Council's Climate Emergency declaration, Policy SDC4 and Chapter 14 of the NPPF. These factors are considered to carry significant weight in favour of the application.

11.4 The design and visual impact of the ASHP units is considered acceptable in context and would not cause material harm to the character or appearance of the area.

11.5 Subject to an appropriately worded condition, the proposal would not give rise to unacceptable levels of noise or disturbance to neighbouring occupiers.

11.6 There are no factors which carry weight against the proposals.

11.7 The proposal accords with the development plan as a whole, specifically Policies GP1, SDC1 and SDC4 of the Rugby Borough Local Plan 2019 and the emerging Rugby Local Plan 2025–2042 (Submission Version). No material considerations indicate that planning permission should be withheld.

RECOMMENDATION

Approval subject to:

1. The conditions and informatives set out in the draft decision notice appended to this report; and
2. The Strategic Director for Place be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.

DRAFT DECISION

REFERENCE NO:
R25/1044

DATE APPLICATION VALID:
16-Jan-2026

APPLICANT:

Colm Sullivan, Reach2 Reach2, Henhurst Ridge Primary Academy, Henhurst Ridge, Branston, Burton-Upon-Trent, DE13 9SZ

AGENT:

Carlton Garratt, E3 Cube, F2 Hagley Court South, The Waterfront, Merry Hill, DY5 1XE

ADDRESS OF DEVELOPMENT:

WARWICKSHIRE COUNTY COUNCIL, OAKFIELD PRIMARY SCHOOL, OAKFIELD ROAD, RUGBY, CV22 6AU

APPLICATION DESCRIPTION:

Removal of existing gas-fired boiler plant and installation of air source heat pump (ASHP) system

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:

The development shall be carried out in accordance with the plans and documents detailed below:

OFD01-E3C-50-00G-DR-M-001/P02 - Proposed site plan;

OFD01-E3C-50-00G-DR-M-002/P02 - Site location plan;

OFD01-E3C-50-00G-DR-M-003/P02 - Proposed ASHP & Enclosure Elevations;

OFD01-E3C-50-00G-DR-M-004/P02 - Proposed Building Elevations;

Philip Dunbavin Acoustics Ltd 'Oakfield Primary Academy, CV22 6AU New ASHP's - Noise Impact Assessment - J005962-9335-SI-02

Received 16/03/2026

REASON:

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

CONDITION 3:

Within 2 months of installation and commissioning of the approved Air Source Heat Pumps (ASHPs), a post-installation noise assessment shall be submitted to and approved in writing by the Local Planning Authority (LPA).

The assessment shall:

- Include noise measurements of the cumulative rating level (L_A,Tr) at a representative external free-field position nearest to the most noise-sensitive receptor(s).

- Be undertaken in accordance with BS 4142:2014+A1:2019, with all applicable acoustic feature corrections.
 - Demonstrate that the rating level from the ASHP plant does not exceed 36 dB LAr,1hr (07:00-23:00), and 30 dB LAr,15min (23:00-07:00), at the agreed receptor position.
 - Night-time Operating Mode: The assessment shall reflect the expected night-time operational condition described in the approved Noise Impact Assessment (PDA Ltd, ref. J005962-9335-SI-02), namely that only one ASHP operates during night-time frost-protection periods and at a reduced duty of approximately 50% (6 dB lower).
- If the above limits are exceeded, a scheme of additional mitigation shall be submitted to and approved in writing by the LPA, implemented in full within 2 months of approval and verified through repeat acoustic testing to demonstrate compliance.

REASON:

To protect the residential amenity of neighbouring occupiers from noise and disturbance in accordance with Policy SDC1 of the Rugby Borough Local Plan 2019.

CONDITION 4:

Prior to the first operation of the ASHP system, the existing gas-fired boiler plant hereby authorised for removal shall be fully decommissioned and removed from the site. Written confirmation of the decommissioning shall be submitted to the Local Planning Authority within 14 days of completion.

REASON:

To ensure the removal of the redundant fossil fuel infrastructure as proposed and to comply with the Council's climate change objectives, in accordance with Policy SDC4 of the Rugby Borough Local Plan 2019.

INFORMATIVES:

(11) The applicant is advised that the installation of the ASHP units should be carried out in accordance with the Microgeneration Certification Scheme (MCS) Planning Standards (MCS 020) to help ensure compliance with the noise condition above.

(12) The decommissioning and removal of the gas supply infrastructure must be carried out in accordance with the Gas Safety (Installation and Use) Regulations 1998 and by a suitably qualified and registered engineer. This falls outside the scope of planning permission.

(13) Trees with suitable features (i.e. rot holes, cracks, fissures) are frequently used by roosting bats. Bats and roosts are protected under the 1981 Wildlife Conservation Act and the Countryside and Rights of Way Act 2000 and the Conservation of Habitat and Species Regulations 2017 (as amended). It is a criminal offence to disturb, obstruct or destroy a bat roost, even if only occasionally used. Where a bat roost is present a licence may be necessary to carry out any works. Further information about species licencing can be obtained from the Species Licencing Service on 02080261089. If evidence of bats is found during works, work should stop immediately and Natural England must be contacted on 02080261089 for advice on the best way to proceed.

(15) The Council wishes to draw the applicant's attention to the Climate Change Act 2008 and the Council's Climate Emergency Declaration. The Council strongly supports this initiative to transition from fossil fuels to low carbon heating and encourages further measures to reduce the school's overall carbon footprint.

Reference: R26/0065

Site Address: Land to the rear of 274, Newbold Road, Rugby

Description: Proposed new build bungalow with parking and landscaping

Web link: <https://planning.agileapplications.co.uk/rugby/application-details/41695>

Recommendation

Planning application R26/0065 be approved subject to:

1. The conditions and informatives set out in the draft decision notice appended to this report; and
2. The Strategic Director for Place be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.

1.0 Introduction

1.1 This application is being referred to Planning Committee for determination under clause 5.2.3(a) of Part 2B of the Council's Constitution (Scheme of Delegation to Officers), which requires applications to be reported to committee at the request of a Councillor. This application has been called to Planning Committee by Councillor Freeman, due to concerns that the proposed development will constitute overdevelopment of the site.

2.0 Description of site

2.1 The application site comprises of a large area of hardstanding and a single storey garage located within the Newbold and Rugby Urban Area. There is a row of mature trees protected by a Tree Preservation Order to the south/east boundary. On the front boundary is a mature hedgerow. The application site is accessed off Newbold Road.

2.2 To the north/west is a terrace of properties, to include 272, 274, 276 and 278 Newbold Road. On the shared boundary is a circa 1.5-metre-high close boarded fence and beyond that the rear gardens of the terraced properties. To the north/east (rear) boundary there is a pedestrian access way which serves 278 Newbold Road. On the boundary is a circa 1.5-metre-high close boarded fence. To the north/west and north is a detached property, 278a Newbold Road. The application site and 278a Newbold Road, are separated by the pedestrian access to the north/east (rear) boundary.

2.3 To the north, north/east are several small terraces (two groups of 3 properties), to include 15, 17 and 19 Morris Close and 21, 23 and 25 Morris Close. To the south/east is the neighbouring property 250 Newbold Road. To the south, south/west across the highway is Avon Valley School.

3.0 Description of proposals

3.1 This application is for a proposed new build bungalow with parking and landscaping.

3.2 The proposed dwelling will be single storey and will incorporate a dual-pitched roof. The initial plans were for the dwelling to be rendered. However, it was considered that a brick finish would better associate with the neighbouring properties. Amended plans were received and the

dwelling will be constructed of brick and slate effect concrete roof tiles. The front elevation includes an oak feature canopy. The proposed dwelling will provide a Kitchen/dining area, lounge, 2 bedrooms, and a bathroom.

3.4 The dwelling will be positioned to the north/east – north/west corner of the plot, adjacent to the north/east (rear) boundary. A garden area will be located to the north/west (side of the property). The front door will be located to the south/east elevation and will include an additional garden/planting area to the front. There will be two parking spaces located to the south/east. There are an additional two parking spaces, to serve the neighbouring property, 274 Newbold Road and a pedestrian pathway to enable access to the rear of 274 Newbold Road located to the south/west (front) of the plot.

3.5 The dwelling will be accessed off the existing access on to Newbold Road.

4.0 Planning History

Land to the rear of 280 Newbold Road;

R08/0621/PLN - Erection of a bungalow, together with associated works including demolition of existing garage serving number 280 Newbold Road, provision of 1 no. parking space to serve number 280 Newbold Road and boundary fencing – Refused – 20th May 2008
- Appeal - APP/E3715/A/08/2088112 - Dismissed -10.02.2009

5.0 Relevant Planning Policies

5.1 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.

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

Rugby Borough Local Plan 2011-2031, June 2019

GP1: Securing Sustainable Development

GP2: Settlement hierarchy

GP3: Previously Developed Land and conversions

DS1: Overall Development needs

H1: Informing Housing Mix

HS5: Traffic generation and Air quality

NE1: Protecting Designated Biodiversity and Geodiversity Assets

NE3: Landscape Protection and Enhancement

SDC1: Sustainable design

SDC2: Landscaping

SDC4: Sustainable Buildings

SDC5: Flood Risk Management

SDC6: Sustainable Drainage

SDC9: Broadband and Mobile Internet

D1: Transport

D2: Parking facilities

5.3 The Local Plan is over 5 years old, and paragraph 34 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should be updated as necessary. The Local Plan review is underway however, this report sets out the relevant Local Plan policies and notes any NPPF inconsistencies between them or any other material consideration which could render a policy out of date.

5.4 The Local Plan for 2025-2042 was submitted for examination on 27th April 2026 currently carries significant weight in decision making. The relevant policies are outlined below;

Rugby Local Plan 2025-2042 (submission version 27 April 2026)

S1: Settlement hierarchy
S2: Strategy for Homes
CL1: Net zero buildings
CL3: Water supply, quality and efficiency
CL4: Climate adaptation
EN1: Biodiversity and geodiversity protection
EN2: Landscape Protection
EN5: Biodiversity net gain
EN7: Flood Risk
EN8: Environmental protection and amenity
EN9: Air Quality
H1: Informing Housing Mix
H7: Housing standards
D1: Well-designed spaces
D2: Infill and householder development
D3: Landscaping
D5: Sustainable drainage
I2: Parking

Material considerations:

- National Planning Policy Framework, 2024 (NPPF)
- Rugby Borough Council – Climate Change and Sustainable Design and Construction – Supplementary Planning Document – January 2023
- Planning Practice Guidance

6.0 Technical consultation responses

Rugby Borough Council Environmental Health Department – No objection subject to conditions

Rugby Borough Council Trees and Landscape – No objection subject to conditions

Warwickshire County Council Highways Department – No objection

Warwickshire County Council Ecology Unit – No objection subject to conditions

7.0 Third party comments

Councillor Freeman - Requested that the application is called to Planning Committee on the grounds of overdevelopment.

Letters were sent to neighbours and third parties. Two neighbour responses were received. The following comments were made;

Support (1)

No objection to the building of the bungalow – providing:

- Permitted development rights are removed for future extensions, roof alterations and outbuildings facing neighbouring properties, to maintain control over privacy.
- Protection of trees (with Tree Protection Orders).

Objection (1)

Not in keeping with the surrounding area or properties

- As per a previous application - R08/0621, with a similar proposal, this should be refused.
- The siting of the proposed dwelling close to the end of the existing rear garden of No. 274/276/278/278a Newbold Road onto site boundaries would, when considered collectively with its scale, footprint and height, which are smaller and of a design that is out of keeping with that of existing dwellings in the area within this Backland environment, gives the impression and appearance of a cramped, piecemeal development.
- Poorly relates to existing dwellings and fails to respect the character and appearance of the area. It therefore fails to comply with the provisions of policies GP3/SDC of the Rugby Borough Local Plan that seeks to ensure, amongst other things, development fit in with and relate to their environment.

Highway safety issues

- The proximity of the parking for 274 is suggested to the rear of the property, with restricted manoeuvrability onto a busy main road (opposite a school entrance), will be restricted by this additional property.
- The parking for the new property is proposed to be at the side of the property, which falls under overhang of trees which have TPO.
- There is reduced visibility due to the hedgerow, and this affects pedestrians and cyclists, particularly when the school is open and drop off/pick up times.
- Delivery of goods for the construction of the property (if approved). Where/when will these happen. Busy main road, narrow road etc. other issues mentioned below.
- Parking of workers whilst it is constructed – insufficient space on the private road and it is for limited resident parking, no parking on the main road, due to line restrictions opposite the school.
- Additional vehicles using the private road is destroying the road surface.

Public Services – drainage and water supply

- On the plans the stopcocks for 278 & 278a are missing, as they are at the rear of 274, by the footpath where they are proposing the access to the new driveway.
- This also means that the property and driveway will be in close proximity to the water supply for 278/278a, where they will be constructing.
- The water supply for the two properties above is only just sufficient, with pressure regularly dropping, adding another on to the supply will further impact this.

Effect on existing tree cover

- Tree roots of the Oak Trees at the rear of 250, where the new drive for 274 will be, and repeated driving over them. Policy NE3 seeks to ensure that significant landscape features are protected and enhanced.
- As per Rugby Tree Policy trees established outside the proposed development site and within 10m of the boundary may also be required to be considered within an Arboriculture Implications Assessment in line with BS 5837:2012. An Arboriculture Implications

Assessment must be undertaken by an individual qualified and experienced in arboriculture and development.

- The proposal will likely result in further boundary vegetation having to be removed to facilitate the new property. This will lead to a negative impact upon the local environment and amenity. This is a detrimental change which in direct conflict with the Local Plan as well as Policies in the NPPF.

Public Rights of way

- Currently there is vehicular & pedestrian access to the rear of 278/278a, which has been in place for over 20 years, from when the land that had previously been the primary school, became Morris Close.
- There is a concealed gate that looks like a fence for 278a Newbold Road, that can be seen from the road.

**Please note, some objections fall outside the jurisdiction of planning.*

8.0 Assessment of proposals

8.1- The main considerations in respect of this application are the following;

- Section 9- Assessment of strategic Planning policies,
- Section 10- Character and design,
- Section 11- Impact on neighbouring properties,
- Section 12: Ecology
- Section 13- Highway safety & parking,
- Section 14- Climate change and sustainable design,
- Section 15- Broadband and Mobile Internet
- Section 16- Flood risk
- Section 17- Pollution
- Section 18- Landscaping and Tree Protection
- Section 19- Community Infrastructure Levy
- Section 20- Equality Implications
- Section 21- Planning Balance and conclusion

9.0 Assessment of strategic planning policies

9.1 Paragraph 2 of the National Planning Policy Framework (NPPF) (2024) states that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and that the NPPF is a material consideration in determining applications.

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

9.3 Paragraph 11 of the NPPF states that where there is an up-to-date development plan applications should be determined in line with that development plan unless material considerations indicate otherwise. Paragraph 12 of the NPPF states that “The presumption in

favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted'. The development plan in this instance consists of the Local Plan (2011-2031). The Local Plan for 2025-2042 was submitted for examination on 27th April 2026 and currently carries significant weight in decision making.

9.4 The adopted Local Plan (2019-2031) sets out the spatial vision for the borough and Policy DS1 sets out the overall development needs, including the need for housing. Similarly, Policy S2 of the submitted Local Plan sets out the Borough's future housing need. Policy DS1 sets out that 12,400 additional homes will be provided between 2011 and 2031. Policy S2 sets out that 10,812 new homes will be delivered in the period 2025-2042 (636 each year). For the purpose of this application, as the submitted Local Plan has not yet been adopted in relation to housing delivery, Policy DS1 of the Local Plan 2011-2031 will still be the main policy used to assess this application through the lens of housing delivery.

9.5 Policy GP2 of the Local Plan sets out the settlement hierarchy in order to deliver the spatial strategy. The Local Plan identifies and provides allocations for housing and other development within the context of the settlement hierarchy. The submission Local Plan 2025-2042 does not seek to amend the hierarchy of any of the settlements currently referenced based on the Rural Sustainability Study (2024).

9.6 Policy GP2 sets out the settlement hierarchy, with development within the Rugby Town Area being the main focus for all development in the Borough. Policy S1 of the submission Local Plan advises that the settlement hierarchy seeks to direct development to those locations with services and facilities. The site is located within the settlement boundary of Rugby Town which is the main focus for new homes and employment.

9.7 This site is not allocated for housing but does provide windfall housing. Policy HS1 of the current Local Plan and Policy H1 of the submission Local Plan explains that Informing Housing Mix seeks to ensure that healthy, safe and inclusive communities will be taken into account when considering development proposals and supports proposals which provide good access to local shops, employment opportunities, services, schools and community facilities. Due to the urban location of the site good access is provided to all of the above and therefore this policy is complied with.

9.8 Policy GP3 states that the Council will support the redevelopment of previously developed land where proposals are compliant with the policies within this Local Plan. In particular consideration will be given to the following:

- The visual impact on the surrounding landscape and properties;
- The impact on existing services if an intensification of the land is proposed; and
- The impact on any heritage or biodiversity assets.

Policy GP3 be assessed within the relevant parts of the report.

The presumption in favour of sustainable development.

9.9 The Local Plan is now more than 5 years old, and paragraph 34 of the NPPF states that policies in Local Plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should be updated as necessary. The Local

Plan review is underway however, this report sets out the relevant Local Plan policies and notes any NPPF inconsistencies between them or any other material consideration which could render a policy out of date.

9.10 Paragraph 232 of the Framework states that existing policies should not be considered out-of-date simply because they were adopted prior to the publication of the Framework. Due weight should be given to them according to their degree of consistency with the Framework. Furthermore, it is recognized by the courts that out-of-date policies can still be given some weight, particularly when their overall strategic aims might be designed to operate on a longer time scale than a particular plan period.

9.11 As set out in paragraph 78 of the NPPF and footnote 39 it has been determined that Policy DS1 of the Local Plan is in need of updating due to the age of the plan and the evidence in relation to housing which has been published (HEDNA 2022 and updated Housing Needs study 2025). Policy DS1 is therefore out of date. Whilst submitted Local Plan Policy S2 provides updated figures in relation to HEDNA and wider housing across the borough, due to this not yet being adopted it can't be given weight in terms of enabling the LPA to demonstrate an up-to-date housing delivery policy.

9.12 Due to the date of the Local Plan 2011-2031 (June 2019 adoption), the Council's five-year housing land supply is now subject to the standard method as set out within the NPPF and PPG. The latest Five-Year Housing Land Supply Position Statement 2025-2030, published 07 November 2025, set out the Council could demonstrate a 4.16-year supply of housing. A recent appeal decision at Land North of Rounds Gardens, Rugby (appeal reference APP/E3715/W/25/3373251) determined that a further 507 dwellings should be removed from the supply, adjusting the supply to 3.4 years. Therefore, the Council cannot demonstrate a 5-year housing land supply.

9.13 Footnote 8 to paragraph 11 of the NPPF provides that where a local planning authority cannot demonstrate a 5-year housing land supply then the most important policies for determining an application which involves the provision of housing are to be considered as being 'out of date'. Therefore paragraph 11(d) of the NPPF (the 'tilted balance') is triggered. Paragraph 11(d) states:

"Plans and decisions should apply a presumption in favour of sustainable development."

For decision taking this means:

(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination."*

9.14 Due to the Council not currently being able to demonstrate a five-year housing land supply, the presumption in favour of sustainable development in paragraph 11(d) of the NPPF, 'the tilted balance' applies. Therefore, in principle, planning permission should be granted unless the

restrictions of paragraphs 11(d) (i) or (ii) apply. The only area/assets referenced within footnote 7 in relation to 11d for consideration within this application is the fact that the trees on the eastern boundary are preserved by a Tree preservation order (irreplaceable habitats as per footnote 7). The key policies, as stated within paragraph 11(d) (ii), to which 'particular regard' is to be given are referenced in footnote 9 as paragraphs 66 and 84 of chapter 5, 91 of chapter 7, 110 and 115 of chapter 9, 129 of chapter 11 and 135 and 139 of chapter 12. The planning balance will set out the conclusion of paragraph 11d of the NPPF.

Conclusion on the assessment against strategic planning policies:

9.15 In conclusion, the site is located within Rugby town as defined in policy GP2 and Policy S1 of the submitted Local Plan, this is the main focus for development in the Borough where development will be permitted within existing boundaries subject to its compliance with other policies in the Local plan.

9.16 Due to the Council not currently being able to demonstrate a five-year housing land supply, the presumption in favour of sustainable development in paragraph 11d of the NPPF, 'the tilted balance' applies. Therefore, in principle, planning permission should be granted unless (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or (ii) any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land and securing well-designed places, individually or in combination.

9.17 An assessment against the listed criteria in paragraph 11d (i) & (ii) for consideration will be explored throughout the relevant sections of this report and then weighted accordingly in the planning balance.

10.0 Character & Design

10.1 Local Plan policy SDC1 states that 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. It states that all developments will demonstrate high quality, inclusive and sustainable design and that the proposal should aim to add to the overall quality of the areas in which they are located. Decisions will be informed by the local context of the area in terms of design considerations and local character.

10.2 Local Plan Policy GP3 states, amongst other things, that consideration will be given to the visual impact on the surrounding landscape and properties.

10.3 Policy D1 of the submission Rugby Local Plan 2025-2042 states that new development shall create or contribute to well-designed places. Development that is not well-designed will not be permitted.

10.4 The NPPF (2024) makes references under section 12 for the planning system to provide 'beautiful places'. Paragraph 129 advises that development should support development that makes efficient use of land. Paragraph 131 states that the creation of high quality, beautiful and sustainable 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. Furthermore, paragraph 135 (a) states that buildings will add to the overall quality of the area, not just for the short term but over the lifetime of the development. Paragraph 135 (b) states that buildings are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. Paragraph (d) states that development shall establish or maintain a strong sense of place using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit. Paragraph 139 states that development should reflect local design policies.

10.5 Policy H7 of the submission Rugby Local Plan states that all new dwellings shall, as a minimum, meet the Nationally Described Space Standards.

10.6 With reference to the Sustainable Design & Construction SPD (2023), it states that the council will consider the effect of the proposal on the scale and character of the existing building and the surrounding area and the impact of the design on the residential amenities enjoyed by neighbouring properties.

10.7 This supplementary guidance also states that the assessment on the scale of development is a contributing factor in the outcome of all applications and that its siting, size and design must not dominate existing buildings and should be sympathetic to the area. It then goes on to state that development that is out of keeping with the street scene can have a detrimental impact on the character of the surrounding area.

10.8 The proposed dwelling is of an acceptable size and scale, being single storey, and is well positioned within the plot. The dwelling will be located adjacent to the north/east boundary; however, the dwelling is single storey and the immediate area beyond the boundary is used as an access way to the neighbouring property 278 Newbold Road.

10.9 The dwelling is of a simple design, constructed of red brick and slate effect concrete roof tiles and include a features oak porch, and brick headers above the windows. The bricks and tile will associate well with the neighbouring properties, in particular, the end of terrace neighbouring property to the north/west and the bungalow to the south/east. A condition will be included in the decision notice to ensure the materials are acceptable (Condition 3).

10.10 The existing site includes an area of hardstanding and a garage, which is visually stark and unsightly. The proposed development will provide a dwelling, which is of an appropriate height and design, and will be complimented by planting, to the front of the property. Additionally, the property is set-back off the front boundary, by over 8 metres, with a mature hedgerow and existing hedgerow on the boundary. It is therefore considered the proposed development will have a positive impact on the visual amenity of the street scene compared to that existing.

10.11 The Rugby Borough Council Climate Change & Sustainable Design and Construction SPD advise that: 'new dwellings should provide an adequate amount of garden space that is in keeping with the character of the area.' And that 'a garden should be at least the size of the ground floor footprint of the dwelling, and a minimum garden length of 7 metres is encouraged.'

10.12 The garden area projects circa 3 metres off the rear elevation and is 17 metres in width. The footprint of the dwelling is approximately 80 square metres, with the garden area to the rear and side being approximately 73 square metres. The rear garden is slightly smaller than the SPD guide figure, however, once the garden area to the front of the property is included within the calculation, the overall garden area will be larger than the footprint of the dwelling house.

10.13 The immediate area includes a variety of different property types comprising of 19th century dwellings, a circa 1960 development and recently built bungalows. Although, there is no established vernacular, the proposed dwelling is of an acceptable design and will associate with the nearby bungalow, providing visual interest as viewed as part of the street scene.

10.14 The Government's own nationally described space standards advises that a single storey dwelling house, with 2 bedrooms, for 3 occupants should provide, as a guide, 61 Square metres of internal floor area and storage.

Bedroom	Number of bed spaces (persons)	Recommended Internal floor area	Actual Internal floor area
Bedroom 1	2 people (double room)	11.5m ² – 2.75m wide	12.4m ² – 3.1 metres wide
Bedroom 2	1 person (single room)	7.5m ² – 2.15m wide	9.6m ² – 3.2 metres wide

10.15 It is considered that the development will comply with the space standards, as the dwelling will provide 70 square metres of internal floor space, which is greater than the recommended 61 square metres. The dwelling includes a double bedroom, and the bedrooms all exceed the recommended width and internal floor area.

10.16 This application is therefore considered, regarding design, to be in accordance policy SDC1 and GP3 of the Local Plan, policy D1 and H7 of the Submission Local Plan and the NPPF paragraphs 129, 135 and 139.

11.0 Impact on neighbouring properties

11.1 Policy SDC1 of the Local Plan and section 12 of the NPPF states that proposals for new development will ensure that the living conditions of existing and future neighbouring occupiers are safeguarded.

11.2 Policy D2 of the Submission Local Plan states, amongst other things, that development proposals shall safeguard the amenity of neighbouring occupiers in line with policy EN8.

11.3 Policy EN8 of the Submission Local Plan states that new development shall not have unacceptable impact on the amenity of existing or proposed users or occupants of neighbouring buildings or land and shall provide adequate amenity for the occupants and users of the proposed development in relation to ventilation, daylight, sunlight, privacy, security and avoiding an overbearing impact.

11.4 The Rugby Borough Council Climate Change and Sustainable Design and Construction Supplementary Planning Document advises that the recommended distance between opposite facing windows at the same level is 21 metres. The distance required may be greater if, for example, upstairs windows of a two-storey dwelling afford views into windows at a single-storey level.

11.5 The separation distance from the north/west (rear) elevation to the neighbouring properties, 272, 274, 276, 278, and 278a Newbold Road is approximately 10 metres. The separation distance to the neighbouring properties, 15, 17, 19, 21, 23, 25 Morris Close is approximately 21 metres (increasing to approximately 29 metres). The separation distance to the neighbouring property 250 Newbold Road is approximately 23 metres.

11.6 The separation guide figure of 21 metres can be achieved for all properties, except for the neighbouring properties 272, 274, 276, 278, and 278a Newbold Road to the west of the application site. However, consideration must be given to the type of dwelling proposed and the context of the site. The proposed dwelling is single storey and therefore all windows will be at ground floor height. There is a 1.5-metre-high close boarded fencing on the shared boundary, therefore views into the site from neighbouring properties and from the proposed dwelling facing towards the properties to west will be mostly screened by the boundary treatment. Whilst it is accepted that there will be an impact on this part from the proposed, owing to the nature of the proposal and the boundary treatments, this harm is limited.

11.7 The proposed dwelling will be adjacent to the north/east boundary, however, there is a pedestrian access way which serves 278 Newbold Road, which acts as a buffer for the neighbouring property 278a Newbold Road. Due to the size of the dwelling, being single storey, and the separation distances between the dwelling and the neighbouring properties, it is considered that the impact regarding loss of sunlight or daylight or an overbearing impact would not be beyond what is usually expected for this type of development within a residential area.

11.8 It is therefore considered that due to the size and scale of the dwelling (being a bungalow), separation distances (to include the access to the rear of the property), and boundary treatments, that the proposed development will not have a detrimental impact on the neighbouring properties on privacy, loss of light or overbearing, beyond what is usually expected for this type of development within a residential area.

11.9 All habitable and non-habitable rooms include windows, to provide ventilation. There are no known potential issues regarding the design of the property, in relation to security.

11.10 A condition will be included in the decision notice, removing some permitted development rights, to ensure the development remains of good design and that the neighbour's amenity is protected. (Condition 4).

11.11 It is considered that the impact on neighbouring properties in relation to light, overbearing impacts and privacy is acceptable. This application is therefore considered to be in accordance with policies SDC1 & GP3 of the Local Plan, D2 and EN8 of the Submission Local Plan and Paragraph 131, and 135 of the NPPF.

12.0 Ecology

12.1 Policy NE1 states that the Council will protect designated areas and species of international, national and local importance for biodiversity and geodiversity.

12.2 Policy EN1 of the submission Local Plan states that National policy and legislation will be applied in determining planning applications that have potential to harm biodiversity.

12.3 Policy EN5 of the submission Local Plan advises that Biodiversity net gain (BNG) under Part 6 of the Environment Act 2021 shall be delivered. With the preference for the BNG to be delivered on site.

12.4 The Warwickshire County Council Ecology Unit have been consulted and have provided a response of no objection, subject to conditions for the submission of a Biodiversity Management Plan, a species mitigation and enhancement condition and the deemed condition.

12.5 The application is accompanied by a Biodiversity Net Gain Plan and Metric and a development habitat map and a baseline habitat map.

Biodiversity Net Gain

12.6 A 10% mandatory biodiversity net gain is required for this application. Biodiversity Net Gain can be achieved through habitat creation or enhancements onsite within the application site, offsite using land within the applicant's ownership, offsite through purchase of biodiversity units through a habitat bank or offsite through purchase of NE biodiversity credits.

12.7 The applicant has provided a biodiversity metric, which indicates a habitat area loss of 0.02 units (29.59%) and a hedgerow unit loss of 0.09 units (100.00%). Initially, the Proposed Site Plan, 4860-02 and BIA Post Development Habitat map layouts did not match, however, amended documents have been submitted. Although the amended plans are now satisfactory, it is not necessary to show how the 10% gain for biodiversity will be achieved prior to determination

12.8 WCC Ecology recognises that there is a loss to biodiversity, which has not been addressed through the documentation. However, it is not necessary to show how the 10% gain for biodiversity will be achieved prior to determination. To ensure there is an acceptable Biodiversity Net Gain, Ecology have requested a condition (Condition 11) for a Biodiversity Management Plan (BMP). The deemed condition linked to the Environment Act 2021 will also apply (Condition 10).

Protected species

12.9 Ecology recognises that there is no information which has been included regarding protected species. The site is clear, and it cannot be proven that species were or were not present in the existing habitat.

12.10 Ecology advise that the Warwickshire Biological Record Centre holds records for grass snake, great crested newt, (protected species) common toad, hedgehog (priority species) within 750m of the site. Common bird species are also recorded. The only waterbody within 250m and not separated by a main road or other barrier appears to be Newbold Quarry.

12.11 Ecology request that mitigation for birds, hedgehogs and amphibians should be included in the scheme to redress the potential loss of habitat and for continued biodiversity provision, which can be included within the Habitat Management and Monitoring Plan (HMMP) or Biodiversity Management Plan (BMP). This will be secured by a separate condition (Condition 12) Species mitigation and enhancement condition.

12.12 It is considered that subject to conditions, the application accords with policy NE1 of the Local Plan and EN1 and EN5 of the Submission Local Plan.

13.0 Highway safety & Parking

13.1 Section 9 of the NPPF states that developments should achieve safe and suitable access to the site for all users. Policy D2 of the Local Plan states that permission will only be granted for development incorporating adequate and satisfactory parking facilities.

13.2 Policy I1 of the submission Local Plan states that development shall, amongst other things, be located where car travel can be minimised and opportunities for walking, cycling and public transport can be maximised, and provide suitable and safe access by all modes.

13.3 Policy I2 of the submission Local Plan States that appropriate and secure parking shall be provided for bicycles and vehicles (including motorcycles) in accordance with the parking standards.

13.4 Warwickshire County Council Highways have been consulted and has undertaken an assessment of the planning application. Based on the assessment and appraisal of the development proposals the Highway Authority has provided a response of no objection.

13.5 Highways advise that the application was previously assessed under the application R24/0478. The applicant was required to amend the site access to allow two-way traffic to enter and exit in a forward moving gear. In conclusion highways consider as the access has already been assessed and the proposed will not cause a significant intensification of the access; they do not envisage the proposed development being detrimental to the adjoining highway.

13.6 The application site is located within the urban area, which provides the opportunity to walk or cycle to the nearby shops, services, public transport, and recreational facilities.

13.7 The parking standards requires parking provision to be provided, based on the typology and location of the property. The parking standards for a residential dwelling are based on the total number of bedrooms.

13.8 A residential dwelling with 2 bedrooms, in a low access zone, is required to provide 1.5 parking spaces. The proposed development includes 2 bedrooms and 2 parking spaces. There is no provision for the storage of cycles, however, it would be possible to store bicycles within a shed or a purpose-built cycle store, within the garden, which would specifically meet the occupiers needs.

13.9 The parking for 274 Newbold Road will be retained.

13.10 This application is therefore considered to be in accordance with Section 9 of the NPPF, policy D2 of the Local Plan and I2 of the submission Local Plan.

14.0 Climate Change and Sustainable Design

14.1 Policy SDC4 – Sustainable Buildings: requires all new dwellings to meet the Building Regulations requirement of less than 110 litres of water-per-person-per-day unless it can be demonstrated that it is financially unviable.

14.2 Policy CL3 of the submission Local Plan states that new dwellings shall demonstrate that they are water efficient, incorporating water efficiency and re-use measures and that the

estimated consumption of wholesome water per dwelling, as calculated in accordance with the methodology in the water efficiency calculator, does not exceed 110 litres per person per day in line with regulation 36(2)(b) of the Building Regulations 2010 (as amended).

14.3 A condition (Condition 9) will be included in the decision notice to ensure the target limit is not breached. It is considered once the condition has been complied with satisfactorily, the proposed development will comply with Policy SDC4 and policy CL3 of the Proposed Submission Local Plan on this part.

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

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

14.6 Policy CL1 of the submission Local Plan states that new buildings comprising one or more dwellings must be designed and built to be net zero carbon in operation and Policy CL4 of the Proposed Submission Local Plan states all development shall be resilient to, and adapt to the future impacts of, climate change.

14.7 The application is accompanied by sustainability checklist which provides details of how the development proposes:

- To be designed in accordance with the Energy Hierarchy - Reduce energy demand - Supply energy efficiently – Utilise renewable technology.
- The design techniques will include passive design concept and high-level insulation.

14.8 It is considered that the applicant has demonstrated how energy efficiency and sustainability has been incorporated within the development and therefore the development complies with Policy SDC4 and has partially demonstrated how the development complies with Policy CL1 and CL4 submission Local Plan.

15.0 Broadband and Mobile Internet

15.1 Policy SDC9 - Broadband and Mobile Internet: requires developers to facilitate and contribute towards the provision of broadband infrastructure suitable to enable the delivery of broadband services. A condition (Condition 14) will be included within the decision notice to ensure the dwelling is provided with the facility to enable broadband internet connection. It is considered once the condition has been complied with satisfactorily, the proposed development will comply with Policy SDC9.

16.0 Flood Risk

16.1 Policy SDC5 of the Local Plan and policy EN7 of the submission Local Plan relate to flood risk and flood risk management. The application site is located within Flood Zone 1, which has the lowest probability of flooding.

16.2 It is therefore considered that the proposed development is unlikely to increase the risk of flooding elsewhere in instances of potential flood risk and in this case the development is acceptable under Policy SDC5 of the Local Plan and Policy EN7 of the submission Local Plan.

17.0 Pollution

17.1 Policy HS5 of the Local Plan advises that Development within the Air Quality Management Area that would generate any new floorspace must (amongst other things), achieve or exceed air quality neutral standards

17.2 Policy EN9 of the Submission Local Plan also states that development within the Air Quality Management Area that would generate any new floorspace must achieve or exceed air quality neutral standards.

17.3 The application site is located within the designated Air Quality Management Area. At this stage, the applicant has not provided details of how the development will achieve air quality neutral standards. Environmental Health have been consulted and have requested for a condition (Condition 5) to be included in the decision notice for the details required to achieve air quality neutrality and minimise impacts to air quality to be submitted and agreed prior to the occupation of the dwelling.

17.4 Once the condition has been satisfactorily discharged, the development will be compliant regarding Policy HS5 of the Local Plan and Policy EN9 of the submission Local Plan in this regard.

17.5 With regards to noise and contamination, the Environmental Health Team have been consulted and have provided a response of no objection. Environmental Health have provided the following comments:

- A review of Defra noise maps indicates that the proposed new dwelling is likely to be exposed to elevated levels of noise resulting from traffic on the A4071. As such, a noise impact assessment is required to establish noise levels in the area and determine a suitable noise mitigation scheme to protect future occupiers from road traffic noise. With consideration to the noise levels reported in Defra noise maps, it is considered that suitable mitigation can be achieved with appropriate glazing and ventilation strategy. As such, the required information can be secured by condition.
- The development site lies within existing residential curtilage and subsequently there is low likelihood of existing contaminated soils. However, a precautionary condition is recommended due to the proposed sensitive end use.
- The construction phase of the development should be managed to minimise adverse impacts to neighbouring residents.

17.6 In conclusion, Environmental Health have requested conditions (Condition 6, 7 and 8) for the submission of a Construction Environmental Management Plan, a Previously Unidentified contamination condition and a Noise Assessment. Therefore, subject to conditions, the proposal complies with Local plan policy HS5 and policy EN9 of the submission Local plan.

18.0 Landscaping and Tree Protection

18.1 Policy SDC2 states that landscape aspects of a development proposal will be required to form an integral part of the overall design and a high standard of appropriate hard and soft landscaping will be required.

18.2 Policy NE3 of the adopted Local plan states that new development which positively contributes to landscape character will be permitted. Policy NE3 of the Submission Local Plan, states, amongst other things, that proposals shall where possible retain and integrate existing natural features and assets.

18.3 Policy EN2 of the Submission Local Plan, states, amongst other things, that development shall avoid significant adverse impacts on landscape character and significant adverse visual impacts.

18.4 The south/east boundary includes a row of mature trees protected by a Tree Preservation order. The application is accompanied with a tree constraints and protection plan, and a tree survey.

18.5 The tree protection plan indicates that the footprint of the dwelling and parking area will be located outside of the root protection area, and no closer to the trees than the existing garage (which will be removed).

18.6 The Rugby Borough Council Trees and Landscape Officer was consulted and provided a response of no objection to the development. In their assessment they were content with the TPO Oaks being fenced off and protected during the construction phase in order to prevent physical damage. In order to ensure this the Trees and Landscape Officer has requested a condition (Condition 13) within the decision notice for a finalised Arboricultural method statement and tree protection plan for the protection of the retained trees.

18.7 In conclusion, subject to condition, the development is compliant with Policy SDC2 and NE3 of the Local Plan and Policy NE3 and EN2 of the submission Local Plan.

19.0 Community Infrastructure Levy

19.1 The Council's Community Infrastructure Levy (CIL) charging schedule came into effect on 1st April 2024, this is in accordance with the Planning Act 2008 and Community Infrastructure Regulations 2010. As the proposal is for a residential dwelling this constitutes chargeable development.

19.2 Based on the internal floorspace and uses proposed the CIL payable is likely to be around £7000. CIL is payable on commencement of development and index linked therefore the value will increase annually until commencement. However, there are exemptions which can be applied for in relation to self-build dwellings, extensions and annexes, social housing and development by charities which may reduce the amount payable in this case.

20.0 Equality Implications

20.1 Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states: -

A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act.*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

20.2 Officers have taken this into account and given due regard to this statutory duty in the consideration of this application.

20.3 There are no known equality implications arising directly from this development.

20.4 The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

21.0 Planning Balance and Conclusion

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

21.2 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. To achieve sustainable development, the NPPF states that the planning system has three overarching objectives; economic, social and environmental, which are interdependent. The housing delivery position is a material consideration.

21.3 Paragraph 11(d) of the NPPF (2024) states that where there are no relevant development plan policies or the policies most important for determining the planning permission are out of date planning permission should be granted unless the requirements of para 11(d) (i) or (ii) are met. If either is met, the presumption in favour of sustainable development ceases to apply. It is considered that the most important policies (as referenced within paragraph 11 of the NPPF) for determining this application are Policies: DS1 - Overall Development needs, GP2 - Settlement hierarchy and SDC1: Sustainable design. It is considered that Policies GP2 and DS1 is out of date, as the Local Planning Authority does not have a 5-year Housing Land Supply. Therefore, the basket of policies most important for determining the application is out of date and paragraph 11(d) of the NPPF (the 'tilted balance') is triggered.

21.4 Due to the Council not currently being able to demonstrate a five-year housing land supply, the presumption in favour of sustainable development in paragraph 11d of the NPPF, 'the tilted balance' applies. Therefore, in principle, planning permission should be granted unless (i) the application of policies in the NPPF that protect assets of particular importance (Footnote 7

policies) provides a strong reason for refusal or (ii) the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits having particular regard to the key policies of the NPPF for directing development to sustainable locations. Making effective use of land, securing well-designed places and providing affordable homes (individually or in combination). The application of each limb is essentially a matter of planning judgment for the decision-maker.

21.5 Under paragraph 11 d i), the proposal does not provide a strong reason for refusing the development. The Councils Trees and Landscape officer provided a stance of no objection and the scheme will not result in the loss of irreplaceable habitats as per footnote 7 of the NPPF. Therefore, limb 11d i) is not engaged as there are no footnote 7 considerations which provide a strong reason for refusing the development.

21.6 With regards to paragraph 11d(ii), the proposed development will provide a dwelling which is well-designed and is sympathetic to the urban area in compliance with paragraphs 129, 135 and 139 of the NPPF. The site is in the most sustainable location of the borough, which provides the opportunity to walk or cycle to the nearby shops, services, public transport, and recreational facilities. Warwickshire County Council Highways have provided a response of no objection to the development, regarding highway safety. In compliance with Paragraph 115, of the NPPF.

21.7 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 sustainable development which are interdependent. These are the economic, social and environmental objectives.

21.8 The proposed dwelling may have a minor impact on the amenity of the neighbouring properties, however, this harm would be considered to be moderate and not reason enough to refuse the development.

21.9 Economic Objective - If the application were to be approved, it would result in the creation of a small number of short-term construction jobs. In the long-term, the dwelling would contribute to the local economy with the future occupiers providing Council tax payments and using local services and facilities. This benefit holds moderate weight in favour of the application.

21.10 Social Objective - The proposal would provide a new dwelling which would create a home for the initial occupier and future generations of occupiers. This benefit holds moderate weight in favour of the application.

21.11- The application site is located within the urban area; therefore, occupiers of the dwelling would have opportunity to use and contribute to the local community, by using shops, services, public transport, and recreational facilities. This benefit holds moderate weight in favour of the application.

21.12- The dwelling will contribute to addressing the councils current shortfall of housing provision. This holds significant weight in favour of the application.

21.13 Environmental Objective - The associated development would have a positive impact on the natural environment owing to the location of the dwelling, being located within the urban area, which is the most sustainable location, with opportunity to access shops, services, public transport, and recreational facilities by walking or cycling. This benefit holds moderate weight in favour of the application.

21.14- The proposal is in accordance with adopted Local plan policies GP1, GP2, GP3, DS1, H1, HS5, NE1, NE3, SDC1, SDC2, SDC4, SDC5, SDC6, SDC9, D1 and D2.

21.15- Subject to conditions the dwelling will be air quality neutral and will also provide a biodiversity net gain in accordance with Local plan policies NE3 and HS5.

21.16 Furthermore, the development complies with the policies within the Submission Rugby Local Plan 2025-2042 which significant weight is given to. Policy S1: Settlement hierarchy, CL1: Net zero buildings, CL3: Water supply, quality and efficiency, CL4: Climate adaptation, EN1: Biodiversity and geodiversity protection, EN2: Landscape Protection, EN5: Biodiversity net gain, EN7: Flood Risk, EN8: Environmental protection and amenity, H7: Housing standards, D1: Well-designed spaces, D3: Landscaping and I2: Parking.

21.17 On balance, it is therefore considered that there is no clear reason for refusing the development. There are no adverse impacts identified which would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having regard for the key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

21.18 Therefore planning permission should be granted.

Recommendation

Planning application R26/0065 be approved subject to:

1. The conditions and informatives set out in the draft decision notice appended to this report; and
2. The Strategic Director for Place be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.

DRAFT DECISION

REFERENCE NO:

R26/0065

DATE APPLICATION VALID:

16-Feb-2026

APPLICANT:

Jones, Fulmar Developments Ltd, 19 Hillmorton Road, Rugby, CV22 5DF

AGENT:

Rebecca Walker, Chapman Design LLP, Lelleford House, Coventry Road, Rugby, Warwickshire, CV23 9DT

ADDRESS OF DEVELOPMENT:

Land To the Rear of 274, Newbold Road, Rugby

APPLICATION DESCRIPTION:

Proposed new build bungalow with parking and landscaping.

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:

The development shall be carried out in accordance with the plans and documents detailed below:

Site Location Plan - 4860-LP - Rev A

Proposed Site Plan - 4860-02

Proposed Floor Plan - 4860-03

Existing and Proposed roof plan - 4860-05

Received by the Local Planning Authority on the 21st January 2026

Proposed Fence plan - 4860-06

Received by the Local Planning Authority on the 16th February 2026

Proposed Elevations - 4860-04 - Rev A

Received by the Local Planning Authority on the 11th June 2026

REASON:

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:

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 those orders, no development shall be carried out which comes within Classes A, AA, B and C of Schedule 2 Part 1 of the Order without the prior written permission of the Local Planning Authority.

REASON:

In the interest of design and appearance and residential amenity.

CONDITION 5:

No above ground development shall begin until a scheme detailing the on-site measures to be incorporated within the development in order to meet air quality neutral standards or to provide suitable mitigation, has been submitted to and approved in writing by the Local Planning Authority. Prior to occupation of the development, the approved scheme shall be implemented and maintained in perpetuity.

REASON:

In the interests of air quality.

CONDITION 6:

Prior to the commencement of any works, a Construction Environmental 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 demolition and construction activities including groundworks and the formation of infrastructure including arrangements to monitor noise emissions from the development site during the [demolition and] construction phase
- the control of dust including arrangements to monitor dust emissions from the development site during the demolition and construction phase
- measures to reduce mud deposition offsite from vehicles leaving the site.

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

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:

When carrying out work as part of this development hereby permitted, in the event that contamination is found it shall be reported in writing immediately to the local planning authority.

Each of the following subsections a) to c) shall then be subject to approval in writing by the local planning authority.

- a) An investigation and risk assessment shall be undertaken 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.
- b) Where remediation is necessary 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.
- c) 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 which shall be subject to approval in writing by the local planning authority.

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.

CONDITION 8:

No development shall proceed beyond damp proof course level until a noise assessment undertaken by a suitably qualified person has been submitted in writing to and approved by the Local Planning Authority. It shall assess the existing noise levels that could adversely affect the proposed development. Regard shall be had to noise from traffic the A4071 and nearby roads. Regard may be had to BS8233:2014, the World Health Organisation (WHO) Guidelines for Community Noise, and the ProPG: Planning & Noise guidance May 2017. The report shall include recommendations for any necessary acoustic mitigation works, to protect the occupants both inside the dwelling and the external amenity spaces, having regard to current guidance for the residential development. Any recommended works shall be completed prior to occupation of the development and should be maintained thereafter.

REASON:

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

CONDITION 9:

The dwelling 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.

DEEMED CONDITION 10:

In accordance with the Environmental Act 2021, Schedule 14, paragraph 13 and the Town and Country Planning Act 1990 Schedule 7A, paragraph 13:

the development may not be begun unless—

- (a) a biodiversity gain plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan in respect of this permission would be Rugby Borough Council.

CONDITION 11:

The development hereby permitted (including site clearance) shall not commence until a Biodiversity Management Plan (BMP) to include a plan of habitats and protected and priority species mitigation, biodiversity enhancements, long-term management and monitoring (to include location of measures, installation timescale, timing of works, replacement planting details if applicable, and species lists for proposed planting) has been submitted to and approved in writing by the Local Planning Authority. Such measures will be shown on all applicable annotated site plans and elevations, such approved mitigation and enhancement measures shall thereafter be implemented in full and maintained in strict accordance with the approved details in perpetuity.

REASON:

To enhance the nature conservation value of the site and ensure biodiversity net gain in accordance with the NERC act, NPPF, ODPM Circular 2005/06.

CONDITION 12:

The development hereby permitted shall not commence until a detailed schedule of habitats and species mitigation and enhancement measures (to include timing of works, protection measures for the river, birds and mammals and enhancements where possible) has been submitted to and approved in writing by the Local Planning Authority. Such approved mitigation and enhancement measures shall thereafter be implemented in full.

REASON:

To ensure that protected species are not harmed by the development

CONDITION 13:

No works, demolition or development shall take place until a finalised arboricultural method statement and tree protection plan for the protection of the retained trees (such method statement and plan to be in accordance with sections 5.5 & 6.1 of BS5837:2012 Trees in relation to design, demolition and construction - Recommendations) has been submitted to and approved in writing by the Local Planning Authority. This arboricultural method statement and tree protection plan must include details and positioning of tree protection fencing, any ground protection measures to create construction exclusion zones and an auditable system of monitoring. The approved arboricultural method statement and tree protection plan shall be implemented in full prior to any works, demolition or development taking place. Protective measures must remain in place until the completion of all construction works. During construction 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 LPA.

REASON:

To ensure retained trees are not damaged during the construction phase.

CONDITION 14:

Prior to the first occupation of the dwelling broadband infrastructure shall be provided to allow broadband services to be provided.

REASON:

To provide broadband connectivity for future occupiers.

INFORMATIVE 1:

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/w/street-naming-and-numbering-1>

INFORMATIVE 2:

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) where gas is used for space or water heating, increased tree planting/landscaping, solar photovoltaic or 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/4915/2604/2216/2018-05-11phytosensorfinal-web-ok-compressed_1.pdf Such measures contribute towards improving air quality.

Should you require any further advice on ensuring your development has a positive contribution on air quality, further information can be obtained from the Commercial Regulation team through 01788 533533 or email ehcs@rugby.gov.uk

Should an Air Source Heat Pump be proposed for installation, it should be ensured that the noise from such plant will not adversely affect residential amenity in the area. These units can create noticeable noise levels which may affect neighbouring dwellings so noise mitigation may be necessary to avoid complaints or possible formal action under other legislation.

INFORMATIVE 3:

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:

Environmental Services advise that in order to reduce the likelihood of local residents being subjected to adverse levels of noise annoyance during construction, work on site should not occur outside the following hours: -

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

Saturday - 8.30 a.m. - 13.00 p.m.

No work on Sundays & Bank Holidays.

INFORMATIVE 5:

The drainage and waste disposal system will need to comply with the Building Regulations 2010 Approved Document H (2015 Edition) - Drainage and Waste Disposal.

Reference: R26/0430

Site Address: LAND SOUTH OF COVENTRY ROAD AND CAWSTON LANE, COVENTRY ROAD, RUGBY

Description: Variation of condition 1 (plans schedule) of R24/0971 - to refer to plans showing 9 affordable housing units (consisting of 8 no. Affordable Rented and 1 no. Shared Ownership) instead of 63 affordable housing units previously approved.

Web link <https://planning.agileapplications.co.uk/rugby/application-details/42097>

Recommendation

1. Planning application R26/0430 be approved subject to:
 - a. the conditions and informatives set out in the draft decision notice appended to this report; and
 - b. the completion of a Deed of Variation to the legal agreement attached to R18/0936 to secure the proposed level of affordable housing and the inclusion of viability review clauses.
2. The Strategic Director for Place be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.
3. The Strategic Director for Place (in consultation with the Planning Committee Chair) be given delegated authority to add, vary or remove any of the financial contributions and/or planning obligations outlined in the heads of terms within this report.

1. Introduction

- 1.1. This application is being reported to Planning Committee for determination at the request of the Strategic Director for Place.

2. Description of site

- 2.1. The application site is 13.93 hectares, situated south of Coventry Road and West of Cawston Lane and is located between Cawston to the north, Bilton to the east, and Dunchurch to the south. Rugby Town Centre is approximately 2.2 miles/3.6km to the north east and contains a full range of services and facilities.
- 2.2. The majority of the site is in agricultural use and comprises three arable fields bounded by hedgerows, trees and fences. A ditch runs through the south of the site from northeast to southwest.
- 2.3. To the north and east beyond Coventry Road and Cawston Lane are residential developments, land to the south consists of semi-natural broadleaved woodlands as part of a Local Wildlife Site, being Cawston Spinney and Fox Covert, part of which is Ancient Woodland. Cawston Farm adjoins the eastern boundary, which includes a Grade II listed

Farmhouse. There are no rights of way across the site but R167a runs north to south parallel to the western boundary.

2.4. The site forms part of the South West Rugby allocation in the Local Plan.

2.5. Construction has begun on site in relation to the previously approved scheme.

3. Description of proposals

3.1. This application relates to a scheme of 210 dwellings which was previously granted outline planning permission and approval of reserved matters.

3.2. The application proposes to vary condition 1, the plans schedule, of the approval of reserved matters decision. The proposed change will update the approved planning layout and affordable housing plans in order to change the level of affordable housing to be provided on site.

3.3. The previously approved plans showed the provision of 63 (30%) dwellings, this application proposes to change this to 9 dwellings (4.28%). These will comprise 4no 1-bed, 3no 2-bed and 2no 3-bed with 8no social or affordable rent and 1no intermediate affordable housing.

3.4. The proposals do not seek to alter the number, location, design of sizes of dwellings proposed, the only change is to the tenure of dwellings previously approved as affordable housing.

Planning History

R18/0936 Outline planning application for up to 210 dwellings, a two form entry primary school, and creation of associated vehicular access, pedestrian /cycle and emergency accesses, highway improvements to Cawston Lane, parking, landscaping, drainage features, open space and associated infrastructure (all matters reserved except vehicular access to the site).
Approval 23/12/2022

R24/0971 Application for Reserved Matters for up to 210 dwellings and associated works relating to the layout, scale, appearance and landscaping pursuant to outline planning permission R18/0936 (for up to 210 dwellings, a two form entry primary school, and creation of associated vehicular access, pedestrian /cycle and emergency accesses, highway improvements to Cawston Lane, parking, landscaping, drainage features, open space and associated infrastructure).
Approval of Reserved Matters 12/09/2025

Relevant Planning Policies

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

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

Rugby Borough Local Plan 2011-2031, June 2019

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

The Local Plan is over 5 years old, and paragraph 34 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should be updated as necessary. The Local Plan review is underway however, this report sets out the relevant Local Plan policies and notes any NPPF inconsistencies between them or any other material consideration which could render a policy out of date.

Rugby Local Plan 2025-2042 (submission version 27 April 2026)

S1: Settlement hierarchy
S2: Strategy for homes
S8: South West Rugby
CL4: Climate adaptation
EN1: Biodiversity and geodiversity protection
EN2: Landscape protection
EN5: Biodiversity net gain
EN6: Canopy cover
EN7: Flood risk
EN8: Environmental protection and amenity
EN9: Air quality
H1: Housing mix
H2: Affordable housing
H7: Housing standards
D1: Well-designed places
D3: Landscaping

D4: Historic environment
D5: Sustainable drainage
W2: Open space and sports provision
I1: Transport
I2: Parking
I4: Infrastructure and planning obligations
The submission Local Plan holds significant weight.

South West Rugby Supplementary Planning Document, December 2024
National Design Guide 2021
RBC Climate Change & Sustainable Design and Construction SPD January 2023
Rugby Borough Council Air Quality SPD July 2021
South West Rugby Design Code 2025

National Planning Policy Framework, 2024 (NPPF)

Technical consultation responses

None required

Third party comments

Cawston Parish Council Objection

- Concerned number of affordable homes has reduced from 63 to 9.
- There is already a lack of affordable housing in the area.

Local residents (1) Objection

- Failure to justify departure from policy-compliant affordable housing provision.
- Viability information should be subject to full independent review and public scrutiny before any decision is made.
- Loss of social value and failure to meet identified housing need.
- Failure to deliver balanced communities.
- Will set precedent for future schemes to reduce obligations.

4. Assessment of proposals

4.1. As this is a variation of condition application the only issue to assess in relation to this application is whether the proposed changes to the plans to reflect the changed level of affordable housing are acceptable.

4.2. All other matters were established by the outline permission and previously approved reserved matters submission and the reports and decisions for these applications are relevant to this application. These previous decisions assessed the impacts in relation to matters including:

- Principle of Development
- Design and Layout
- Impact on Amenity
- Transport, Highways and Parking Facilities
- Drainage
- Landscaping & Open Space
- Biodiversity
- Noise & Air Quality
- Heritage
- Climate Change and Sustainable Design

4.3. The only issue to assess in the determination of this application is whether the proposed changes to the level of affordable housing proposed are acceptable.

5. Policy and the NPPF

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

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

5.3. Paragraph 11 of the NPPF states that where there is an up-to-date development plan applications should be determined in line with that development plan unless material considerations indicate otherwise. Paragraph 11(d) details that in cases where the policies most important in determining an application are out of date the “tilted balance” is engaged and permission must be granted unless policies within the NPPF provide a strong reason for refusal or the adverse impacts would significantly outweigh the benefits. The engagement of the tilted balance will be concluded in the planning balance.

5.4. Due to the date of the Local Plan 2011-2031 (June 2019 adoption), the Council’s five-year housing land supply is now subject to the standard method as set out within the NPPF and PPG. The latest Five-Year Housing Land Supply Position Statement 2025-2030, published 07 November 2025, and Addendum published on 27 March 2026 set out the Council can demonstrate a 3.4 year supply of housing. Therefore, the Council cannot demonstrate a 5-year housing land supply.

5.5. Footnote 8 to paragraph 11 of the NPPF provides that where a local planning authority cannot demonstrate a 5-year housing land supply then the most important policies for determining an application which involves the provision of housing are to be considered as being ‘out of date’. Therefore paragraph 11(d) of the NPPF (the ‘tilted balance’) is triggered. The NPPF is a material consideration.

6. Affordable Housing

6.1. Policy H2 of the Local Plan relates to affordable housing and states that on green field sites such as this a target affordable housing provision of 30% will be sought. This policy goes on to state that the target level will be expected to be provided unless the Local Planning Authority is satisfied by robust financial viability evidence that the development would not be financially viable at the relevant level.

6.2. Policy H2 of the Submission Local Plan includes requirements for affordable housing provision of 20% within the urban area and 30% elsewhere in the borough. The supporting text to this policy acknowledges that some developments are unable to viably support policy compliant levels of affordable housing. It states that in such circumstances a robust

open-book viability assessment shall be provided and independently reviewed on behalf of the Council.

- 6.3. Although the Submission Local Plan has been submitted for examination it is not considered that emerging policy H2 should be given significant weight. This is due to viability implications linked to this policy which will be considered at the Local Plan examination. The relevant affordable housing target is therefore 30% in accordance with adopted Local Plan policy H2.
- 6.4. Policy I4 of the Submission Local Plan states that where a scheme would deliver less than the minimum policy requirement for affordable housing the Council will include mechanisms within the legal agreement for mid development and/or post development viability reviews which may result in the requirement to deliver additional affordable housing.
- 6.5. The outline planning application for the development of the site stated that 30% affordable housing would be provided, in accordance with the relevant policy, and this was included within the s106 legal agreement. The legal agreement did not include any clauses which would allow this to be reviewed subject to viability.
- 6.6. The approval of reserved matters application included the provision of 63 units (30%) of affordable housing in accordance with the s106 legal agreement and Local Plan policy H2.
- 6.7. Following the approval of reserved matters the Council were approached by the current developers, Miller Homes, who advised that the costs associated with the development had increased significantly and that this would impact on the viability of the approved scheme.
- 6.8. The applicants provided a Financial Viability Assessment (FVA) to the Council to demonstrate the costs associated with the development and the expected income. This showed that if 30% affordable housing were provided the development would be unviable.
- 6.9. The FVA detailed that there were various costs causing the scheme to be unviable. These included the costs associated with the highway works to provide the Coventry Road/Cawston Lane roundabout, significantly higher than anticipated costs associated with archaeological works on the site as well as abnormal foundation, retaining wall and drainage costs.
- 6.10. In addition, as the site forms part of the South West Rugby allocation contributions are required to the South West Rugby strategic infrastructure as set out within Appendix K of the SPD. This results in higher s106 contributions than would be associated with a site outside of the allocation.

- 6.11. The FVA also referred to additional costs due to changes in requirements since the outline planning permission was granted. These relate to changes to Building Regulations standards, EV charging and the Building Safety Levy.
- 6.12. The FVA was independently reviewed on behalf of the Council. The reviewer raised a range of queries and points of clarification with the applicants and the Council to ensure that the included costs were accurate. Evidence was provided by the applicant to support the highway works and archaeology costs included within the FVA.
- 6.13. The Council's reviewer advised that the FVA had been carried out in accordance with the guidance regarding viability assessment within the National Planning Practice Guidance.
- 6.14. The reviewer commented that the market sales values and build costs contained within the FVA were not unreasonable. However, the reviewer considered that affordable housing values would be higher than those within the FVA.
- 6.15. The reviewer noted that there are exceptionally high archaeology costs associated with the development and referenced the roundabout fees.
- 6.16. The reviewer questioned the target market homes profit (20%) included within the FVA as well as the build programme, fees and sales and marketing costs included within the appraisal.
- 6.17. The reviewer carried out a revised FVA using their assumptions. This concluded that although their changes reduced the deficit the development remained unviable with 30% affordable housing.
- 6.18. The reviewer carried out a further FVA to assess the level of affordable housing that could be accommodated on the site based on their assumptions. At this stage they considered that 2-3% (4-6 units) affordable housing could be accommodated on the site.
- 6.19. Following the reviewer's comments updated FVAs were provided by the applicant including reduced archaeology costs and s106 costs as agreed with the Council. These FVAs showed that in their view the scheme remained unviable with 30%, or 0% affordable housing.
- 6.20. These were discussed with the applicant by the Council's reviewer who provided an updated FVA, based on their assumptions and profit level (18.5%) which showed that 9 affordable dwellings (around 4.28%) could be provided on the site.
- 6.21. The applicant agreed to provide 9 units of affordable housing on the site. These will comprise 4no 1-bed, 3no 2-bed and 2no 3-bed with 8no social or affordable rent and 1no intermediate affordable housing. This application proposes the revision of the plans to accommodate this change.

6.22. As detailed above policy H2 of the Local Plan and policy H2 of the submission Local Plan allow for a reduced level of affordable housing where the Local Planning Authority is satisfied by robust financial viability evidence that the development would not be financially viable at the relevant level. The applicant has submitted detailed viability evidence which has been independently assessed on behalf of the Council which shows that the scheme would be unviable with 30% affordable housing. The Council's reviewer considers that 9 affordable dwellings can be provided and this level of provision is proposed by the applicants.

6.23. It is considered that this level of provision is therefore acceptable in accordance with the relevant policies.

7. Planning Obligations

7.1. Paragraphs 56, 58 and 59 of the Framework, policies D3 and D4 of the Local Plan, policy I4 of the submission Local Plan and the Planning Obligations SPD set out the need to consider whether financial contributions and planning obligations could be sought to mitigate against the impacts of a development and make otherwise unacceptable development acceptable.

7.2. As detailed earlier in the report the s106 agreement attached to the outline planning permission included a requirement for 30% of dwellings to be provided as affordable housing. A Deed of Variation to this agreement is therefore required to refer to the provision of 9 affordable dwellings.

7.3. Policy I4 of the Submission Local Plan states that where a scheme would deliver less than the minimum policy requirement for affordable housing the Council will include mechanisms within the legal agreement for mid development and/or post development viability reviews which may result in the requirement to deliver additional affordable housing.

7.4. It is proposed that the revised s106 agreement includes requirements for reviews to be carried out at the occupation of 50% and 75% of market dwellings. This will require Financial Viability Assessments to be provided to determine whether there have been changes in circumstances that would allow additional affordable housing to be provided. If viability is shown to have improved the developer will be required to provide additional affordable units on site (up to a cap of 30%) or pay an off-site affordable housing contribution to the Council.

7.5. All other s106 contributions required by the outline s106 agreement will remain unchanged.

7.6. Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) makes it clear that obligations should only be sought where they are:
(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

If a requested planning obligation does not comply with all of these tests, then it is not possible for the Council to take this into account when determining the application. It is considered that the proposed changes to the s106 agreement meet the necessary tests and are therefore CIL compliant.

7.7. Subject to the completion of a Deed of Variation to the section 106 agreement the development would be in accordance with Policy D3 of the Local Plan and I4 of the Submission Local Plan.

8. Planning Conditions

8.1. The Planning Practice Guidance related to variation of condition applications such as this advises that an approval would, in effect, be a new permission and that a new decision notice, including all relevant conditions should be issued. A new decision notice will therefore be required in relation to the current variation of condition application.

8.2. This will include the revision of condition 1 to refer to the revised Planning Layout and Affordable Housing plans showing the revised affordable housing provision.

8.3. The other conditions attached to R24/0971 remain relevant to the proposals and will be replicated on the decision notice.

9. Community Infrastructure Levy

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

9.2. As the site is located within South West Rugby the development is not liable for CIL.

10. Equality Implications

10.1. Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

10.2. Officers have taken this into account and given due regard to this statutory duty in the consideration of this application. There are no known equality implications arising directly from this development.

10.3. The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair

hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

11. Planning Balance and Conclusion

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

11.2. 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.

11.3. As detailed earlier in this report the Council cannot demonstrate a 5-year housing land supply. Footnote 8 to paragraph 11 of the NPPF provides that where a local planning authority cannot demonstrate a 5-year housing land supply then the most important policies for determining an application which involves the provision of housing are to be considered as being 'out of date'. Therefore paragraph 11(d) of the NPPF (the 'tilted balance') is engaged and permission must be granted unless adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

11.4. Paragraph 8 of the NPPF sets out 3 overarching objectives to sustainable development, economic, social and environmental.

11.5. Social

The proposals would reduce the number of affordable homes to be provided from 63 to 9 and this carries moderate weight against the proposals. However, this has been supported by detailed viability evidence which has been independently assessed on behalf of the Council and is in accordance with policy.

11.6. There is a significant need for new housing within the Borough. The proposal would contribute to meeting this need, particularly as this is an allocated site. It also is consistent with the Government's objective of significantly boosting the supply of homes. This carries significant weight in favour of the proposal. The provision of 9 affordable dwellings also carries significant weight in favour of the proposal.

11.7. The development would also contribute to the provision of community facilities, including schools, within South West Rugby and this carries significant weight in favour of the proposals.

11.8. Economic

The development represents an economic investment at a time of economic uncertainty. Investment benefits are likely to arise from money being invested in construction in terms of jobs, materials and new household economic spending which may increase the viability of nearby retail uses, services and businesses. This would have a positive impact on the local economy and carries moderate weight in favour of the proposal.

- 11.9. The development will contribute to the provision of road infrastructure in accordance with South West Rugby and will provide a roundabout at the Coventry Road and Cawston Lane junction. This carries significant weight in favour of the proposals.
- 11.10. New Homes Bonus generated by the development (approximately £265,440) would contribute significantly to the Borough. Such factors would have a positive impact on the local economy and prosperity of the Borough and carry moderate weight in favour of the proposals
- 11.11. Environmental
The proposals will provide onsite open space and a play area as well as linkages within the open space areas and connecting to the wider site and surrounding area and this carries moderate weight in favour of the proposals.
- 11.12. Overall, it is considered that the proposal would be a sustainable form of development and consequently accords with policy GP1 of the Local Plan. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and having regard to material considerations including the Framework, it is considered that the application should be approved without delay in accordance with paragraph 11 (c) of the Framework.

12.0 Recommendation

1. Planning application R26/0430 be approved subject to:
 - a. the conditions and informatives set out in the draft decision notice appended to this report; and
 - b. the completion of a Deed of Variation to the legal agreement attached to R18/0936 to secure the proposed level of affordable housing and the inclusion of viability review clauses.
2. The Strategic Director for Place be given delegated authority to make minor amendments to the conditions and informatives outlined in the draft decision notice.
3. The Strategic Director for Place (in consultation with the Planning Committee Chair) be given delegated authority to add, vary or remove any of the financial contributions and/or planning obligations outlined in the heads of terms within this report.

DRAFT DECISION

REFERENCE NO:
R26/0430

DATE APPLICATION VALID:
07-May-2026

APPLICANT:

William Howarth Miller Homes Ltd, Secundus House, Cygnet Drive, Northampton, Northamptonshire, NN4 9BS

AGENT:

ADDRESS OF DEVELOPMENT:

LAND SOUTH OF COVENTRY ROAD AND CAWSTON LANE, COVENTRY ROAD, RUGBY

APPLICATION DESCRIPTION:

Variation of condition 1 (plans schedule) of R24/0971 - to refer to plans showing 9 affordable housing units (consisting of 8 no. Affordable Rented and 1 no. Shared Ownership) instead of 63 affordable housing units previously approved.

CONDITIONS, REASONS AND INFORMATIVES:

CONDITION: 1

The development shall not be carried out other than in accordance with the plans and documents detailed below:

Drawing number CWS DPL 01 Rev L received on 06/05/2026

Drawing number CWS-AHP-01 Rev G Affordable Housing Plan received on 28/04/2026

Report ref CSA-6870-02B Construction Ecological Management Plan May 2025 received on 03/06/2025

Report ref CSA-6870-03B Landscape and Ecological Management Plan May 2025 received on 03/06/2025

Rugby Nature Edge CA House Type Pack received on 26/06/2025

Rugby Terraced Street CA House Type Pack received on 26/06/2025

Rugby Village CA House Type Pack received on 26/06/2025

L3458 Damsonwood-VILLAGE Side Gable Blue Colour received on 17/06/2025

Drawing number CSA-6870-110 Rev A Ecological Enhancements Plan received on 18/02/2025

Drawing number BHA 467 02C Tree Removal & Protection Plan received on 27/05/2025

Drawing number CSA-6870-100 Rev G Landscape Masterplan received on 10/09/2025

Drawing number CSA-6870-101 Rev H Soft Landscape Proposals Sheet 1 of 3 received on 10/09/2025

Drawing number CSA-6870-102 Rev H Soft Landscape Proposals Sheet 2 of 3 received on 10/09/2025

Drawing number CSA-6870-103 Rev H Soft Landscape Proposals Sheet 3 of 3 received on 10/09/2025

Drawing number CSA-6870-104 Rev F Hard Landscape Proposals Sheet 1 of 3 received on 10/09/2025

Drawing number CSA-6870-105 Rev F Hard Landscape Proposals Sheet 2 of 3 received on 10/09/2025

Drawing number CSA-6870-106 Rev F Hard Landscape Proposals Sheet 3 of 3 received on 10/09/2025

Drawing number CSA 6870 107 Rev F Open Space Landscape Proposals Sheet 1 of 3 received on 26/08/2025

Drawing number CSA 6870 108 Rev F Open Space Landscape Proposals Sheet 2 of 3 received on 26/08/2025

Drawing number CSA 6870 109 Rev F Open Space Landscape Proposals Sheet 3 of 3 received on 26/08/2025

Drawing number CSA 6870 111 Rev D Play Area Proposals LEAP received on 10/07/2025

Drawing number 23008-103 Rev L Adoptable Drainage Strategy sheet 1 of 4 received on 11/09/2025

Drawing number 23008-104 Rev M Adoptable Drainage Strategy sheet 2 of 4 received on 11/09/2025

Drawing number 23008-105 Rev L Adoptable Drainage Strategy sheet 3 of 4 received on 11/09/2025

Drawing number 23008-106 Rev L Adoptable Drainage Strategy sheet 4 of 4 received on 11/09/2025

Drawing number 23008-116 SUDs Details received on 09/05/2025

Drawing number 23008-114 Rev B Drainage Area Plan received on 09/05/2025

Drawing number 23008-115 Rev D Exceedance Plan received on 10/09/2025

Drawing number 23008-108 Rev F Fire Tender Tracking received on 09/05/2025

Drawing number 23008-109 Rev H Refuse Vehicle Tracking received on 21/08/2025

Drawing number 23008-110 Rev J Visibility Splay received on 11/09/2025

Drawing number 23008-111 Rev J MPV Tracking received on 09/09/2025

Drawing number 23008-112 Rev F Delivery Vehicle Tracking received on 09/05/2025

Drawing number 23008-113 Rev G Refuse and MPV Tracking received on 21/08/2025

Drawing number 23008-199 Rev C Tandem Parking Tracking received on 10/09/2025

Drawing number 23008-120 Rev B Refuse and MPV Junction Tracking received on 09/09/2025

Drawing number 23008-100 Rev G Finish Floor Levels Strategy Sheet 1 of 3 received on 11/09/2025

Drawing number 23008-101 Rev G Finish Floor Levels Strategy Sheet 2 of 3 received on 11/09/2025

Drawing number 23008-102 Rev G Finish Floor Levels Strategy Sheet 3 of 3 received on 11/09/2025

Drawing number CYC-HW-101 Cycle Storage Shed received on 18/02/2025

Drawing number CWS-BT-01 Rev C Boundary Treatments Layout received on 11/07/2025

Drawing number CWS-EVCP-01 Rev C Electric Vehicle Charging Plan received on 11/07/2025

Drawing number CWS-SL-01 Rev A Indicative Street lighting Design received on 09/05/2025

Drawing number CWS-PCP-01 Rev C Parking and Cycle Storage Plan received on 11/07/2025

Drawing number CWS-RCP-01 Rev C Refuse Collection Plan received on 11/07/2025

Drawing number CWS-LP-01 Location Plan received on 09/05/2025

Drawing number GTC-E-SS-0012_R2-2_1_of_1 Close Coupled Substation received on 09/05/2025

Drawing number 23008-117 Rev G Section 38 Coloured Plan Sheet 1 of 3 received on 11/09/2025

Drawing number 23008-118 Rev F Section 38 Coloured Plan Sheet 2 of 3 received on 11/09/2025

Drawing number 23008-119 Rev F Section 38 Coloured Plan Sheet 3 of 3 received on 11/09/2025

Drawing number 23008-S278-0100 Rev B Section 278 Roundabout Access Junction General Arrangement Plan (Sht1) received on 09/05/2025

Drawing number 23008-S278-0101 Rev B Section 278 Roundabout Access Junction General Arrangement Plan (Sht2) received on 09/05/2025

Drawing number 23008-S278-0102 Rev B Section 278 Roundabout Access Junction General Arrangement Plan (Sht3) received on 09/05/2025

Drawing number 23008-S278-0010 Rev B - S278 Roundabout Access Junction Location Plan
received on 09/05/2025

REASON:

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

CONDITION: 2

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, the garages serving plots 87, 89, 90, 181 or 182 shall not be converted to living accommodation.

REASON:

In the interest of highway safety.

CONDITION: 3

The first floor windows to be formed in the side elevations of plots 5, 11, 15, 19, 20, 27, 30, 32, 40, 44, 47, 50, 59, 65, 71, 72, 79, 82, 92, 106, 107, 110, 111, 117, 118, 124, 129, 138, 161, 166, 170, 175, 181, 185, 189, 190, 193, 195 and 201 shall not be glazed or reglazed other than with obscure glass.

REASON:

To protect the residential amenity of neighbouring properties.

CONDITION: 4

No structure, tree or shrub shall be erected, planted, or retained within the visibility 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: 5

No dwelling within the 20mph areas of the development shall be first occupied unless and until 20mph zone signs at the entrance into the 20mph areas have been provided in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority.

This signage shall be retained in accordance with the approved details.

REASON:

In the interest of highway safety.

CONDITION: 6

No dwelling shall be first occupied unless and until a suitable vehicle restraint system has been provided on the proposed north-south footway connection between the spine road access at the proposed roundabout at Coventry Road/Cawston Lane and the cul-de-sac at Cawston Lane. This system shall be provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority.

REASON:

In the interest of highway safety.

CONDITION: 7

No dwelling shall be first occupied unless and until a safe route for pedestrians and cyclists is available for use between the development site and existing public highway.

REASON:

In the interest of highway safety.

INFORMATIVE: 1

Outline condition 13 requires details of lighting to be agreed. Active Travel England recommend that low-level lighting is provided to key off-street connections to ensure enhanced feelings of personal safety for all users, especially during darker months where paths may underutilised outside of bright daylight conditions.

INFORMATIVE: 2

Warwickshire County Council's Rights of Way team have the following comments:

- No site security fencing may be erected on or within 1m of public footpath R167a (unless closed by legal order).
- Any new vegetation must be planted at least two metres away from the edge of public footpath R167a to help ensure that mature growth will not encroach onto the public footpath.
- The applicant must carry out remedial works to make good any damage or address any flooding on the surface of public footpath R167a caused by the development and any remedial works must be completed to the satisfaction of the Highway Authority prior to the first occupation of any property at this site.
- Public footpath R167a must remain open and available for public use at all times unless closed by legal order, so must not be obstructed by parked vehicles or by materials during works.
- Any disturbance or alteration to the surface of public footpath R167a requires the prior authorisation of Warwickshire County Council's Rights of Way team, as does the installation of any new gate or other structure on the public footpath.

INFORMATIVE: 3

This development is subject to a s106 legal agreement attached to the outline planning permission.

INFORMATIVE: 4

The conditions attached to outline planning permission R18/0936 remain applicable to this development.

AGENDA MANAGEMENT SHEET

Report Title:	Delegated Decisions - 14 May 2026 to 10 June 2026
Name of Committee:	Planning Committee
Date of Meeting:	1 July 2026
Report Director:	Strategic Director - Place
Portfolio:	Growth and Investment, Digital and Communications
Ward Relevance:	All
Prior Consultation:	None
Contact Officer:	Strategic Director - Place
Public or Private:	Public
Report Subject to Call-In:	No
Report En-Bloc:	No
Key Decision:	No
Corporate Priorities:	<p>This report relates to the following priority(ies):</p> <ul style="list-style-type: none"><input type="checkbox"/> A Healthier Rugby – To support people to live healthier, longer, and more independent lives.<input checked="" type="checkbox"/> A Thriving Rugby – To deliver a thriving economy which brings Borough-wide investment and regenerates Rugby Town Centre.<input checked="" type="checkbox"/> A Greener Rugby – To protect the environment and ensure the Borough adapts to climate change.<input type="checkbox"/> A Fairer Rugby – To reduce inequalities and improve housing across the Borough. <p>Corporate Strategy 2025-2035</p> <p><input type="checkbox"/> This report does not specifically relate to any Council priorities but</p>
Summary:	The report lists the decisions taken by the Strategic Director – Place under delegated powers.
Local Government Reorganisation Implications:	N/A
Financial Implications:	There are no financial implications for this report.
Risk Management/Health and Safety 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 applications that have been made by officers under delegated powers.

Planning Committee - 1 July 2026

Delegated decisions - 14 May 2026 to 10 June 2026

Public Report of the Strategic Director - Place

Recommendation

The report be noted.

Name of Meeting: Planning Committee

Date of Meeting: 1 July 2026

Subject Matter: Delegated Decisions - 14 May 2026 to 10 June 2026

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 Advert

Applications Approved

R26/0189 Land north of A45/M45 Rugby
8 Weeks Advert
Approval
14/05/2026

Retrospective advertisement
consent for 18 no. totem style
signs (updated design).

R26/0109 23, The Courthouse, NORTH
8 Weeks Advert STREET, RUGBY, CV21 2AG
Approval
19/05/2026

Advertisement consent for
illuminated and non -illuminated
signs to the exterior of the
building. (Retrospective)

R26/0088 32 North Street, Rugby, CV21
8 Weeks Advert 2AG
Approval
21/05/2026

Advertisement consent for
proposed Installation of new
external fascia, projecting
signage and other associated
signage.

8 Weeks PA Applications

Applications Approved

R26/0060 Land Adjacent To Tree Tops,
8 Weeks PA Shilton Lane, Shilton
Approval
14/05/2026

Variation of condition 3 (site
occupiers) and condition 7 (site
development and compensation
scheme) of R21/1234
(APP/E3715/W/24/3344241)

Delegated

8 Weeks PA Applications Applications Approved

(change of use of land to a private gypsy and traveller caravan site).

R24/0571
8 Weeks PA
Approval
15/05/2026

LAND ADJOINING 44,
LUTTERWORTH ROAD,
PAILTON, RUGBY, CV23 0QE

Alterations to existing dwelling, demolish existing garage to form a new vehicular access and erection of two detached dwellings with associated parking

R26/0038
8 Weeks PA
Approval
19/05/2026

1, REGENT STREET, RUGBY,
CV21 2PE

Change of use from Estate Agents (Use Class E (c)) to Sui Generis Use to provide a multi-use youth meeting space in the basement, community café to the ground floor, event meeting space to the first floor and offices, meeting and counselling rooms to the second floor

R25/1097
8 Weeks PA
Approval
21/05/2026

BURTON FARM, BURTON
LANE, BURTON HASTINGS,
NUNEATON, CV11 6RJ

Purpose-built barn to provide a dog day care facility and associated external exercise area, parking and landscaping (sui generis)

R26/0087
8 Weeks PA
Approval

32 North Street, Rugby, CV21
2AG

Full planning for the installation of an external ATM and associated works.

Delegated

8 Weeks PA Applications

Applications Approved

22/05/2026

R26/0140 8 Weeks PA Approval 22/05/2026	32 NORTH STREET RUGBY CV21 2AH	Removal and replacement of 9(no) existing external Heating, Ventilation, and Air Conditioning (HVAC) condenser units with new units.
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R26/0256 8 Weeks PA Approval 28/05/2026	36, HILLMORTON ROAD, RUGBY, CV22 5AA	Proposed single storey rear extension with raised patio, replacement of front windows and front boundary wall, installation of 4no. rooflights to the rear, alongside associated internal alterations and landscaping.
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R26/0110 8 Weeks PA Approval 29/05/2026	9, Dalton Close, Church Lawford, Rugby, Warwickshire, CV23 9EY	Single storey rear and side extension.
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R26/0283 8 Weeks PA Approval 29/05/2026	93, BESWICK GARDENS, RUGBY, CV22 7PR	Single storey side and rear extension
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R25/0415 8 Weeks PA		
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Delegated

8 Weeks PA Applications

Applications Approved

Approval

01/06/2026

TOFT COTTAGE FARM,
SOUTHAM ROAD,
DUNCHURCH, RUGBY, CV23
8AD

Conversion of and extension to
existing barn, with a pre-
approved change of use (Ref.
R23/0669) to an event centre to
act as a central hub for the
adjacent glamping site.

R25/0725
8 Weeks PA
Approval
04/06/2026

Little Meadow Farm, Calcutt
Lane, Stockton, Rugby,
Warwickshire, CV23 8FY

Construction of a Rural Workers
Dwelling

R26/0005
8 Weeks PA
Approval
04/06/2026

203, Rugby Road, Binley Woods,
Coventry, Warwickshire, CV3
2AY

Retrospective application for part
retention of 2m high fence
adjacent to the highway.
(Revised description)

R26/0397
8 Weeks PA
Approval
04/06/2026

111, LOWER HILLMORTON
ROAD, RUGBY, CV21 3TN

Part demolition of existing side
extension and erection of a side
& rear single storey flat roof
extension.

R25/0637
8 Weeks PA
Approval
05/06/2026

279 , Clifton Road, Rugby,
Warwickshire, CV21 3QY

Conversion of C3 Dwellinghouse
to an eight-bedroom, 8 person
HMO with internal and external
alterations

Delegated

8 Weeks PA Applications Applications Approved

R25/0753 8 Weeks PA Approval 05/06/2026	2, FISHER AVENUE, RUGBY, CV22 5HN	Proposed new build dwelling, with associated parking and landscaping.
R25/1042 8 Weeks PA Approval 05/06/2026	LAND TO THE REAR OF 25, CROFT CLOSE, WOLVEY, HINCKLEY, LE10 3LE	Construction of 3no. single storey wooden stables, tack room and hay/feed store and change of use to equestrian land.
R26/0134 8 Weeks PA Approval 05/06/2026	16, Bulkington Road, Wolvey, Hinckley, LE10 3LA	Single storey and double storey rear extensions, and single storey side extension
R26/0209 8 Weeks PA Approval 05/06/2026	3, Acer Close, Rugby, Warwickshire, CV21 1UQ	Proposed loft conversion with small dormer window to rear and roof lights to front elevation
R26/0271 8 Weeks PA Approval 05/06/2026	35, HIGH STREET, RUGBY, CV21 3BW	Installation of defibrillator and bleed control kit cabinets to external wall.

Conversion of existing garage to

Delegated

8 Weeks PA Applications Applications Approved

R26/0369
8 Weeks PA
Approval
05/06/2026

1, GERARD COURT, RUGBY,
CV22 7GS

home office and gym.

R26/0404
8 Weeks PA
Approval
05/06/2026

73, WAVERLEY ROAD, RUGBY,
CV21 4NN

Single storey rear extension.

R26/0162
8 Weeks PA
Approval
08/06/2026

RENVYLE HOUSE, CORD
LANE, EASENHALL, RUGBY,
CV23 0HZ

Pitched roofs to existing flat
roofed bay windows

R26/0232
8 Weeks PA
Approval
10/06/2026

30B, Langton Road, Rugby,
CV21 3UA

Single storey rear extension.

Certificate of Lawfulness Applications Applications Refused

29, OLIVER STREET, RUGBY,
CV21 2ET

Lawful development certificate for
a proposed single storey rear
extension, pitched roof with 2no.

Delegated

Certificate of Lawfulness Applications Applications Refused

R26/0230
Certificate of
Lawfulness
Refusal
21/05/2026

velux roof lights.

Applications Approved

R26/0244
Certificate of
Lawfulness
Approval
14/05/2026

33, WHEATFIELD ROAD,
RUGBY, CV22 7LN

Certificate of Lawfulness for a
proposed hip to gable loft
conversion with dormer to the
rear

R25/0763
Certificate of
Lawfulness
Approval
21/05/2026

26, BRIDGET STREET, RUGBY,
CV21 2BQ

Certificate of Lawfulness for a 3
bed HMO C4 (existing).

R26/0224
Certificate of
Lawfulness
Approval
21/05/2026

31, Manor Road, Rugby, CV21
2SZ

Lawful development certificate for
a proposed L shaped dormer.

R26/0225
Certificate of

27, PARK ROAD, RUGBY, CV21
2QU

Lawful development certificate for
a proposed L shaped dormer.

Delegated

Certificate of Lawfulness Applications

Applications Approved

Lawfulness
Approval
21/05/2026

R26/0309
Certificate of
Lawfulness
Approval
28/05/2026

28, TIMBER COURT, RUGBY,
CV22 5AZ

Certificate of Lawfulness for a
proposed loft conversion with
rooflights.

R26/0240
Certificate of
Lawfulness
Approval
04/06/2026

MEDDA PLACE, COVENTRY
ROAD, THURLASTON, RUGBY,
CV23 9JR

Lawful development certificate for
change from existing garden
centre/nursery shop/cafe Class E
(c) to proposed Class E (d) -
Indoor sport, recreation or fitness.

R26/0391
Certificate of
Lawfulness
Approval
08/06/2026

26, Great Orme Close, Rugby,
CV22 7RT

Lawful development certificate for
a proposed single storey rear
extension.

Conditions

Applications Approved

R25/0804
Conditions

Delegated

Conditions

Applications Approved

Approval

14/05/2026

Primary School (District Centre),
Houlton (Rugby Radio Station),
Watling Street, Clifton Upon
Dunsmore, Rugby, CV23 0AS

Application for the approval of
details relating to condition 7
(Playing Fields Scheme of
Works) of R25/0075 (for a three
form entry primary provision to
form part of the Houlton School
Through School)

R26/0188

Conditions

Approval

19/05/2026

THE MILLINGTON, FLECKNOE
ROAD, BROADWELL, RUGBY,
CV23 8HS

Details of condition 4 (HMMP) of
R25/0825.
(Change of use of agricultural
land to residential amenity with
associated landscaping and
boundary treatments.)

R25/0735

Conditions

Approval

21/05/2026

57, MOAT FARM DRIVE,
RUGBY, CV21 4HQ

Details of conditions 10, 11 and
13 attached to R23/0499 -
Erection of an additional storage
building for business.

R25/1057

Conditions

Approval

27/05/2026

LAND AT PADGE HALL FARM,
WATLING STREET, BURBAGE

Details of condition 10 (External
Lighting) of R24/0257.
(Full planning application for the
erection of a Vehicle
Maintenance Unit (VMU), as an
ancillary development within the
yard area of the Unit 1 building
(B8 use) at Padge Hall Farm,

Delegated

Conditions Applications Approved

with associated yard, drainage and infrastructure works.)

R25/1058
Conditions
Approval
27/05/2026

LAND AT PADGE HALL FARM,
WATLING STREET, BURBAGE

Details of condition 12 (External Lighting) in respect of Unit 1 of R24/0081.
(Variation of Condition 1-plans, 14- Surface Water Drainage Scheme, 46- approved detail including drainage and 48- flood risk assessment attached to R21/0985 (Hybrid planning application comprising: Outline application (all matters reserved except for site access from the A5) for the demolition of existing structures and the erection of distribution and industrial buildings (Use Class B2 and B8) including ancillary offices and associated earthworks, infrastructure and landscaping, and highways improvements at Dodwells roundabout; a Full application for the development of a distribution building (Use Class B8), including ancillary offices with associated access, hard standing, parking, and on plot landscaping. The proposals include improvements to the existing railway bridge on the A5 Watling Street including

Delegated

Conditions Applications Approved

increased height clearance. This is a cross boundary application with Hinckley and Bosworth Borough Council and Nuneaton and Bedworth Borough Council (EIA development.) dated 20th December 2023.)

R25/0716
Conditions
Approval
29/05/2026

Land East of Stretton Croft,
Stretton Baskerville Roundabout,
Hinckley, LE10 3JA

Details of condition 11
(Biodiversity Net Gain Details) of
R23/1047.

R25/1081
Conditions
Approval
02/06/2026

LAND ADJACENT TO 11,
WATLING CRESCENT,
NEWTON

Details in relation to condition 3
attached to appeal decision
APP/E3715/C/24/3354520 and
APP/E3715/C/24/3354522.
Material change of use by the
intensification of use of the
existing caravan site such that 2
caravans are stationed for
permanent residential use by a
single household and, the
erection of the outbuilding edged
green on Plan A and the erection
of fencing between the points
marked A - G on Plan B attached
to the decision.

Details of condition 4 (External

Delegated

Conditions Applications Approved

R26/0259 Conditions Approval 04/06/2026	Unit 3, Symmetry Park, Symmetry Close, Rugby, CV23 9GS	lighting) of R25/1067 (Proposed four fixed canopies).
R26/0408 Conditions Approval 04/06/2026	9, Vicarage Lane, Dunchurch, Rugby, CV22 6QP	Details of conditions 3 (Tree Protection) and 4 (Windows) of permssion R24/1029 (Appeal ref: APP/E3715/W/25/3362832)
R25/0793 Conditions Approval 05/06/2026	Elms Farm, Stables Heath Barn, Oxford Road, Marton, Warwickshire, CV23 9RQ	Details of conditions 3 (HMMP), 4 (Protected Species Method statement), and 6 (Boundary treatment) of application R24/0770.
R25/0868 Conditions Approval 05/06/2026	Land North of Projects Drive, Rugby	Details of condition 3 (Materials) of R24/0103 (Construction of 108 dwellings with associated access, roads, parking and landscaping)
R25/0672 Conditions Approval 10/06/2026	Land North of Projects Drive, Rugby	Details of condition 18 (aboricultural method statement) of R24/0103 (Construction of 108 dwellings with associated access, roads, parking and landscaping).

Delegated

Conditions Applications Approved

R25/0715
Conditions
Approval
10/06/2026

Land East of Stretton Croft,
Stretton Baskerville Roundabout,
Hinckley, LE10 3JA

Details of condition 27
(Arboricultural Method
Statement) of R23/1047.

R26/0443
Conditions
Approval
10/06/2026

Elliot's Field Shopping Park,
LEICESTER ROAD, RUGBY

Details of conditions 6 (CMP) and
7(a)(Contaminated Land) of
R25/0601.
(Variation of condition(s) 2 -
Plans, 4 - Landscaping and 12 -
Parking - attached to R22/0286 -
Erection of a drive-thru retail unit
(flexible Class E(b) / Sui Generis
Use) and associated alterations
to the car park.)

Discharge of Conditions Applications Approved

R25/1067

04/06/2026

Unit 3, Symmetry Park,
Symmetry Close, Rugby, CV23
9GS

Proposed four fixed canopies.

Delegated

Listed Building Consent Applications

Applications Approved

R25/1116 12, Main Street, Monks Kirby,
Listed Building Consent Rugby, CV23 0QX
Approval
27/05/2026

Listed building consent for proposed replacement of timber windows and french doors to rear

R26/0257 36, HILLMORTON ROAD,
Listed Building Consent RUGBY, CV22 5AA
Approval
28/05/2026

Application for Listed Building Consent for proposed single storey rear extension with raised patio, replacement of front windows and front boundary wall, installation of 4no. rooflights to the rear, alongside associated internal alterations and landscaping.

Major Applications

Applications Approved

R26/0210 Parcel D (Mulberry Homes), Key
Major Application Phase 3, Houlton (Rugby Radio
Approval Station), Watling Street, Rugby,
19/05/2026 CV23 0AS

Variation of Condition 1 of R21/0873 of reserved matters approval R21/0873 (Key Phase 3 Parcel D - Submission of reserved matters comprising access, appearance, landscaping, layout and scale for the erection of 147 dwellings, access roads, garages and parking, landscaping, open space and associated works pursuant to outline planning permission

Delegated

Major Applications Applications Approved

R17/0022 dated 28th June 2017.)
for design changes including
surface treatments, bin collection
points, handing of house types
and landscaping.

R25/1075
Major Application
Approval
26/05/2026

RUGBY GATEWAY, LEICESTER
ROAD, CHURCHOVER

Variation of condition 1 to amend
property levels, house type
substitution McArthur to
McQueen (20 plots), changes to
finished materials for site
entrance plots, house type
substitution on Plot 268, the
addition of 2 no. turning heads, di
minimis repositioning of plots
241, 242 and 258 of Parcel R6
only of R23/0453. (Erection of
550 dwellings for Phases R5, R6
and R7 with associated play
area, and sports pitches.
(Approval of Reserved Matters:
Access, Appearance,
Landscaping, Layout and Scale
in relation to outline planning
permission R10/1272)).

Prior Approval Applications Prior Approval Applications

Prior approval for change of use

Delegated

Prior Approval Applications

Prior Approval Applications

R26/0334
Prior Approval change
of use
Required and Approved
19/05/2026

NEW BARN STABLES,
BURNTHURST LANE,
PRINCETHORPE, RUGBY,
CV23 9QA

from agricultural to dwellinghouse
including a 4m rear extension.

R26/0336
Prior Approval
Extension
Required and Approved
19/05/2026

158, Ashlawn Road, Rugby,
CV22 5EP

Prior approval for a proposed
single storey rear extension
measuring 4.50m long, 3.25 high
and 3m at eaves.

R26/0427
Agriculture Prior
Approval
Not Required
21/05/2026

ASHURST FARM, COALPIT
LANE, WOLVEY, HINCKLEY,
LE10 3HD

Prior approval for a proposed
agricultural building.

R26/0487
Agriculture Prior
Approval
Returned by Planning
Dept
05/06/2026

PARK FARM, SPRING ROAD,
BARNACLE, COVENTRY, CV7
9LG

Prior approval for a proposed
extension to existing agricultural
building.

Prior approval for change of use
from agricultural to

Delegated

Prior Approval Applications Prior Approval Applications

R26/0370 MANOR FARM, DRAYCOTE
Prior Approval change ROAD, DRAYCOTE, RUGBY,
of use CV23 9RB
Required and Approved
08/06/2026

dwellinghouse.

R26/0419 5, Haswell Close, Rugby, CV22
Prior Approval 5LU
Extension
Not Required
10/06/2026

Prior approval for a proposed
single storey rear extension
measuring 5.06m long, 3.88m
high and 2.75m at eaves.