



Rugby Borough Council  
Local Plan 2011-2031

**June 2019**

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## **CHAPTER 1: INTRODUCTION**

1.1. The Council has a statutory duty to prepare, monitor and review a Development Plan for the Borough. This document is Rugby Borough Local Plan. It sets out the Council's policies and proposals to support the development of the Borough through to 2031. The Local Plan is the foundation and most important component of the wider Development Plan which will also include a Community Infrastructure Levy (CIL) Charging Schedule, a Gypsy and Traveller Site Allocations Development Plan Document and a collection of Supplementary Planning Documents.

1.2. The purpose of the Local Plan is to describe the type of place Rugby Borough is today, the type of place we aspire to be in the future and provide a framework that will manage change and growth until 2031. The Local Plan sets out the long-term spatial vision for how the town and villages in the Borough are planned to develop and change and how this vision will be delivered through a strategy for promoting, distributing and delivering sustainable development.

1.3. The Local Plan replaces the Core Strategy June 2011 and the policies saved from the Rugby Borough Local Plan 2006.

### **Purpose of this document**

1.4. This Local Plan has been prepared under the Planning and Compulsory Purchase Act 2004.

### **Context**

1.5. The National Planning Policy Framework (NPPF) provides the policy framework for preparing Local Plans. The NPPF asks that Local Plans set out the strategic priorities for the area including policies to deliver:

- the homes and jobs needed in the area;
- the provision of retail, leisure and other commercial development;
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, and flood risk, and the provision of minerals and energy;
- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

1.6. The NPPF sets out four key tests of soundness for Local Plans:

- **Positively prepared** – the Local Plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the Local Plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the Local Plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the Local Plan should enable the delivery of sustainable development in accordance with the policies in the NPPF framework.

### **The Duty to Co-operate**

1.7. It is vital that the Council satisfies its legal obligations through the Duty to Co-operate in order to deliver an acceptable Local Plan. These obligations require the Council to engage with its neighbours and stakeholders in an active, constructive and effective manner, on an ongoing basis, on a range of strategic policy issues. These include housing, employment, environmental considerations and infrastructure.

1.8. The Council has achieved its obligations under the Duty to Co-operate by engaging in joint working, evidence gathering and information sharing with its neighbouring authorities, the Local Enterprise Partnership and other key stakeholders.

1.9. The Council will continue to cooperate with other Councils and bodies to ensure that cross border issues of strategic significance are addressed throughout the plan period and beyond.

### **Consultation and evidence**

1.10. The preparation of the Local Plan began in 2013 when the Council intended to pursue a Development Management Development Plan Document (DPD) to sit alongside the Core Strategy 2011. It has since become necessary for the Core Strategy to be replaced by the Local Plan.

#### **Consultation:**

##### Discussion Document, July/ August 2013:

1.11. This consultation was undertaken to seek representations on the compliance of local planning policy with the NPPF following its publication in March 2012. This included a discussion about whether or not the Core Strategy should be retained and an additional DPD produced or whether a document should be produced that incorporated the Core Strategy and new policy guidance.

Development Strategy Document, July/August 2014:

1.12. This document outlined the then current position in relation to the performance of the Core Strategy against its housing target and in the context of the NPPF. The Coventry and Warwickshire Strategic Housing Market Assessment (SHMA) was also introduced and its implications for Rugby outlined. The implications of these factors on the Council's adopted housing targets and land supply were outlined and it was proposed that the Core Strategy be replaced by a new Local Plan.

Preferred Option Local Plan, December 2015/January/February 2016:

1.13. This consultation sought views on a draft of a full Local Plan. It contained proposed development targets, distribution strategies, allocations and Development Management Policies. It was supported by a Sustainability Appraisal, also published for comment. The points emerging from these consultations are described in the Reports of Public Consultation.

**Evidence**

1.14. The full evidence underpinning this Local Plan's policies and proposals are set out on the Council's website. The evidence base includes the following:

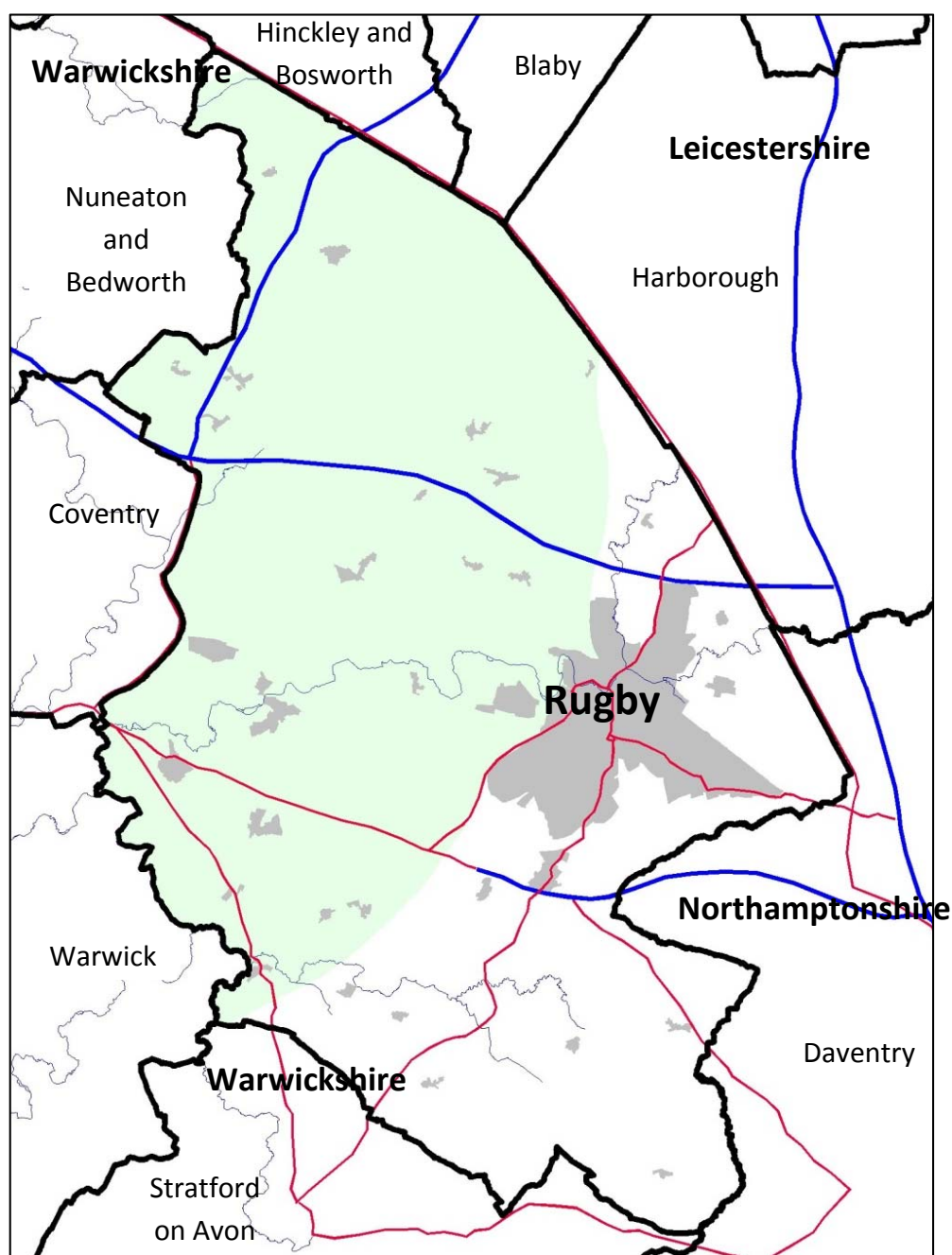
- Sustainability Appraisal;
- Strategic Housing Land Availability Assessment (SHLAA);
- Strategic Housing Market Assessment (SHMA);
- Air Quality Monitoring Reports;
- Employment Land Review;
- Rural Sustainability Study 2015;
- Coventry and Warwickshire Joint Green Belt Review: Stage 1, 2015;
- Strategic Transport Modelling;
- Retail and Main Town Centre Uses Study;
- Local Plan Viability Testing;
- Gypsy and Traveller Accommodation Assessment (GTAA);
- Green Infrastructure Strategy;
- Open Space, Play Pitch and Built Facilities Study;
- Habitat Regulations Assessment;
- Habitat Biodiversity Audit;
- Renewable Energy Study;
- Water Cycle Study;
- Strategic Flood Risk Assessment (SFRA)



## CHAPTER 2: CONTEXT, VISION AND OBJECTIVES

2.1. The Borough of Rugby covers an area of 138 square miles located in central England, within the County of Warwickshire. The Borough is on the eastern edge of the West Midlands Region, bordering directly on to the counties of Northamptonshire and Leicestershire, both of which are in the East Midlands Region.

2.2. The Borough has 41 parishes and the largest centre of population is the attractive market town of Rugby with two thirds of the Borough's 106,400 residents (Nomis 2017) living in the town and the remainder residing in the rural area. The villages in the Borough range in size from 20 to 3,000 people. Rugby is unique in that it is the only place in the world that gives its name to an international sport.



## Portrait of Rugby Borough

2.3. This Local Plan has been informed by a detailed understanding of Rugby Borough, including the makeup of its population, the local environment and economy.

### *Local Community*

2.4. The Borough's overall population remained steady between 1980-2001 but between 2001-2011 the population increased significantly by 14.8% to around 100,496 (Nomis, 2015). The rise in population was largely due to people migrating into the area and more single parent families, but also as a result of increased birth rate and people living longer. The projected population increase between 2011 and 2031 is expected to be 15.5%, which would bring the population to around 115,236 (Nomis 2015).

2.5. Across Warwickshire as a whole, the highest rates of projected population growth are in the groups aged 65 and over. The eldest age group (those aged 85 and over) is projected to increase by over 190% by 2035.

2.6. The average household size within the Borough of Rugby is 2.4 persons. Proportionally the number of households has risen faster than the population, which is partly due to over a quarter (28.1%) of Rugby's households being occupied by a single person.

2.7. The 2011 Census shows that around 12% of Rugby Borough's residents were born outside the UK. 5.9% being from Europe, 1.9% Africa, 2.6% Asia, and 1.2% from the Rest of the World. In terms of ethnicity, nearly 16% of Rugby's population belong to groups other than White British. These include Asian Indian (3.1%), Black African (1.0%), White Irish (1%), Asian Other (1%) and White Other (5.2%) groups.

2.8. The average house price in the Borough in 2017 was £223,209. This is similar to the national average, but less than Stratford upon Avon and Warwick, and more than Nuneaton & Bedworth, North Warwickshire and Coventry. On average, a property costs around 6.8 times the (median) average annual wage for a fulltime worker in the Borough (5.9 times the average wage for men, and 8 times the average for women). Overall prices in Rugby over the last year were 7.5% up on 2016 (Authority Monitoring Report 2018).

2.9. Rugby's average household incomes are however higher than that for the West Midlands region and also above national levels.

2.10. In the Indices of Multiple Deprivation 2015, Rugby is ranked 240 out of 326 Local Authorities (no.1 being most deprived, 326 the least). At a county level, the Indices show that Warwickshire is ranked 124th out of 152 upper tier authorities in England meaning that it is amongst the 20% least deprived areas in England.

2.11. All districts in Warwickshire saw improvements in their rank of average score from 2010 to 2015 relative to other national local authorities. Rugby has seen the greatest improvement in rankings,

relative to the other districts in Warwickshire. In Rugby Borough, only Brownsover South falls within the top 20% of overall deprived local areas nationally, although this has still improved in rank since 2010, from 3314 to 5627 (out of 32,844).

2.12. Although Rugby is ranked fairly well overall, in relation to Barriers to Housing and Local Services, it has seven local areas within the top 10% most deprived for this specific deprivation category (Warwickshire as a whole has 32 of these areas including Rugby's). Also, in relation to Education, Skills and Training Development, Rugby has two areas within the top 10% most deprived nationally (Brownsover South and Newbold upon Avon).

### ***Local Economy***

2.13. Rugby has a total of 56,200 economically active residents. 85.9% of residents aged 16-64 are in employment, which is higher than regional and national averages (Nomis, January – December, 2015). 2100 residents (3.7%) are unemployed, which is below regional and national averages (Nomis, 2018).

2.14. Of the population of Rugby, in general more people are higher qualified than comparable regional averages, particularly at level 4 and above (Certificate of Higher Education, Higher Apprenticeship, NVQ level 4). Qualifications at level 3 (NVQ level 3, A-level, BTEC level 3) and below are similar to or slightly less than national averages. (Nomis 2017).

2.15. The focus for the Borough's large scale employment sites is on the edge of the urban area of the Borough, principally to the north of town with proximity to Junction 1 of the M6. The new Gateway development is underway and has permission for 36ha of employment uses (B1, B2 and B8). Whilst new distribution parks have sprung up in this area Rugby has a number of smaller, older sites that accommodate small to medium manufacturing businesses that are generally located around the edge of the town centre.

2.16. The main sources of jobs by industry consist of Wholesale and Retail Trade; Repair of Motor Vehicles (14.6%), Transportation and Storage (12.5%), Professional, Scientific and Technical (9.4%), Education (9.4%) and Manufacturing (9.4%) and Human Health and Social Work (8.3%). Other main sectors of employment include Construction (6.2%). The percentage of employees in Transport and Storage, Construction, Professional, Scientific and Technical sectors is somewhat higher than regional and national averages. Human Health and Social Work Activities are lower than regional and national averages (Nomis 2017).

2.17. The Town Centre is predominantly used for A1 (Retail) uses, which make up around 53% of the units in the area. There is also a mix of other uses including A2 (Professional Services) and A3 (Food and Drink) which make up around 12.5% and 10.5% respectively. There is a vacancy rate of 11%, which is similar to the national average (Authority Monitoring Report 2018).

2.18. Rugby Borough has the recently redeveloped Elliotts Field retail park located to the North of the town. This initially provided 29,162 sqm floorspace, and was expanded to provide an additional

11,960 sqm. Further units have also been built recently at the nearby Junction 1 retail park providing an additional 5670 sqm, and also at Technology Drive providing a total of 8817sqm.

### ***Local Environment***

2.19. The Borough's residents live in a delightful and attractive environment with Caldecott Park, Coombe Abbey Country Park and Draycote Water available for social and recreational purposes. In 2016, Rugby has a total of 57 designated Local Sites of which 3 are Local Geological Sites and 54 Local Wildlife Sites. There are also 128 potential Local Wildlife Sites awaiting assessment. Rugby Borough contains 6 Sites of Special Scientific Interest (SSSI's) including 2 designated for their geological interest and four for biological interest.

2.20. Within the Borough there are 19 Conservation Areas, 6 Grade 1 Listed Buildings, 30 Grade II\* Listed Buildings and 460 Grade II Listed Buildings. Spread throughout the Borough are 26 Scheduled Monuments and 5 Registered Gardens, the latter being at Bilton Grange Grade II, Coombe Abbey Grade II\*, Ryton House Grade II, Newnham Paddox Grade II, and Dunchurch Lodge Grade II. There are currently 10 assets on the Heritage at Risk Register within the Borough as at 2018.

2.21. There is an Air Quality Management Area existing within Rugby Town to monitor levels of nitrogen dioxide. Air Quality is assessed annually and reported in Rugby Borough Council's Air Quality Annual Status Report.

## What is our Vision for Rugby Borough?

2.22. The growth that Rugby Borough needs to accommodate over the period of the Local Plan needs to be delivered in a sustainable way. Key to achieving this is a strong vision for Rugby Borough.

### Spatial Vision

In 2031, Rugby will be a place where the community has worked together to create a Borough where people are proud to live, work and visit.

Strong links and relationships within the Coventry and Warwickshire sub-region and neighbouring East Midlands authorities will be maintained and strengthened.

Rugby Town Centre will be a prosperous and attractive town centre which complements and connects to the retail parks on Leicester Road, offering a wide range of shops, leisure and entertainment opportunities to those who visit alongside the businesses, public services and new homes that serve local residents.

The economy will be strong and provide a range of high quality employment opportunities suitable for the whole community which will in turn be supported through excellent links to local schools, Warwickshire College and local universities.

The majority of new sustainable housing and employment development will be focused on Rugby urban area. Sustainable growth of main rural settlements will also take place to meet the housing needs of the rural population and provide support for rural infrastructure and services. Infrastructure to support growth will be phased into developments in such a way to ensure impacts are properly mitigated.

All Borough residents will have the opportunity to live in decent homes that they can afford through the provision of a variety of housing that meets the needs of all sectors of the community. Those areas within the Borough in need of regeneration will have focused attention to ensure improvement.

The Borough's local neighbourhoods will each have local services, community facilities and usable public spaces. Residents within the Borough will be well connected by a sustainable public transport system, incorporating excellent rail and bus links to ensure access to employment, health and local services, and a network of footpaths providing pedestrian links to local facilities and the open countryside.

The sustainable growth of the town and Borough to meet the needs of the community will be balanced with protection and enhancement of the Borough's historic environment and existing natural assets through the creation of a strategic green infrastructure network. Development will be accommodated in ways which reduces our carbon footprint as well as protecting and enhancing the area.

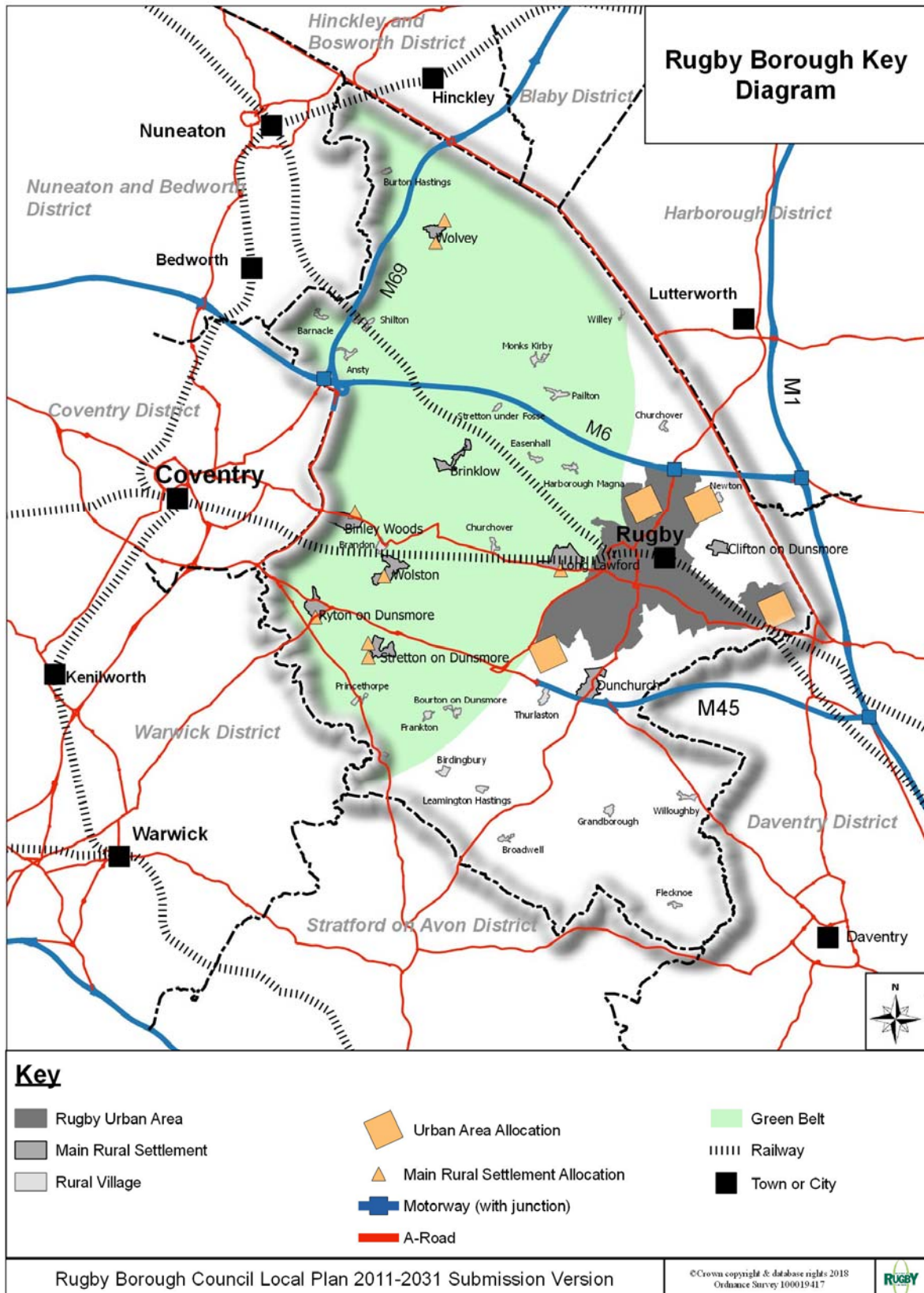
## Spatial Objectives

2.23. In order for the vision to be fulfilled and for the Key Issues to be addressed, the following spatial objectives have been developed.

		<b>Objective</b>
<b>Social</b>	1	To protect and enhance existing local services and create new neighbourhoods that contain services that meet the day to day needs of the new communities. Enable appropriate amounts of development in Main Rural Settlements to bolster their role as local service centres.
	2	Enhance the quality of outdoor and indoor sport, leisure, recreation and cultural facilities within the Borough and to ensure residents have access to good outdoor leisure and recreation facilities through the development of a developing green infrastructure network throughout the Borough.
	3	To ensure all residents of the Borough have a decent and affordable home with particular focus on affordable provision in the rural areas and specialised housing types for the older population.
<b>Economic</b>	4	To ensure the Borough has an expanding and diverse economy where manufacturing and engineering remains strong, the service sector grows and there is not over reliance on logistics, transport and distribution.
	5	Ensure that all businesses, whether large or small, can locate and operate in Rugby through the provision of a varied portfolio of employment land that offers space for companies to commence trading and then stay within the Borough as they grow.
	6	To enhance the vitality of Rugby Town Centre, ensuring it has a complementary role to the out of town retail parks, providing a distinctive offer to both residents and visitors.
<b>Environmental</b>	7	Build on Rugby's rural market town character by protecting, utilising and enhancing historic assets and ensuring all new development demonstrates high quality design, maintaining an attractive built environment throughout the Borough.
	8	Protect natural species present in the Borough by improving habitats through the enhancement of a green infrastructure network that supports natural and ecological processes.
	9	Ensure the challenges of climate change are met by utilising the renewable energy resources present in the Borough, improving the energy efficiency of existing development and ensuring the urban extensions achieve high sustainability standards.

2.24. The overall strategy for managing development in the Borough during the plan period is illustrated in the key diagram on the following page.





### CHAPTER 3: GENERAL PRINCIPLES

3.1. This chapter sets out the General Principles of plan for the growth of the Borough through to 2031.

3.2. At the centre of this Local Plan is the principle of sustainable development. Sustainable development is at the heart of good planning and in making the right decisions for this and future generations. The three elements of sustainable development – social, economic and environmental – need to be considered jointly and not in isolation. The general principles contained within this chapter of the Local Plan will ensure that the correct approach is taken and sustainable development delivered.

3.3. The Local Plan has been written to provide the starting point for guiding growth and creating and delivering sustainable development. This echoes the approach of Government guidance set out in the National Planning Policy Framework.

#### **Policy GP1: Securing Sustainable Development**

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants to jointly find solutions, which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay unless material considerations indicate otherwise.

3.4. At the heart of the Government's national policy on planning is a presumption in favour of sustainable development. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.

3.5. Policy GP1 enshrines this ethos of national policy and seeks to ensure that positive planning is delivered expediently whilst ensuring that the three dimensions of sustainable development – economic, social and environmental, are achieved jointly through the delivery of sustainable development.

3.6. Furthermore, the planning system should play an active role in guiding development to sustainable solutions. Through implementing Policy GP1, the Council will take local circumstances into account, in order to be able to respond to different opportunities for achieving sustainable development as they arise.



**Policy GP2: Settlement Hierarchy**

Development will be allocated and supported in accordance with the following Settlement Hierarchy, as defined on the Policies Map:

<b>Rugby town</b>	Main focus for all development in the Borough. Development permitted within existing boundaries and as part of allocated Sustainable Urban Extensions.
<b>Main Rural Settlements</b>  <i>Binley Woods, Brinklow, Clifton upon Dunsmore, Dunchurch, Long Lawford, Ryton on Dunsmore, Stretton on Dunsmore, Wolston, Wolvey.</i>	Development will be permitted within the existing boundaries of all Main Rural Settlements and on allocated sites.
<b>Rural Villages</b>	Development will be permitted within existing boundaries only, including the conversion of existing buildings where national policy permits.
<b>Countryside</b>	New development will be resisted; only where national policy on countryside locations allows will development be permitted.
<b>Green Belt</b>	New development will be resisted; only where national policy on Green Belt allows will development be permitted.

3.7. In arriving at its spatial strategy for housing and employment allocations, the Council has taken account of its Vision and Objectives (as set out in Chapter 2) national planning policy, sub-regional housing and employment strategies, public consultation feedback and the technical evidence that has been prepared to support the Local Plan and the Sustainability Appraisal.

3.8. The Settlement Hierarchy has informed the site allocations introduced in policies DS3 and DS4 and is set out in more detail in policies DS7-DS9.

3.9. Development away from the defined settlements of the Borough is unlikely to meet all of the elements of sustainable development, particularly the access to a range of facilities. Any proposals would need to demonstrate that the overall social and economic benefits outweigh the disadvantages of a location which is relatively remote from facilities. In some cases it is essential for a development to be located in the countryside and where this is demonstrated to be the case, proposals will be supported.

3.10. Rugby Town is the most sustainable location within Rugby Borough, providing the best access to a range of services and facilities. This is reflected through the proposed allocations within this Local Plan. The Retail and Town Centre Chapter of this Plan sets out the importance and strategic role of Rugby town centre. The urban area outside the town centre is the primary focus for new residential

and employment development. It will be through extensions to the urban area that the vast majority of housing and jobs will be delivered up to 2031. Various policies of this Plan set out how supporting infrastructure will be provided across the urban area.

3.11. Main Rural Settlements play an important role locally and the settlement hierarchy is intended to support the sustainability and maintenance of existing services, such as schools, by enabling development which will support the local community. Main Rural Settlements have a sufficient level of services, or access to services to allow for development within the existing settlement boundaries. Main Rural Settlements will have no threshold on the size of sites that come forward within their settlement boundaries.

3.12. Rural Villages will not play a role in helping to deliver Rugby Borough's strategic growth. The level of services within Rural Villages is more limited than that of Main Rural Settlements and as such the development strategy affords Rural Villages a greater restriction limiting new development to within existing settlement boundaries.

3.13. Some schemes, such as those submitted under the rural exception affordable housing policies or as community led development schemes, may come forward on sites outside the defined settlement boundaries of Main Rural Settlements and Rural Villages. Such schemes may be acceptable if they meet the social or economic needs of that community. Parish Councils may wish to bring forward Neighbourhood Development Plans which include proposals for additional development. The choice of sites needs to take into account the principles of sustainable development, the relevant policies in this Plan and the content of national planning policy.

3.14. Countryside locations are those which are not defined by a settlement boundary and are therefore generally unsuitable for development; in these locations inappropriate development will be resisted and only where national policy on countryside locations allows will development be permitted. As indicated above, the only anticipated variations to this approach will be the exceptional delivery of housing to meet a specifically identified housing need or types of development that are intrinsically appropriate to a countryside setting. Further to this, the conversion of existing buildings will be acceptable in principle where national policy allows.

3.15. Green Belt affords the greatest protection of land in planning terms. Therefore development will only be permitted in the circumstances where national policy on Green Belt allows.

3.16. The hierarchy in Policy GP2 provides a clear sequential approach to the selection of locations for sustainable development through the life of the Local Plan. However, there are locations that are specifically excluded from this hierarchy which could be considered accessible locations for development. The administrative boundary of Rugby Borough sits very close to urban areas such as Bedworth, Nuneaton, Hinckley and Coventry in addition to existing major developed sites such as Magna Park and Daventry International Rail Freight Terminal (DIRFT). Development within the Borough that is related to these urban areas or sites remains contrary to the spatial strategy set out in the Plan to focus development at Rugby and the Main Rural Settlements. Therefore any such proposal would be judged on its merits in consultation with the relevant neighbouring Local Planning Authority, taking account of other policies of this plan and national planning policy.

**Policy GP3: Previously Developed Land and Conversions**

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.

Proposals to re-use and adapt existing buildings in rural areas will be permitted subject to the following criteria:

- The building is of permanent and substantial construction;
- The condition of the building, its nature and location, makes it suitable for re-use or adaptation;
- The proposed use or adaptation can be accommodated without extensive rebuilding;
- The proposal is of a high quality and sustainable design, retaining the external and/or internal features that contribute positively to the character of the building and its surroundings;
- The proposal retains and respects the special qualities and features of Listed and other traditional rural buildings; and
- The appearance and setting of the building following conversion protects, and where possible enhances, the character and appearance of the countryside.

Proposals which are deemed to be Permitted Development or where Prior Approval is required and granted under The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any subsequent updates to this) will be determined under the provisions of the GPDO.

For proposals which involve changes to historic assets or their setting, this policy should be read in conjunction with SDC3: Protecting and Enhancing the Historic Environment.

3.17. National policy requires that local plans encourage the effective use of land by re-using land that has been previously developed, provided that it is not of high environmental value. The conversion of existing buildings to support the sustainable growth and expansion of all types of business and enterprise in rural areas and in part to support the transition to a low carbon future is also a strong principle of national policy.

3.18. Policy GP3 seeks to support the redevelopment of previously developed land but maintains that any redevelopment does not result in an unacceptable impact. Evidence will be required to demonstrate that there are no adverse impacts on any heritage or biodiversity assets on which advice will be sought from the relevant statutory bodies.

3.19. The purpose of Policy GP3 is to ensure that the conversion of buildings, in particular rural buildings, are done sympathetically to their surroundings. The buildings should be substantial and good quality buildings, which are capable of conversion with little change to their character, appearance and setting. The building should require little in the way of alteration, extension or rebuild for its conversion. It is acknowledged that the sensitive conversion of traditional rural buildings may result in either bringing an old building back into use or the conversion to a more suitable use.

3.20. Policy GP3 must be considered in context with other policies in the Development Plan, mainly in terms of sustainable development and the provision of the necessary infrastructure to support any redevelopment. Where redevelopment of previously developed land or conversion of existing buildings is within the Green Belt, guidance is provided on the appropriateness in national policy. Policy GP3 is worded in the context of the provisions for prior approval as contained within the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the conversion of existing buildings.

**Policy GP4: Safeguarding Development Potential**

Planning permission will not be granted for development which would prejudice:

- The development potential of other land being realised which is necessary to meet the identified development needs of the Borough, support the long term planning of the area or the comprehensive development of an allocated site;
- The provision of infrastructure identified as necessary to support the current and future development of the Borough; or
- Land that is demonstrated as required for flood risk management.

3.21. Development may prevent the potential of other land being realised. Such land may or may not be contiguous and any potential it might have could be within the period of this Local Plan, or beyond. Similarly, it may prevent the provision of important infrastructure, e.g. extensions to the drainage system and the highway network, or the implementation of other transport schemes, including pedestrian and cycle links. It may in particular hinder the achievement of appropriate mixed use developments. Such development could therefore frustrate the proper planning of the wider area and a comprehensive approach to its development, which would not be consistent with the efficient use of resources. The sterilisation of areas of land can often occur with the development of 'backland' and areas of vacant or underused land. Where appropriate the Council will prepare briefs or Masterplan Supplementary Planning Documents (SPDs) to assist the comprehensive development of an area, including land allocated for development in this Local Plan.

3.22. One specific example of a piece of infrastructure which may come forward in future is the Rugby Parkway Railway Station Scheme. This is being led by Warwickshire County Council with a view to ensuring that the Borough has the connectivity necessary to secure the long term economic and residential development of the area, served by sustainable modes of transport. The land for the Station requires safeguarding for its future success and Policy GP4 aims to provide this protection.

3.23. In deciding whether development of land could be prejudicial, account will be taken of whether nearby land is allocated for development, or could be developed in the context of existing and emerging local, regional and national planning policy. Similarly, in assessing whether the provision of infrastructure could be compromised, account will be taken of known schemes and the likelihood of other schemes being prepared, in the light of existing and emerging planning policy and other guidance.

3.24. The IDP is a live document which will be updated periodically to include updates to the infrastructure required. This policy allows for protection of sites for infrastructure which may be added to the IDP after the adoption of the Local Plan.

3.25. Development may also compromise the ability of land to form part of a flood alleviation scheme that would benefit the wider catchment. Where land is required for flood risk management, the Policy SDC5: Flood Risk Management should be considered.

#### **Policy GP5: Neighbourhood Level Documents**

##### **Neighbourhood Plans**

The Council will support communities in the preparation of neighbourhood plans.

Neighbourhood plans will need to:

- Have been through an independent examination process and have been made by Rugby Borough Council;
- Be in general conformity with the strategic policies of this Local Plan; and
- Not promote less development than is set out in this Local Plan.

Once made a neighbourhood plan forms part of the Development Plan for the Borough. The planning policies contained within a made neighbourhood plan will be used alongside the policies of this Local Plan to determine decisions on planning applications. Neighbourhood plans can also help to inform the requirement and scope of development contributions associated with a planning permission.

##### **Parish Plans and Design Guides**

Parish Plans and design guides will need to:

- Have been endorsed by Rugby Borough Council; and
- Be in general conformity with the Local Plan.

Parish Plans and Design Guides do not form part of the development plan for the Borough. They will be a material consideration in determining decisions on planning applications.

3.26. The Localism Act brought into force the ability of a neighbourhood to create a Neighbourhood Plan. Unlike other previously produced parish level documents, a Neighbourhood Plan forms part of the Development Plan and sits alongside the Local Plan. Decisions on planning applications will be

made using both the Local Plan and the Neighbourhood Plan (alongside other material considerations).

3.27. Some of the settlements beyond Rugby town will see development within or on the edge of their boundaries through the Local Plan. The local community may utilise the production of a Neighbourhood Plan, containing the aspirations of the local community to inform potential development, such as housing or new community facilities in rural areas.

3.28. Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan. For the purposes of this all of the policies contained within this Local Plan are deemed to be strategic policies.

3.29. Parish Plans and Design Guides do not hold as much weight in decision making as a Neighbourhood Plan. However they can be a useful tool for communities in stating their preference for the future development of their communities without the requirement to embark on a more lengthy Neighbourhood Plan process.

## CHAPTER 4: DEVELOPMENT STRATEGY

4.1. This chapter sets out the Development Strategy for the growth of the Borough through to 2031 along with the strategic policies and site allocations to support the delivery of the Strategy. The Strategy has been designed to deliver the vision, objectives and general principles set out in the previous chapters.

4.2. This chapter outlines the residential and employment development targets the Borough Council intends to achieve during the plan period. These targets have been informed by an up to date and relevant evidence base about the economic, social and environmental characteristics of the area. The strategies for housing and employment development contained in this Local Plan are integrated and have taken account of market and economic signals as required by national planning policy.

4.3. As established through the Settlement Hierarchy outlined at Policy GP2, Rugby town is the most sustainable location for growth in Rugby Borough. As detailed later in this chapter a significant quantity of development has been approved on the Rugby urban edge. However, further allocations are required as part of this Local Plan if development targets are to be achieved. In identifying the proposed strategic sites the Council was informed by the sustainability appraisal process in combination with the evidence collected and national guidance. The Strategic Housing Land Availability Assessment (SHLAA) identified the deliverability of further sites on the Rugby urban edge to accommodate a significant proportion of the development required, however, there is insufficient capacity at Rugby town or its urban edge to deliver the entire housing target within the plan period. The Settlement Hierarchy informed the selection of further sites.

4.4. The SHLAA process has considered all known potential development sites and looks at the potential for those sites to be developed. In line with Government guidance sites were assessed and categorised in terms of their suitability for development, their availability and the likelihood of development being achieved within a definable time period; this concludes with an assessment of the deliverability of each site or location.

4.5. These factors were then considered in more detail and built into an overarching assessment within the Sustainability Appraisal. The Council considered a number of options and combinations before identifying the preferred strategic allocations. The outcome of this process is summarised in the Sustainability Appraisal.

4.6. The selection of all development sites allocated through this Local Plan as the most suitable locations for the long term growth of the Borough is based on the combination of all of these individual pieces of evidence. The fundamental conclusion is that these locations represent the most sustainable choices where new development can be delivered to meet the targets set out in this Local Plan.

**Policy DS1: Overall Development Needs**

The following levels of housing and employment development will be planned for and provided within Rugby Borough between 2011 and 2031:

- a) 12,400 additional homes, including 2,800 dwellings to contribute to Coventry's unmet needs, with the following phased annual requirement:
- Phase 1 2011-2018 540 dwellings per annum
  - Phase 2 2018-2031 663 dwellings per annum.
- b) 208 ha of employment land, including 98 ha to contribute to Coventry's unmet needs.

All new development will be sustainable and of a high quality, fully supported by infrastructure provision and environmental mitigation and enhancement as required in the policies contained within this Plan.

4.7. The 'Updated Assessment of Housing Need: Coventry-Warwickshire HMA' (September 2015) sets out the objectively assessed future housing needs of the Housing Market Area and the six local authority areas within it. The report indicates that Rugby Borough's Objectively Assessed Housing Need (OAHN) is 480 dwellings per annum, which equates to 9,600 dwellings over the plan period. However, in recognition that Coventry City Council is unable to accommodate its housing needs in full within the City boundary, the Local Plan seeks to provide for 2,800 dwellings over the plan period towards Coventry's housing needs. Rugby Borough Council therefore aims to meet its housing requirement by providing for a minimum of 12,400 new homes between 2011 and 2031, at an indicative rate of 620 dwellings per annum during the plan period. More recent housing needs evidence (2016) has analysed the 2014-based ONS subnational population projections (SNPP) and CLG (2014-based) household projections with regard to housing need in the Coventry and Warwickshire Housing Market Area (HMA). The analysis builds on information in the September 2015 Updated Assessment of Housing Need (UAoHN) which used 2012-based projection data to underpin a number of demographic and economic scenarios – ultimately leading to conclusions about housing needs across the HMA. The analysis shows across the HMA that the more up-to-date information suggests a virtually identical level of housing need (4,237 per annum compared with 4,272 previously). This updated analysis, taking account of more recent published data, does not suggest any fundamental differences from the analysis and conclusions as set out in the UAoHN of September 2015. Whilst some figures for individual local authorities change slightly, it is clear, at the HMA level that the assessed level of need in the UAoHN (and linked to 2012-based data) remains sound.

4.8. The Rugby Borough 'Employment Land Study' (May 2015) concludes that 96-128 hectares of employment land is required within Rugby Borough to meet Rugby's need throughout the plan period (6-8 hectares per annum). This is in order to support economic growth and balance the provision of new jobs with housing provision. Work informing the Local Plan has considered the extent of sites proposed for employment development, evidence of jobs growth forecasts and labour supply figures for the plan period, and average rates of past employment land take-up over a number of recent time periods, to provide an employment land target that aligns with the housing needs of the Local Plan.



The combination of these factors has led to the target of 110 hectares of gross employment land provision, to meet Rugby's need being situated within the middle of the range recommended in the Employment Land Study. Policy DS1 also identifies 98 hectare of land to contribute to the unmet employment needs of Coventry that are being met within Rugby Borough, as agreed through the Memorandum of Understanding for the employment land needs of Coventry and Warwickshire.

4.9. In addition to this quantitative need for employment land in Rugby Borough, a proportion of this land must meet a qualitative demand for employment sites providing smaller units in the range of 5,000 - 50,000 sq.ft. This is especially important in accommodating demand from firms requiring floor space in this size band for B1c, B2 and ancillary B8 employment uses.

#### Meeting the housing requirement

4.10. The housing requirement included within the Local Plan will be provided in two distinct phases with different annual rates of delivery. Phase 1 of the plan period is between 2011 and 2018. The annual housing target in Phase 1 is 540 dwellings per annum, reflecting the adopted target contained within the previous Development Plan - the Core Strategy, June 2011. Phase 2 of the plan period is between 2018 and 2031. The annual housing target in phase 2 is 663 dwellings per annum.

4.11. This 'step-change' in delivery is considered appropriate. It would be perverse to retrospectively apply a higher housing target to past years than is required to meet the needs of Rugby Borough, or has been adopted in local planning policy. Upon adoption, the housing target will increase to take account of shortfall arising in Coventry City and the annual housing target is therefore increased to reflect this. The housing trajectory appended to the Local Plan demonstrates how the housing target will be achieved whilst complying with the requirements of national planning policy, particularly those relating to land supply.

4.12. The table below indicates how the Council intends to ensure the housing requirement is met within the plan period:

Dwellings constructed between 1 <sup>st</sup> April 2011 and 31 <sup>st</sup> March 2017	2577
Number of permitted dwellings anticipated to be completed between 1 <sup>st</sup> April 2017 and 31 <sup>st</sup> March 2031	6505
An allowance for windfall sites in this plan between 1 <sup>st</sup> April 2017 and March 31 <sup>st</sup> 2031	630
<b>Number of dwellings required to be allocated in this plan</b>	<b>2688</b>
Number of allocated dwellings anticipated to be completed within the plan period	4855
<b>Total anticipated provision in the plan period</b>	<b>14,567</b>

4.13. At 1 April 2017, planning permission has been granted for 9,221 dwellings in Rugby Borough. However, as demonstrated by the housing trajectory, 6,505 of these dwellings are anticipated to be completed in the plan period. In addition to completions and commitments the Council has made an assessment of windfall sites (sites that are less than 5 dwellings) which are likely to emerge based on past trends. Windfall sites have consistently played an important role in the housing supply of the Borough. It is anticipated that this trend will continue, particularly because this Local Plan allows for development within the settlement boundary of Rural Villages (as set out in Policy GP2) and because recent changes in permitted development rights will continue to enable residential development.

4.14. Taking account of the 2,577 completions within the plan period to date, anticipated delivery on committed sites and an allowance for windfall sites, the Council needs to identify sites for an additional 2,688 dwellings within the plan period. This Local Plan identifies sites for a potential 6,290 dwellings and, as demonstrated in the housing trajectory, 4,855 of these allocated dwellings are anticipated to be delivered in the plan period.

4.15. The proposed allocation sites therefore put additional land into supply. As required by national policy this allows for an element of flexibility against the plan target of 12,400, in the event that some sites fail to come forward or are delivered with reduced capacities than allowed for in the Local Plan. As stated in the table at paragraph 4.12, 14,567 dwellings are anticipated to come forward within the plan period as reflected in the housing trajectory.

#### Meeting the employment requirement

4.16. The employment land target will be delivered in the Local Plan through a combination of employment development meeting Rugby's local need already completed in the plan period, allocations and planning permissions in supply including intensification opportunities, and new employment allocations as set out in Policy DS4. The table below sets out how this combination of sites will meet the overall employment land target.

Table showing employment completions, supply and allocations to meet Rugby's need

	Gross Site Area (ha)	Employment Type
<b>COMPLETIONS</b>		
Central Park	6.46	B1/B2/B8
Rugby Gateway	35.7	B8
<b>TOTAL</b>	<b>42.16</b>	
<b>SUPPLY</b>		
Central Park	3.69	B1/B2/B8
Somers Road	0.7	B1/B2/B8
Paynes Lane	2.2	B1/B2/B8
Europark	0.4	B2/B8
Europark Extension	2.93	B2/B8
Shilton Industrial Estate	0.5	B1/B2/B8

Land West of A5, CV23 0AJ	3.2	B2/B8
<b>TOTAL</b>	<b>13.62</b>	
<b>ALLOCATIONS</b>		
Coton Park East	7.5	B1/B2/B8
South West Rugby	35	B8
Rugby Radio Station*	16	B1/B2/B8
<b>TOTAL</b>	<b>58.5</b>	
<b>OVERALL TOTAL</b>	<b>114.28</b>	

(\*outline pp granted)

Table showing employment completions and supply to meet Coventry's unmet need

	Gross Site Area (ha)
<b>COMPLETIONS &amp; SUPPLY</b>	
Ansty Park	41
Former Peugeot Site, Ryton	57
<b>OVERALL TOTAL</b>	<b>98</b>

4.17. It is expected that delivery of the employment land target to meet Rugby's need will deliver a forecast jobs growth of 6,729 FTE B use class jobs for the 2011-2031 plan period, as outlined in the Employment Land Study. This forecast is further broken down by B use classes as follows:

Use Class	2011-31 Net Jobs Growth
B1a/b	1,077
B1c	35
B2	1,327
B8	4,290
<b>Total B use class</b>	<b>6,729</b>

4.18. The growth forecast, indicated at paragraph 4.17, which applies standard employment densities and plot ratios as set out in the Employment Land Study, creates a net land requirement for 79 hectares of employment land. However, in forming the employment land target to identify how much land to allocate in the Local Plan, past take up rates have been considered to inform the 110 hectare target to meet Rugby's need. The addition of this margin provides a target (equating to just below 7 hectares per annum for the remainder of the plan period) that aligns with the Employment Land Study recommendation that 6 – 8 hectares of employment land per annum should be provided for in the period to 2031.

4.19. Whilst this margin increases the gross amount of land allocated in the plan to provide flexibility in the delivery of sites (in particular: accounting for error margins / limitations in forecasting; facilitating completion in the market; and, providing flexibility where sites experience any delays in

delivery), it does not increase the jobs growth expected or required for Rugby's local need for the remainder of the plan period.

#### **Policy DS2: Sites for Gypsy, Travellers and Travelling Showpeople**

The Council will allocate land in a separate Gypsy and Traveller Site Allocations DPD to meet the requirements for gypsy, travellers and travelling showpeople's accommodation as identified by the Gypsy and Traveller Accommodation Assessment (GTAA) 2017, where compliant with the definitions in Annex 1 of the Planning Policy for Traveller Sites (PPTS). The GTAA will be updated on a regular basis and as such the pitch allocations requirements will be updated through the GTAA process. The requirements identified in the GTAA 2017 are as follows:

<b>Timeframe</b>	<b>Total required pitch provision</b>
2017 to 2022	35
2022 to 2027	12
2027 to 2032	14
<b>Total</b>	<b>61</b>

In assessing the suitability of sites for allocation for residential and mixed use occupation by Gypsies, Travellers and Travelling Showpeople, and for the purposes of considering planning applications for such sites, proposals will be supported where the following criteria are met:

- The site affords good access to local services such as schools and health facilities;
- The site satisfies the sequential and exception tests for flood risk and is not adjacent to uses likely to endanger the health of occupants such as a refuse tip, sewage treatment works or contaminated land;
- The development is appropriate in scale compared with the size of the existing settlement or nearby settlements;
- The development will be able to achieve a reasonable level of visual and acoustic privacy both for people living on the site and for those living nearby;
- The development has appropriate vehicular access;
- The development will comply with Policy SDC1 in respect of design and impact on the surrounding area and amenity of existing residents;
- The development will be well-laid out to provide adequate space and privacy for residents;
- The development will include appropriate landscape measures to mitigate visual impacts and to ensure adequate levels of privacy and residential amenity for occupiers and adjacent occupiers but which avoids enclosing a site with an inappropriate amount of hard landscaping, high walls or fences;
- The development should not accommodate non-residential uses that may cause, by virtue of smell, noise or vibration, significant adverse impact on neighbouring business or residents; and
- Adequate provision for on-site services for water supply, power, drainage, sewage and waste disposal facilities.

4.20. For the purposes of the PPTS the definition of “Gypsies and Travellers” at Annex 1 was updated so that it reflects those “who lead a genuine travelling lifestyle”. The latest version of the Gypsy and Traveller Accommodation Assessment (GTAA) (2017) has been produced in line with the definitions of gypsies and travellers as set out in the 2015 PPTS. The assessment took into account current pitch need and demand, as well as future need, and was based on modelling of data as advocated by ‘Gypsy and Traveller Accommodation Assessment Guidance’ (DCLG, 2007). If the evidence is deemed to be out of date the Council will take a view as to the merits of updating the GTAA to inform Policy DS2 in meeting the Council’s obligation to comply with this statutory requirement.

4.21. The criteria set out within Policy DS2 are consistent with the Planning Policy for Traveller Sites (PPTS) and will help guide future planning applications and site allocations. The approach of the Local Plan is to preferably locate residential development in sustainable locations that are well served by services and facilities. Whilst Rugby Borough has only one urban area, the requirement to locate sites adjacent to urban boundaries may equally be satisfied through its proximity to the administrative areas of Coventry, Nuneaton or Hinckley. It is acknowledged that approximately two thirds of Rugby Borough is designated Green Belt and therefore the Council can assist in the requirement to assess locations that do not fall under this designation.

4.22. The Council is committed to the adoption of a Gypsy and Traveller Site Allocations Development Plan Document (DPD) in line with the Local Development Scheme. The Council has commenced the evidence gathering to inform the DPD, including a Strategic Housing Land Availability Assessment. Very few sites were submitted through the call for sites as part of the Local Plan process. Of these none were deemed to be suitable. The production of the Gypsy and Traveller DPD will ensure the Council can fully assess the options for meeting the identified need and therefore be able to better meet the aims of the PPTS.

4.23. It is acknowledged that putting in place a strategy to meet the need for Gypsies and Travellers in a separate DPD is not in line with the aims of the PPTS which requires the identification of a supply of specific deliverable and developable sites to meet targets for the first ten years of the plan period to be included within the Local Plan. The PPTS also sets out policies on Traveller sites within the Green Belt making clear that releasing land from the Green Belt should be done through the plan-making process and that this should only be done in exceptional circumstances.

4.24. However, given the extent of Green Belt, and the location of existing sites in the Borough, the recommendations of the GTAA will be utilised in identifying sites for allocation through the DPD. This includes the expansion of existing Gypsy and Traveller sites and the creation of new small sites, as demonstrated to be the preference for Gypsy and Traveller communities. If the assessment of site options to meet the need for Gypsy and Traveller accommodation indicates the need to release land from the Green Belt to allow for the expansion of existing sites or the creation of new sites, the Council will consider whether there are exceptional circumstances to justify this via a partial review of the Local Plan including Policy DS2 to be published alongside the DPD.

4.25. While the forthcoming Gypsy and Traveller Site Allocations DPD will look to identify sites to meet the identified need for pitches up to 2031, there is potential to meet some of this need from existing sites, in particular the identified shortfall over the first 5 years of the plan. At June 2017,

according to the 2017 GTAA, there were a total of 123 pitches across the Borough. Of these, 16 were unauthorised (where temporary permission has lapsed), 5 have temporary permission, 8 are classed as potential pitches which are currently unoccupied but could be occupied within the next 5 years and 3 are vacant. A further 18 pitches were occupied by non- gypsies and travellers. All of the existing pitches are situated within the Green Belt.

4.26. This means that over the next 5 years there are 11 pitches that could become available (8 potential pitches and 3 vacant). Additionally many of the unauthorised and temporary permissions may be renewed or made permanent. Additional permissions may be granted for new sites or extensions to existing sites which come forward, either as temporary or permanent permissions, subject to conforming with the criteria in policy DS2 and taking into account any other material considerations, including the PPTS. Where these are in the Green Belt very special circumstances will have to be demonstrated.

4.27. In determining the appropriate scale of a proposed site, consideration will be given to the size of any existing sites that are in close proximity and the size of the nearest towns or villages. This approach is intended to achieve the objectives of national guidance through the promotion of sustainable, inclusive and balanced communities and will be relevant where the proposal is in close proximity to a village as opposed to an urban area. Any such assessment of a proposal will also take account of the capability of local infrastructure to support this development and the advice of infrastructure providers will be fundamental to this process.

4.28. Early engagement with the Council is strongly recommended where the development of a new site is proposed. Where proposals are being considered that may be contrary to this policy approach the Council will assist in an assessment of any alternative options that exist in more sustainable locations.

#### **Policy DS3: Residential Allocations**

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

Ref	Site Name	Dwellings
<b>Rugby Urban Edge</b>		
DS3.1	Coton Park East (See Policy DS7)	Around 800
DS3.2	Rugby Gateway*	Around 1300
DS3.3	Rugby Radio Station*	Around 6200
DS3.4	South West Rugby (See Policies DS8 and DS9)	Around 5000

\*planning permission granted and under construction

<b>Main Rural Settlements</b>		
DS3.5	Land at Sherwood Farm, Binley Woods	Around 75
DS3.6	Land North of Coventry Road, Long Lawford	Around 150
DS3.7	Leamington Road, Ryton on Dunsmore**	Around 75
DS3.8	The Old Orchard, Plott Lane, Stretton on Dunsmore	Around 25
DS3.9	Land Off Squires Road, Stretton on Dunsmore	Around 50
DS3.10	Linden Tree Bungalow, Warwick Road, Wolston	Around 15
DS3.11	Land at Coventry Road, Wolvey	Around 15
DS3.12	Wolvey Campus, Leicester Road, Wolvey	Around 85

\*\* Implementation of site allocation DS3.7 can only occur when adequate replacement of the pitch provision and training facility has been made to the satisfaction of Rugby Borough Council and Sport England and in accordance with national planning policy.

### Rugby Urban Edge

4.29. As stated, Rugby town is the most sustainable location for growth in Rugby Borough and this plan therefore seeks to maximise the potential of the urban area and land immediately adjacent to it to accommodate growth. Policy DS3 is supported by further detailed site allocations for two of the four largest allocations (Policies DS7 and DS8).

4.30. The Gateway Rugby and Rugby Radio Station Sustainable Urban Extensions were allocated in the June 2011 Core Strategy and development has commenced upon each. Both sites have a continuing strategic role in the achievement of the housing target and their allocation is therefore reflected within this plan.

4.31. One site to the north of Rugby represents a further opportunity for sustainable expansion. The Coton Park East site presents the opportunity to extend the existing Coton Park area, providing further housing and employment development. Houses have been built in this area for over 10 years and this final extension will provide dwellings that will assist with achieving short term housing supply targets as well as steady delivery in the midterm. Policy DS7 provides more detail about this allocation.

4.32. A collection of land ownerships in the South West Rugby area provides an opportunity for a large scale, strategic allocation. The delivery of this Sustainable Urban Extension produces a series of

opportunities that will benefit the wider town including significant highways and education infrastructure investment. In addition, the total development area can also provide a balance of residential and employment uses that will provide jobs for the local community, reducing the need for out-commuting and reliance upon the private car. Policies DS8 and DS9 provide further detail about this allocation.

4.33. The combination of these Sustainable Urban Extensions and development sites results in an over allocation of growth to the town when considered against the housing target. The Council anticipates delivery of the Rugby Radio Station and South West Rugby in particular will continue into the next plan period, and there are clear benefits in allocating these sites as opposed to allowing the potential for piecemeal development to come forward in an unsustainable way. Each Sustainable Urban Extension is supported by a comprehensive masterplan to ensure the timely delivery of the necessary infrastructure to support the needs of future residents and minimise the impact on existing services. The type, amount and timing of the infrastructure is outlined in the remaining policies contained within this chapter.

#### Main Rural Settlements

4.34. The settlement hierarchy contained within Policy GP2 allows for development within the settlement boundaries of Main Rural Settlements and on allocated sites. The allocations made in Policy DS3 will result in an alteration to the settlement boundaries of 6 of the 9 Main Rural Settlements in the Borough in order to allow these settlements to play a supplementary role to Rugby town in helping to deliver the

4.35. As each of these Main Rural Settlements are located in the Green Belt, careful consideration has been given to the land to be released to limit the impact on the Green Belt. The Council has worked in partnership with rural communities to select the most sustainable development sites and in some instances these allocations will be reflected within Neighbourhood Plans. Consideration must also be given to the design of the sites taking account of, amongst other issues, their historic environment (as highlighted within the Heritage Assessment Review and any subsequent assessments as part of a planning application) and natural environment, in line with the policies contained within this Plan.

4.36. The delivery of development at these rural allocations will be informed by Policy DS6, later in this chapter. The infrastructure required to support new housing differs in each village and the scale of these allocations means that detailed provision will be determined through the application process as proposals progress. Where applicable, the Neighbourhood Planning process will also influence the form of development and infrastructure provision made. The infrastructure delivery plan lists infrastructure provision that has been identified through the plan making process.

4.37. The Strategy for distributing housing development across the Borough, contained in Chapter 3, is based on the need to maximise housing delivery at Rugby town as the most sustainable location in the Borough and sustainably extend some Main Rural Settlements. In achieving this, smaller rural villages are protected from excessive development that would be harmful to their respective character and function.



Green Belt Release

4.38. The urban boundary and some Main Rural Settlement boundaries have been altered in order to accommodate housing allocations and this has therefore released land from the Green Belt.

<b>Policy DS4: Employment Allocations</b>		
The following sites will be allocated for employment development and associated infrastructure and uses as shown on the Policies Map:		
Ref	Site name	Allocation
<b>DS4.1</b>	Coton Park East	7.5 ha
<b>DS4.2</b>	Rugby Radio Station*	16 ha
<b>DS4.3</b>	South West Rugby	35 ha
*planning permission granted.		

4.39. 58.5 ha of employment land will be provided as part of the Sustainable Urban Extensions allocated in this plan at Coton Park East, Rugby Radio Station and South West Rugby.

4.40. Employment development at Coton Park East will see a continuation of development already provided in this location adjacent to the M6. More specifically, employment development at this location will be provided to meet the qualitative demand for smaller units as set out in detailed allocation Policy DS7.

4.41. Planning permission has been granted for a quantity of employment development at the Rugby Radio Station site that exceeds the 16 ha reflected in this Policy DS4. This 16 ha represents the amount of dedicated employment land that will be delivered on the Radio Station Sustainable Urban Extension (SUE). Additional employment provision will be delivered as part of the mixed use areas of the site however it is not considered appropriate to rely on this type of provision from a strategic and plan making perspective. Instead, the dedicated employment area of 16 ha is reflected in Policy DS4 and further dedicated employment provision is made on other sites, to ensure employment needs are met. Provision of employment land on the Rugby Radio Station site will be monitored and the mixed use employment provision will provide a variation in employment portfolio for the Borough.

4.42. Employment provision at South West Rugby is detailed within Policy DS8. Employment development in this location takes advantage of an immediate link to the A45/M45 corridor and the wider national trunk road network.

**Policy DS5: Comprehensive Development of Strategic Sites**

Proposals for the development of strategic sites of over 100 dwellings should be supported with information outlining how the specific characteristics of each site have been considered in the masterplanning, design and viability assessments of proposals.

More specifically, proposals for strategic sites must include:

- Provision of and/or connection to a direct, high quality public transport link between the site and key transport hubs such as railway stations and the town centre;
- Provision of and/or connection to a comprehensive cycle network to link residential areas with the key on-site facilities, such as schools and community buildings, and comprehensive connections to existing adjacent developed areas;
- Further on-site and off-site measures to mitigate transport impact as detailed in the Infrastructure Delivery Plan, including access to the local road network as deemed necessary through the Transport Assessment and agreed by Warwickshire County Council and the Highways Agency;
- Provision of and/or contribution to community facilities such as schools, community buildings and sports facilities;
- Comprehensive onsite Green Infrastructure Network, utilising existing habitats where possible, which links to adjacent networks;

The specific characteristics of each site will determine how these requirements will be met. This will be influenced by constraints, and the masterplanning, design and viability, where relevant policies in this Local Plan apply.

Further onsite requirements are determined through the application of other relevant policies in this Local Plan.

4.43. The achievement of sustainable development is the central principle of this Local Plan. For larger sites, the achievement of sustainable development is complicated by the fact that sites are often within multiple land ownership, and this Policy DS5 therefore seeks to ensure that development on such sites comes forward within the context of an appropriate comprehensive scheme. Without a comprehensive development scheme, the delivery of infrastructure and services cannot be guaranteed or properly integrated into the area. Further, incremental proposals which do not take sufficient account of proposals for the whole site are less likely to deliver a high quality, integrated development which can build a strong sense of place.

4.44. Any masterplan SPD or subsequent development briefs will clearly demonstrate how the mix of uses and infrastructure requirements set out in Policies DS3 (residential allocation) and DS4 (employment allocation), and articulated within the Infrastructure Delivery Plan and on the Policies Map, will be planned for and delivered to ensure the development is sustainable and meets the Policies set out elsewhere in this Local Plan.

**Policy DS6: Rural Allocations**

This Policy will be applied to all detailed proposals relating to sites DS3.5 to DS3.12 allocated by Policy DS3.

Proposals for the development of rural allocations should be supported with information outlining how the specific characteristics of each site have been considered in the masterplanning, design and viability assessments of proposals. More specifically, proposals for rural housing sites allocated through this Local Plan must make specific provision for the following:

- The appropriate treatment of Green Belt boundaries, limiting the impact of the development on the Green Belt;
- Density of development sympathetic to the settlement to which it will extend;
- The provisions of any relevant Neighbourhood Plans in place, or extensive community engagement during the development of proposals where no Neighbourhood Plan is in place;
- Provision of links to existing pedestrian and cycle paths with the adjacent settlement;
- Provision for a comprehensive onsite Green Infrastructure Network, utilising existing habitats, where possible linking to adjacent networks;
- Provision of and/or contribution to community facilities such as schools, community buildings and sports facilities, public transport improvements and open space by means of planning obligations;
- Provision and/or improvement to telecommunications infrastructure, including broadband and mobile telephone services; and
- Provision of appropriate design of the site to reflect any relevant historic environment offsite considerations.

Further onsite and offsite requirements are determined through the application of other relevant policies in this Local Plan and reference to Policy D4 and the Planning Obligations SPD.

4.45. Through Policy DS3, this Local Plan allocates housing sites on the edge of six Main Rural Settlements. Although there will be commonalities with the urban extensions in how they are delivered, specific consideration is needed to address the rural location and Green Belt boundaries of each site.

4.46. Although the level of onsite provision will vary according to the specific characteristics of each site, all are expected to include onsite affordable housing, as stipulated in Policy H2.

4.47. Several of the communities and Parish Councils of the Main Rural Settlements with allocations have formed Neighbourhood Plan Groups to consider how those allocations should come forward and how they will relate to the Main Rural Settlements. This is reflected in Policy GP5.

**Policy DS7: Coton Park East**

This development site, as shown on the Policies Map, is allocated to provide around 800 dwellings and 7.5 ha employment land. Proposals for development within the allocation site should be informed by the Coton Park East Masterplan SPD.

Employment development at this location should be provided to meet the qualitative demand for smaller units in the range of 5,000 - 50,000 sq.ft, in B1c, B2 and ancillary B8 employment uses.

Within the broad locations identified in the Coton Park East Masterplan SPD, provision of the following facilities must be made:

- A local centre that contains one form entry primary school, with the flexibility to increase to two form entry if demonstrated necessary. This may be provided as part of an all-through school if the need for a secondary school on-site is deemed to be necessary;
- A comprehensive Green Infrastructure Network, which protects, enhances and links into adjacent networks and utilises existing habitats where possible, particularly those present at the disused Great Central Railway local nature reserve;
- On-site and off-site measures to mitigate transport impact as detailed in the Infrastructure Delivery Plan, including access to the local road network as deemed necessary through the Transport Assessment and agreed by Warwickshire County Council and Highways England;
- Provision of a direct, high quality public transport link between the site, the railway station and the town centre;
- Provision of a comprehensive cycle and footpath network to link residential areas with key on-site facilities and to service centres and community facilities located in existing adjacent development areas;

Secondary school provision for Coton Park East is to be provided off-site through the expansion of existing secondary schools in Rugby to which a financial contribution will be required to provide for the school places generated by the development and pupil transportation. However, in order to safeguard provision for the eventuality that the capacity is not available at existing schools, an 8.5ha parcel of land is to be reserved on-site for a combined primary and secondary school. The location of this parcel of land has been identified on the policies map. The 8.5ha parcel will be reserved for a period of 12-24 months from the date of Local Plan adoption. After this time if the local planning authority does not require the land for a secondary school the land will be released for provision of the primary school and for residential use.

Further onsite and offsite infrastructure requirements will be determined through the application of other policies in this Local Plan and in line with the requirements set out in the IDP.

Rugby Borough Council will not support ad hoc or piecemeal development which is contrary to the aims of this policy.

4.48. Coton Park East is a sustainable and deliverable extension to the town of Rugby. The site is located adjacent to a previous but now well established extension to the north of the town and represents the final stage of the comprehensive development of this area.

4.49. Development of Coton Park East produces a series of opportunities that will benefit the community local to the area and the wider town. For example, the provision of a new primary school on the Coton Park East site will bring benefit to new and current residents. The delivery of smaller employment units and sites to the north of the site will ensure this qualitative employment is met, continuing the development typology seen at Central Park.

4.50. The site is adjacent to an existing nature reserve which will be protected and enhanced through the allocation of this urban extension. There is potential for this area to be improved both in terms of protection of the habitats which exist and also for improved access for both existing residents of Rugby town and future residents of the new development.

4.51. The location of Coton Park East adjacent to previous Local Plan allocations for residential and employment development means that the immediate infrastructure requirements for the urban extension are already in place. Work undertaken as part of the SHLAA in partnership with the promoters of the site has demonstrated that the totality of the extension is developable and deliverable within a comparatively short timeframe. As such Coton Park East is required to be phased into the overall housing trajectory so that residential development commences in 2019.

4.52. Policy DS7 contains what is considered to be the approximate development capacity of the site whilst ensuring the sustainable delivery of the extension. The specific infrastructure requirements are detailed in the Infrastructure Delivery Plan, which has been informed by service providers such as Warwickshire County Education, Highways Agency, Rugby Borough Council and the promoters of the land.

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

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

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

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

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

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

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

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

In addition to these requirements, proposals must:

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

- Incorporate details of phasing and trigger levels for the provision of required infrastructure consistent with this policy, Policy DS9, the IDP and informed by the Masterplan SPD.

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

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

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

4.53. The allocation of up to 5000 dwellings and 35 ha of gross B8 employment land to the south of Rugby town represents a significant portion of the growth in Rugby Borough up to 2031. The Council therefore places great importance on delivering the growth and addressing appropriate mitigation in a comprehensive way to ensure the allocation can bring wider benefits to the town and community who live there.

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

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

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

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

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

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

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

4.61. The site is a long term commitment for the Council in meeting the growth needs of the Borough and will continue to be built out beyond the life of this Local Plan. Once built, it will create a new community within Rugby and it is thus important for the Borough Council and developers of the site to do this to the highest standard possible. An essential element of this is sustainability and the balance of housing to jobs, and as such there is the potential for the growth targets of housing and employment to be revisited as a result of changing demands for the Borough as it moves beyond the



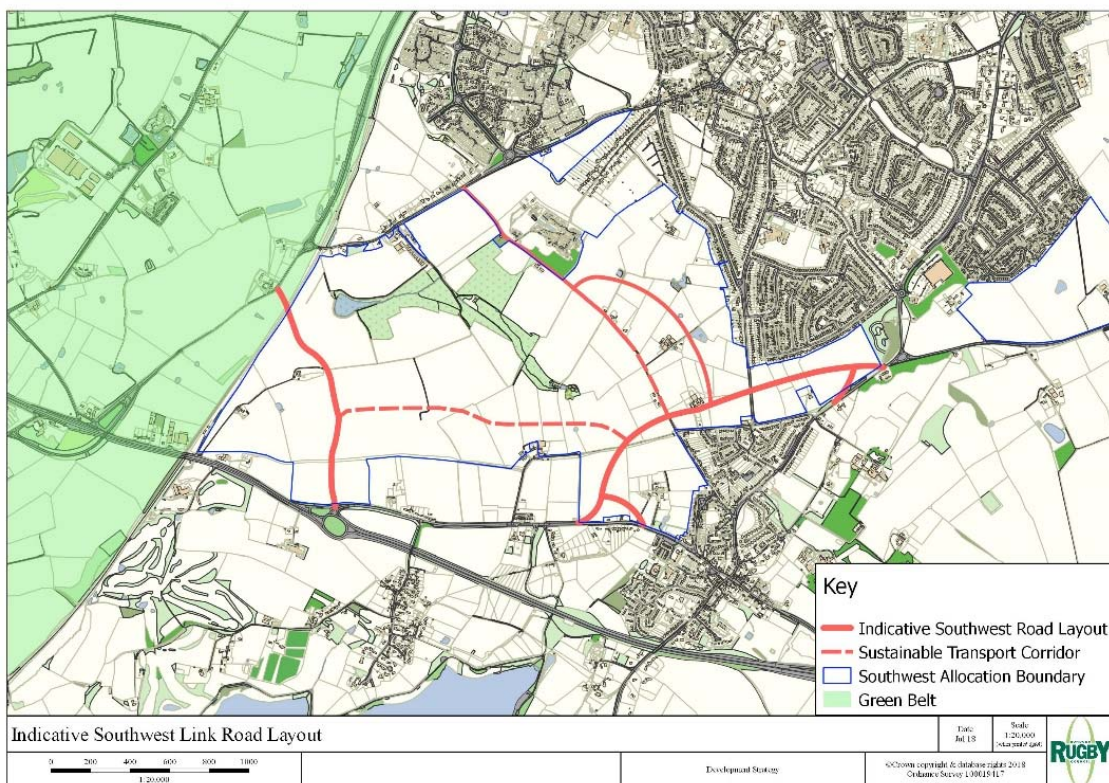
2031 period. As such an area of land is safeguarded within the South West Rugby allocation, as identified in the Policies Map to assist in meeting the Borough’s development needs beyond 2031.

4.62. Notwithstanding potential future change for this site, for the current plan period up to 2031, Policy DS3 and DS8 make clear allocations of around 5000 dwellings and 35 ha gross of employment land.

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

**Policy DS9: South West Rugby Spine Road Network**

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



Development which is likely to prejudice delivery of this infrastructure will not be permitted. The design specification and routing of the spine road network will be considered in more detail in the South West Rugby Masterplan SPD and development proposals must be consistent with the agreed

alignment as set out in this document. Full details will be provided in the supporting information to planning applications.

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

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

Development proposals, including those outside of the South West Rugby allocation, will not be granted planning permission for implementation ahead of the delivery of the east-west Homestead Farm link (between A426 and B4429), unless demonstrated in accordance with the NPPF that any residual impacts on the highway network are not considered to be severe, to the agreement of Warwickshire County Council and Rugby Borough Council.

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

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

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

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

4.67. Development proposals to the South West of Rugby will benefit from infrastructure mitigation delivered by 2021 at the Dunchurch Crossroads junction (A426/B4429), as identified in the Strategic

Transport Assessment and IDP. Once implemented, this mitigation will allow for the development of 860 dwellings in this wider area before giving rise to residual impacts on the Dunchurch Crossroads junction.

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

4.69. The spine road network is proposed through Policy DS9 to connect across to Potsford Dam, on the A4071, as identified on the Urban Policies Map. The disused railway line running along the western edge of the site allocation forms the Green Belt boundary and this connection would require development in the Green Belt. Currently the land required to deliver this alignment is outside of the site allocation boundary. This alignment is required to be delivered by 2031, as identified in the IDP, and it is considered that this land will be secured within the timescales required. A separate connection can be made in place of Potsford Dam, if needed directly onto the B4642, which abuts the site allocation. However, safety and capacity constraints currently exist which will impact on the delivery of this option. Detailed feasibility work is required to investigate whether a connection onto the B4642 could be accommodated.

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

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

## CHAPTER 5: HOUSING

5.1. The National Planning Policy Framework (NPPF) is driven by a need to address the national housing shortage and tasks local planning authorities to boost significantly the supply of housing. As detailed in previous chapters this document seeks to deliver on Rugby Borough's role and sets out a plan of growth. However, as part of this, local planning authorities must ensure the housing delivered meets the needs of its population. The policies in this chapter detail how this will be achieved.

5.2. The Updated Assessment of Housing Need: 'Coventry and Warwickshire - Coventry & Warwickshire Joint Strategic Housing Market Assessment', September, 2015, shows that affordability continues to be an issue not only within Rugby Borough but also across the Housing Market Area (HMA). The Updated SHMA also identifies the potential overlap of different tenure of provision to meet affordability arising and the impact on development viability each type of tenure may have.

5.3. In addition, housing provision within Rugby Borough will need to take account of the effects of an ageing population, with a need to focus on the provision of the type of housing to respond to this changing demographic. The NPPF acknowledges this trend, which is a national issue and makes specific requirements on Local Plans to address this problem through the provision of different forms of supported housing.

5.4. The Local Plan will not generally allow for new-build housing to be provided outside the limits of any defined settlement within the Borough. However, reflecting the advice in national policies and the extent of the affordable housing need in the rural area, the policies of this Local Plan outline a criteria-based approach under which applications for Rural Exception Sites will be considered. This will therefore continue the opportunity to allow for some affordable housing in the rural area.

5.5. Whilst not exclusively restricted to the rural area a further exception to the general policy of restraint outside of Rugby town relates to development that directly addresses the needs of Gypsies and Travellers. Gypsies and Travellers are a diverse group and have different origins, traditions and ways of travelling in comparison with the settled community. Gypsies are recognised as a minority ethnic group and as such are protected by the Race Relations Act 2000. In addition to the needs of Gypsy and Travellers, Government guidance makes provision for the needs of Travelling Showpeople, who have similar, but distinct accommodation needs to that of Gypsies. As detailed below recent change in the Planning Practice for Traveller Sites requires the council to take stock of current evidence, the duty on Local Authorities remains to meet the accommodation needs of Gypsy and Travellers and Travelling Showpeople.

5.6. The implementation detail of the housing policies adopted in the Local Plan will be supported by the Housing Needs Supplementary Planning Document.

**Policy H1: Informing Housing Mix**

To deliver a wide choice of high quality market homes across the Borough residential development proposals must form a mix of market housing house types and sizes consistent with the latest Strategic Housing Market Assessment.

New residential development should contribute to the overall mix of housing in the locality, taking into account the current need, particularly for older people and first time buyers, current demand and existing housing stock.

The council will consider an alternative mix in the following circumstances where it is clearly demonstrated how the delivery of a mix which has regard to the SHMA, or relevant update, is compromised:

- Where the shape and size of the site justifies the delivery of a mix of housing; or
- The location of the site, for example sustainable and very accessible sites within or close to Rugby town centre or the train station; or
- Sites with severe development constraints where the housing mix may impact on viability, where demonstrated through submission of viability appraisal; or
- Where a mix of housing would compromise the ability of the development to meet a specifically identified affordable or specialist housing need; or
- Conversions, where the characteristics of the existing building prohibit a mix to be delivered; or
- Where market factors demonstrate an alternative mix would better meet local demand.

Sustainable Urban Extensions will be expected to provide opportunities for self-build and custom build as part of the mix and type of development.

5.7. National policy requires that Local Plans deliver a wide choice of high quality homes, by planning for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community, including families with children, older people, people with disabilities, service families and people wishing to build their own homes. To do this, local planning authorities must identify through their Local Plan the size, type, tenure and range of housing that is required in particular locations.

5.8. It is therefore important that the Local Plan provides enough homes to meet the aspirations of local people and to house new people moving to the area in order to support economic objectives. In addition to ensuring that sufficient housing is delivered, the Local Plan must ensure that the housing needs of different types of households are fulfilled by providing the right types and mix of housing within the Borough. Providing the right types of homes is essential to ensuring that development does not compound the existing housing problems, such as affordability, and to ensure that we provide for current and future residents. It is expected that the mix of housing will vary site-by-site and will be informed by local evidence provided by the Coventry and Warwickshire joint Strategic Housing Market

Assessment, 2013 and its 2015 update (SHMA), or relevant future SHMA updates commissioned by the Council.

5.9. To understand the likely mix that will be required to meet the housing needs of current and future populations, the SHMA analysed the existing housing stock, supply trends and the housing market dynamics of the Borough. This analysis determined that there is a fairly balanced housing offer overall across both types and sizes, with no particular imbalance identified at a Borough-wide level. When this is considered against the components that form the Objectively Assessed Need, the SHMA concludes that the focus for future market housing stock over the plan period should be on two and three bedroom properties.

5.10. Although the focus is for mid-sized housing, the SHMA provides a breakdown of the recommended housing mix for the Borough as follows:

<b>SHMA Recommended Mix of Market Housing in Rugby Borough</b>			
1-bed	2-bed	3-bed	4+ -bed
5-10%	25-30%	40-45%	20-25%

5.11. This mix is included in order to guide the implementation of Policy H1. Updates of the SHMA may provide evidence to alter the housing mix in future.

5.12. Policy H1 is relevant for market housing proposals only. Policy H2 provides guidance on the mix and type expected for affordable housing delivery and Policy H6 guides the provision of specialist housing.

#### **Policy H2: Affordable Housing Provision**

Affordable housing should be provided on all sites of at least 0.36 hectares in size or capable of accommodating 11 (net) dwelling units or more (including conversions and subdivisions).

On previously developed sites a target affordable housing provision of 20% will be sought.

On green field sites a target affordable housing provision of 30% will be sought.

The tenure and mix of the affordable housing units should be in compliance with the latest SHMA guidance.

The target levels will be expected to be provided unless the local planning authority is satisfied by robust financial viability evidence that development would not be financially viable at the relevant target level. Such evidence will be required to be submitted with the planning application to justify any reduced levels of affordable housing provision proposed for assessment using an open-book

approach and may be subject to independent assessment (e.g. by the District Valuer Services or equivalent).

Development should provide for the appropriate integration of affordable housing and market housing, in order to achieve an inclusive and mixed community.

Affordable housing should be provided on-site unless off-site provision or an appropriate financial contribution in lieu can be robustly justified, and the agreed approach contributes to the objective of creating mixed and balanced communities.

5.13. Affordable housing includes housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) affordable housing for rent;
- b) starter homes;
- c) discounted market sales housing; and
- d) other affordable housing routes to home ownership.

Detailed definitions of these categories are contained within the NPPF and Appendix 7 of this Local Plan.

5.14. The Coventry and Warwickshire Joint Strategic Housing Market Assessment update September 2015, identifies an affordable housing need of 171 dwellings per annum for Rugby Borough which equates to 36% of the total OAN. However, this Local Plan seeks to deliver a housing target which incorporates some of the housing need emanating from Coventry City, which the City authority cannot meet within its own boundaries. For Coventry City the affordable housing need represented 28% of its total annual OAN. The target contained within the Policy H2 will clearly ensure that affordable housing need is met for all existing and future residents of the Borough.

5.15. National policy requires that policies should identify the size, type, and tenure of homes required for different groups in the community (including, but not limited to, those who require affordable housing, families and children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their homes). The analysis in the SHMA has shown that there is a predominant long-term marginal requirement for future affordable housing for three-bed properties relative to the Housing Market Area as a whole, but in general a greater need identified for the smaller properties, as indicated in the table below. Based on the evidence pulled together, the SHMA recommends the following strategic mix of affordable housing:

<b>1-bed properties</b>	<b>2-bed properties</b>	<b>3-bed properties</b>	<b>4+ bed properties</b>
30-35%	30-35%	20-25%	5-10%

5.16. The Council's preference is for the provision onsite. In some circumstances, such as physical site constraints or if a Registered Provider cannot provide on-site affordable housing, the Council will

consider an equivalent offsite contribution where justified. When the Council considers an off-site contribution in lieu of onsite provision it will seek to ensure that adequate finance is secured to deliver affordable housing elsewhere in the Borough to meet needs and create mixed and balanced communities. Any commuted sum will be equivalent to the cost of building the required number of affordable dwellings, plus the value of the land required to build them minus what would be payable by a Registered Provider. Any contributions collected by the Council may be used to purchase existing dwellings to use as affordable housing. Off-site contributions will be secured by means of a Section 106 Agreement. The formula used by the Council in calculating an off-site contribution is as follows:

<p><b>TOTAL NUMBER OF AFFORDABLE DWELLINGS REQUIRED</b></p> <p><i>MULTIPLIED BY</i></p> <p><b>BUILD COST OF THE REQUIRED DWELLINGS</b></p> <p><i>PLUS</i></p> <p><b>LAND COST</b></p> <p><i>MINUS</i></p> <p><b>THE AMOUNT EQUIVALENT TO THAT WHICH WOULD BE PAYABLE BY A REGISTERED PROVIDER</b></p> <p><i>EQUALS</i></p> <p><b>THE SUM PAYABLE</b></p>
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5.17. The specific provision and mix of a site will be informed by evidence available at the time of application and will be negotiated. However, the Council will expect the starting point of negotiation to achieve a mix of 84% either social or affordable rent and 16% intermediate products, as detailed in the 2015 SHMA (or as subsequently amended). Social and affordable rent are grouped together in this instance, as a result of the clear overlap between the two as products, which are likely to be targeted to the same group of households by Registered Providers.

5.18. Where affordable housing provision is sought as part of a proposed development, the Council will use a Section 106 agreement with the developer or landowner to secure the agreed provision in line with Policy D4.

5.19. The requirements set out in Policy H2 are considered to be viable and achievable for all developments anticipated in the Borough. A housing proposal containing a reduced affordable



housing provision can only be sought where the developer can justify that to make the full provision will make the scheme unviable.

5.20. It is for the applicant to demonstrate that the viability of the scheme would be vulnerable. This would normally be done through the submission of a comprehensive financial appraisal of the proposed scheme, together with details of the financial model used, which the Council would be able to have independently assessed.

5.21. As stated, further guidance is included within the Housing Needs SPD. The methodology of the SHMA will be repeated at regular intervals in order to test the continuing appropriateness of Policy H2 and the Housing Needs SPD. Where variance of the detail included within that SPD is found to be necessary, an updated Housing Needs SPD will be produced in order to ensure that the Council's approach to delivering affordable housing remains appropriate throughout the plan period.

### **Policy H3: Housing for Rural Businesses**

Proposals for a permanent dwelling, either by new build or conversion, for occupation by a person engaged in an agricultural operation, or other rural business within the countryside, will only be supported if all of the following criteria are met:

- There is a clearly established essential need for a dwelling;
- The need relates to a full-time worker, or one who is primarily employed in the activity to which the application relates;
- The agricultural unit and/or the rural enterprise concerned, are currently financially sound, and have a clear prospect of remaining so; and
- The essential need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned.

The size of any such rural workers dwelling should be commensurate with the established essential requirement. Dwellings that are unusually large in relation to the needs of the unit, will not be permitted.

Any permission granted will be subject to an 'occupancy' condition. The variation or removal of such a condition will only be granted if it is clear that its original purpose is obsolete and no longer required.

Proposals for the removal of occupancy conditions would only be permitted if the applicant can demonstrate that long term need for a Rural Workers Dwelling has ceased, and the Council is satisfied that the dwelling has been sufficiently marketed.

5.22. To achieve sustainable development in rural areas national policy is clear that local planning authorities should avoid isolated new homes in the countryside. Only where special circumstances

apply will isolated housing be permitted. Policy H3 therefore details the circumstances in which a new house in the countryside required for rural business is acceptable.

5.23. In such circumstances applicants must be able to demonstrate why an exception to the general policy of housing restraint in the countryside should be made. Such a justification will be strengthened where it is substantiated by an independent body. The applicant will be required to demonstrate that the demands of the farm or the rural business make it essential for one or more of the people engaged in this work to live at or very close to the site of that work. In assessing such proposals the Council will seek to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. The protection of livestock or property from theft or damage will not by itself be sufficient to justify the need for a new dwelling, nor can agricultural needs justify the provision of new dwellings as retirement homes for farmers or farm workers.

5.24. Where a justifiable need is established, dwellings should be of a size commensurate with the established requirement. Dwellings which are unusually large in relation to the needs of the business will not be appropriate. It is the requirements of the enterprise, rather than those of the owner or occupier, that are relevant in determining the size of dwelling that is appropriate to a particular holding. In all cases, these would be events which could not be properly managed within normal working hours. Security concerns on their own will not be sufficient to justify a new dwelling.

5.25. Where there is insufficient evidence of the financial soundness of a business, for example in the case of a new rural enterprise, temporary permission may be granted for a period of 3 years provided that the first, second and fourth criteria in Policy H3 are met.

5.26. Where an exceptional need to provide accommodation has been established it will be necessary to ensure that the dwellings are kept available for meeting this need in the future. To achieve this, planning permission will normally be subject to a conditions and/or a planning obligation restricting occupancy.

5.27. An isolated location can be one where there are other dwellings and must also be considered as part of the wider policies of the Development Plan.

5.28. In appropriate circumstances, planning obligations may be used to tie a dwelling to adjacent farm buildings, or the enterprise as a whole, to prevent them being sold separately without further application to the Council.

#### **Policy H4: Rural Exceptions Sites**

The development of affordable housing that meets the needs of local people will be permitted as a Rural Exception Site adjacent to defined rural settlement boundaries, where development is normally resisted, if all of the following criteria are met:

- It is clearly demonstrated that there is a local need for affordable housing which outweighs other policy considerations;
- It is demonstrated no suitable alternative sites exist within the defined settlement boundary; and
- Developments do not have an adverse impact on the character and/or appearance of settlements, their setting or the surrounding countryside.

In all cases arrangements for the management and occupation of dwellings must be made to ensure that all dwellings provided will be, and will remain available for occupancy by eligible local people at an affordable cost and at a range of tenures, both initially and in perpetuity.

In some circumstances a small proportion of open market housing may be allowed where it can be shown that the scheme will deliver significant affordable housing and viability is a key constraint.

5.29. Policy H4 provides an exception to the spatial strategy and provides the opportunity for the delivery of small numbers of rural housing on land outside but adjoining the development limits of Main Rural Settlements and Rural Villages that may not fulfil all the criteria set out in other policies in this Local Plan.

5.30. The principle aim of Policy H4 is to provide affordable housing for local people which cannot be delivered within the adjacent settlement boundary. However, securing the funding to ensure the delivery of exception sites can be difficult to obtain. National guidance has been amended to allow for small numbers of market housing at the local authority's discretion. An example of where this would be acceptable includes where it is essential to enable the delivery of affordable units without grant funding.

5.31. In such instances it is for the applicant to demonstrate that this would be necessary. This would normally be done through the submission of a comprehensive financial appraisal of the proposed scheme, together with details of the financial model used, which the Council would be able to have independently assessed.

5.32. It is stressed that development proposals that are out of scale and keeping with the character of the settlement are inappropriate and will be resisted. This is further reinforced by the fact that Policy H4 will only permit development which is an exception to the plan to meet the identified affordable need only which cannot be met within the existing limits of the settlement.

5.33. For an applicant to demonstrate that there are no suitable alternatives within the village boundary they must clearly state why those sites cannot accommodate or deliver all or part of the scheme proposed.

5.34. There must be an established local connection for those local people that claim to be in housing need. The Local Plan will be accompanied by an update to the existing Housing Needs SPD, which will detail how the local connection will be established.

**Policy H5: Replacement Dwellings**

The replacement of dwellings within the Countryside and Green Belt will be permitted provided that:

- The form and bulk of the new dwelling is not materially larger than that of the original dwelling\* or that which could be achieved as permitted development\*\*;
- The new dwelling is not more intrusive in the landscape than that which it replaces;
- The new dwelling has substantially the same siting as the existing; and
- The existing dwelling to be demolished is not of historic merit.

The removal of permitted development rights by condition may be included in any approval.

\*The term original dwelling means the house as it was first built or as it stood on 1 July 1948 (if it was constructed before this date).

\*\*Excluding detached outbuildings

5.35. New housing development is strictly controlled through the application of national policy and the policies in this Local Plan. Therefore a replacement dwelling will only be permitted where evidence is provided that this was the current lawful use of the building when it was demolished, i.e. the residential use has not been abandoned.

5.36. In order to reflect the character of the original building and to retain the existing housing stock in the countryside, replacement buildings should not be materially larger than that which they are replacing. Permitted development rights may be removed by condition from the new building when granting planning permission.

**Policy H6: Specialist Housing**

The Council will encourage the provision of housing to maximise the independence and choice of older people and those members of the community with specific housing needs.

When assessing the suitability of sites and/or proposals for the development of specialist housing such as, but not restricted to, residential care homes, extra care housing and continuing care retirement communities, the Council will have regard to the following:

- The need for the accommodation proposed, whereby the development contributes towards specialist housing need as identified within the Strategic Housing Market Assessment (SHMA); and
- The ability of future residents to access essential services, including public transport, shops and appropriate health care facilities.

Development proposals on Sustainable Urban Extensions will be expected to provide opportunities for the provision of housing to meet the housing needs of older persons, including the provision of residential care homes.

The Council also expects developers, through the design of developments, to enable people to live independently and safely in their own home for as long as possible, consistent with the aspiration of the Council and Warwickshire County Council.

The Council will consider the inclusion of conditions to ensure future occupation remains for the specialist housing need it was intended.

5.37. National policy and guidance recognises the need to provide housing for older people as part of achieving a good mix of housing. Under the Homelessness Act 2002, local housing authorities must have a strategy for preventing homelessness in their district. The strategy must apply to everyone at risk of homelessness, not just people who may fall within a priority need group for the purposes of Part 7 of the Housing Act 1996. Homelessness prevention means providing people with the ways and means to address their housing and other needs to avoid homelessness. Meeting housing needs through the policies of this plan, including meeting needs associated with affordable and specialist housing, is one way to assist with homelessness prevention, and link in with Rugby Council's Homelessness Strategy.

5.38. The SHMA identifies that a key driver of change in the housing market over the plan period will be the growth in population of older people. There is estimated to be a 122% increase in the 85 and over age group over the life of this Local Plan and a total increase of over 55 year olds of 51%. This is the highest in the whole Housing Market Area. Such evidence demonstrates a clear need for housing for older people in the Borough.

5.39. There has been a shift in the demand of the type of specialist housing which the SHMA suggests will continue over the plan period. The trend has been for the provision of sheltered housing, with those households living in sheltered housing requiring higher levels of support. The emergence of enhanced and extra care housing presents a broader offer for older persons. These aim to offer high levels of care and support alongside those who are still generally able to care for themselves, and Policy H6 is worded flexibly to respond to the specific changing demands and to allow for the appropriate type of provision that may come forward in the future.

5.40. The SHMA provides an indication of the levels of demand expected in the Borough over the course of the plan period as indicated in the table below. This shows the annual requirement for market Extra Care provision of 72 units and 22 affordable Extra Care units. The SHMA recommends that of the total 94 units required 23% should be affordable. The *Viability and Deliverability* Section details the viability work that informs the Local Plan. The affordable element is indicated in the table below.

<b>Indicative Annual Extra Care Housing Requirement</b>			
<b>Market</b>	<b>Affordable</b>	<b>Total</b>	<b>% affordable minimum</b>
<b>72</b>	22	94	23%

5.41. As with market housing national guidance requires that Local Plans inform the tenure of supported care housing, which Policy H6 and the table in paragraph 5.40 seek to do.

5.42. Although the Borough already benefits from a good range of different types of care, both publically and privately maintained, the table in paragraph 5.40 demonstrates that the need is clearly growing.

5.43. In addition to the provision of specific residential care or extra care, there is expected to be a demand for people to continue to live in their own properties, independently for as long as possible. National guidance is clear that many older people may not want or need specialist accommodation or care and may wish to stay or move to general housing that is already suitable as a 'later home', such as bungalows, or homes which can be adapted to meet a change in their needs. Policy H6 seeks to encourage the provision of housing that allows people to do this.

5.44. Policy H6 should be used alongside the Housing Needs SPD and the SHMA to identify the appropriate type and location of the provision.

5.45. The Government wants to enable more people to build their own home and wants to make this form of housing a mainstream housing option. The Planning Practice Guidance suggests that there is strong industry evidence of significant demand for such housing, as supported by successive surveys. However, research considered by the SHMA suggests this is a niche market but one that is not necessarily only delivering high value bespoke homes. The SHMA does indicate there is some potential to encourage, through policy, developers of larger schemes to designate parts of these schemes as serviced plots which can be developed as self-build, which Policy H6 seeks to achieve.

## CHAPTER 6: ECONOMIC DEVELOPMENT

6.1. Rugby Borough's economy has performed strongly in the past and fared the most recent UK recession relatively well. Unemployment levels are currently below 4% and the Borough has a strong skills profile amongst its residents, with average earnings as a result above both national and regional (West Midlands) levels. This level of economic performance is important in supporting continued population growth in the Borough and providing the jobs needed to support the delivery of new housing through the Local Plan.

6.2. The following policies in this section seek to direct employment development to the most sustainable locations in the Borough, by a combination of protecting existing employment land where it continues to make a contribution to the local economy and also promoting new employment development where it can be appropriately located. Where the prospect of new employment development in rural areas is proposed to support the rural economy, including farm diversification and leisure and tourism proposals, policies are included to guide any such proposals and ensure any negative impacts of development are kept to an absolute minimum.

### **Policy ED1: Protection of Rugby's Employment Land**

With the exception of any sites allocated for other forms of development in this Local Plan, all employment sites, including the Existing Strategically Significant Employment Sites, Core Strategy allocations and new Local Plan employment allocations, as shown on the Policies Map, will be retained for employment purposes in the following use classes: B1(a), B1(b), B1(c), B2 and B8. Proposals for new employment development (including expansion of established businesses and upgrading, improvement or redevelopment of existing premises) will be permitted within all employment areas subject to accordance with other policies in the Local Plan. Provision should be made for the accommodation needs of small and medium sizes enterprises within both existing employment sites and new allocations.

The infilling or the partial or complete redevelopment of existing employment sites will be supported subject to the consideration of potential impacts to their surroundings against the relevant policies in the Local Plan and national policy, in particular those sites located in the Green Belt.

All land currently or last used for employment purposes will be protected where a site continues to make a viable contribution to economic development within the Borough. However, in order to ensure land used for economic development continues to provide jobs in the local economy, where a site is proven to be no longer viable for employment uses, a proposal for change of use to a non B-use class may be considered acceptable.

For proposals that would involve the change of use or loss of any land used for employment purposes, evidence must be provided to demonstrate that the land or unit under consideration is no longer viable for a B-use class. The evidence provided should consider each of the six tests listed below in order to demonstrate to a sufficient level that market signals indicate that there is no

reasonable prospect of the site being used for employment purposes and/or that an alternative land use would support sustainable local communities.

The six tests are:

- Whether the site is allocated or designated for employment land. Such sites will be given greater protection.
- Whether there is an adequate supply of employment sites of sufficient quality in the locality to cater for a range of business requirements. This would involve an assessment of vacant units or land currently being marketed.
- Whether the site is capable of being serviced by a catchment population of sufficient size. This may include consideration of whether there is a suitable balance between population and employment in the relevant area settlement, what the impact of employment loss on commuting patterns might be and whether there would be a detrimental impact on the local economy from loss of the employment land. This will be particularly relevant in rural locations.
- Whether there is evidence of active marketing. For allocated or designated sites evidence of active marketing should be submitted. This should be for a continuous period of 24 months and should be through a commercial agent with local or sub-regional practice connected to Rugby Borough, at a price that genuinely reflects the market value in relation to use, condition, quality and location of the floor space. A professional valuation of the asking price and/or rent will be required to confirm that this is reasonable.
- Whether redevelopment of the site for employment use could be brought forward, taking account of site characteristics (including physical factors, accessibility and neighbouring uses). If employment redevelopment is not viable, whether mixed use redevelopment could be brought forward. It must be demonstrated that consideration has been given to alternative layouts and business uses, including smaller premises with short term flexible leases appropriate for SMEs.
- Whether firms are likely to be displaced through redevelopment, whether there is a supply of alternative suitable accommodation in the locality to help support local businesses and jobs and whether this would promote or hinder sustainable communities and travel patterns.

6.3. Rugby's existing employment land stock is characterised by a range of employment sites, in terms of age, size, and quality/condition. The Borough's nationally central location places Rugby equally accessible to both the East Midlands and West Midlands, and its position next to the M1 and M6 (as well as M45 and M69) motorways allows good access to the north-west, north-east and south-east of England, including London. This makes Rugby an attractive location for industrial development of all kinds.

6.4. Development of employment land over recent decades has seen a number of large, distribution units constructed around Junction 1 of the M6 at Central Park and Swift Valley, as well as more recent, and ongoing, provision of employment land at Rugby Gateway following allocation of this site in the Core Strategy. By comparison, older employment sites that accommodate small to medium sized enterprises including manufacturing are more commonly located around the edge of the town centre at Butlers Leap, Paynes Lane and Somers Road.



6.5. It is important that the diverse range of industrial sectors that make-up employment provision in the Borough is protected and maintained to offer choices of employment opportunities to both employers and potential employees. The most effective way to achieve this is by protecting different types of employment land, within the context of a flexible policy that is able to deal with potentially changing economic conditions over the plan period. Many of the Borough's existing strategically significant employment sites provide for smaller units in a mix of B class uses. These sites will continue to provide opportunities for a range in type and scale of employment development, including where intensification opportunities exist, along with the employment sites allocated in the Core Strategy and proposed for allocation in this Local Plan. Particular attention should be given to providing opportunities for smaller units in the range of 5,000-50,000 sq. ft. to meet the accommodation needs of small and medium sized businesses in line with the evidence of employment floorspace needs.

6.6. In recent years, the Council has experienced some interest from businesses to develop alternative uses on employment sites protected for B use classes. Policy ED1 and its supporting text therefore includes flexible provisions for the release of employment land previously in B use class where there is no reasonable and viable prospect of a site continuing to be used for this purpose.

6.7. To demonstrate there is no reasonable prospect of a site or unit for being used for its allocated or designated employment use, an applicant must submit evidence which shows consideration of each of the six tests outlined in the policy. The six tests which include the requirement for two years of marketing for the release of employment land or units on designated employment sites have been selected based on evidence originally contained in the DTZ Coventry, Solihull and Warwickshire sub-regional employment land study (2007).

6.8. This evidence was reviewed as part of the GL Hearn (2015) Rugby employment land study and the tests suggested by this evidence, to decide on proposals for the release of employment land, were considered to "remain relevant".

6.9. In relation to the provisions of Policy ED1, designated employment sites in Rugby Borough are shown on the Policies Map and are listed as follows:

**Existing Strategically Significant Employment Sites**

Ansty Park  
 Butlers Leap (including Arches and Avon) Industrial Estates  
 Central Park  
 Glebe Farm Industrial Estate  
 Midland Trading Estate  
 Paynes Lane Industrial Estate  
 Rugby Cement Works  
 Somers Road Industrial Estate  
 Swift Park  
 Swift Valley  
 Valley Park

Dunchurch Trading Estate Europark Lawford Heath Industrial Estate Former Peugeot Site, Ryton Rolls Royce, Ansty Shilton Industrial Estate
<b>Core Strategy Allocations</b>  Rugby Gateway* Rugby Radio Station**
<b>New Local Plan Allocations</b>  Coton Park East, Castle Mound Way South West Rugby, Land south of Cawston Spinney

\*Under construction with part of site now built out

\*\*With existing planning permission

### **Policy ED2: Employment Development Within Rugby Urban Area**

New employment development within use classes B1(b), B1(c), B2 and B8 will be permitted within the urban area boundary, including new land within an amended urban area boundary following new allocations made in this Local Plan. Any such developments will be subject to compliance with all other relevant policies in the Local Plan and national policy.

Applicants will be required to demonstrate that any potential impacts on neighbouring land uses, particularly those especially sensitive to noise, visual amenity or air quality impacts arising from industrial uses are avoided, or where this is not possible, mitigated to an acceptable level.

New employment development within use class B1(a) Offices will be permitted in Rugby town centre subject to the provisions of the Town Centre policies in this Local Plan.

Office proposals will be permitted on designated employment sites outside the town centre where it is demonstrated that there are no sequentially preferable sites available, or where it can be demonstrated the office proposal is genuinely ancillary, in size and scale, to an existing employment use.

6.10. The two main priorities in providing for employment land in Rugby Borough through the Local Plan are to locate employment land in the most sustainable locations for people to access employment opportunities as easily as possible, and to provide the right conditions (in terms of land supply availability) to allow businesses to grow as and when required. This applies to whether a business

already exists in the Borough and is seeking to expand its operations, or whether a business is looking to relocate from another area and invest in Rugby as a new occupier.

6.11. The priority location for new employment sites will be in and around the Rugby urban area. Policy ED2 aims to ensure that employment land is provided close enough to residential development to allow good access for the resident work force in the Borough, without unduly impacting on residential amenity. It also ensures employment development will be directed towards previously developed land as a priority.

6.12. However these considerations also need to be balanced against the fact that different types of employment land have different requirements. For example, a storage or distribution company would be likely to favour a large site with enough space to accommodate a warehouse unit and provide excellent access to the strategic highway network. In contrast, a company renting office floor space is more likely to favour a central location near to a choice of public transport options to provide good accessibility for their staff.

6.13. Policy ED2 is applicable to all new employment development whether new build, conversions, changes of use, or expansion.

### **Policy ED3: Employment Development Outside Rugby Urban Area**

With the exception of those sites allocated for employment purposes in this Local Plan, or with a current B use class, employment development will not be permitted outside the Rugby urban area except in the following circumstances:

- Conversion of a building for employment purposes, subject to its location and character, including historic or architectural merit, being suitable for the proposed use and it having been in existence for at least ten years; or
- Redevelopment, at a similar scale, of an existing building or vacant part of an existing employment site for employment purposes, where this would result in a more effective use of the site; or
- Sustainable expansion of an existing group of buildings for business uses where the site is readily and regularly accessible by means of transport other than the private car; or
- A building or structure related to agriculture, horticulture or forestry where it is genuinely required as an ancillary use for an existing rural employment development.

To be considered acceptable, any proposals meeting one of these exceptions must also demonstrate compliance with all other relevant policies in the Local Plan, in particular where a proposal is located in the Green Belt.

All proposals will be subject to a thorough assessment to make sure their scale, nature and location are appropriate, including the need to:

- Limit the impact on local communities, the character of the local landscape, and the natural environment;
- Minimise impact on the occupiers and users of existing properties in the area;
- Avoid an increase in traffic generation that would have a severe impact on the local road network, unless suitable mitigation to address the impact can be provided;
- Make provision for sustainable forms of transport wherever appropriate and justified; and
- Prioritise the re-use of brownfield land and existing buildings.

6.14. There is a crucial relationship between the prosperity of rural economies and the management of the countryside as a whole.

6.15. The National Planning Policy Framework (NPPF) emphasises that planning policies should support sustainable economic growth in rural areas by taking a positive approach to new development. Local Plans should promote a prosperous rural economy by supporting the sustainable growth and expansion of all types of business and enterprise in rural areas.

6.16. However rural locations are not always likely to be the most sustainable employment locations in terms of access to both workforce and the local transport network. Policy ED3 therefore looks to encourage proposals for employment development in areas outside the urban area wherever possible, whilst ensuring that the development is appropriate to its rural location and does not cause unacceptable adverse impacts on the local area.

6.17. The provisions of Parish Plans and Neighbourhood Plans will be taken into account when assessing development proposals in rural parts of the Borough.

#### **Policy ED4: The Wider Urban and Rural Economy**

The following forms of development and uses are acceptable in principle both in and outside the urban area, subject to the content of other policies in the Local Plan.

##### **Tourism and Leisure**

- Small-scale tourism, visitor accommodation and leisure based uses, including sport and recreation, particularly those which would help to provide local employment and support rural services;
- Purpose-built visitor accommodation that is directly associated with and related to the scale and nature of an existing use;
- A small-scale expansion of an existing holiday caravan/chalet site where this would secure benefits to its function and appearance;
- Golf courses, golf driving ranges and ancillary facilities;
- New or extended, relative to the scale and nature of an existing development, garden centres and nurseries; or

- Equine and equestrian related activities, wherever practicable using existing buildings and structures.

#### **Farm Diversification**

Proposals that would support the ongoing viability of farms and other agricultural operations will be encouraged, subject to the following criteria being assessed and satisfied:

- Development on best quality agricultural land is avoided;
- Existing buildings and structures can be utilised as much as possible;
- The scale and nature of the development is integrated into the existing landscape, with minimal adverse impact to its character;
- The impact of the proposal on existing properties in the locality is minimal; and
- The generation of vehicular movements is acceptable, and suitable consideration is given to of access and parking.

6.18. Paragraph 83 of the National Planning Policy Framework (NPPF) specifically recommends that, in promoting a strong rural economy, planning policies should:

- promote the development and diversification of agricultural and other land-based rural businesses; and
- support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside.

6.19. The Government's 'Rural Statement' (DEFRA, September 2012) stresses the crucial role of farming and food production in rural life. Many types of development relating to agriculture do not need planning permission or are subject to a notification process. It is also important to ensure that diversification schemes are supported, particularly those that will bring long-standing benefits to the individual farm operations and to the wider rural economy. In particular, the re-use of farm buildings provides opportunities to support new businesses in the countryside in a sympathetic manner.

6.20. While provision in Policy ED4 is made for a wide range of development and activities in the countryside, it is stressed that all schemes will be assessed against the impact that is likely to be caused to the character of the local area as well as the benefits that would arise for rural communities, businesses and the wider local economy.

## CHAPTER 7: RETAIL AND THE TOWN CENTRE

7.1. Town centres across the country have faced a number of challenges in recent years and the role of town centres has changed. Rugby town centre, like other centres, needs to change and adapt to meet these challenges, particularly from the increased competition from the out of town retail parks and from neighbouring town centres.

7.2. As part of this there is a need to develop policies that ensure the Town Centre can build on its offer in the following areas: independent shopping experience, leisure activities, cultural offerings and by making more of its historical assets to help shape the physical environment. A further consideration would also be connectivity within the town centre, ensuring that it is accessible to both the residents of the Borough and to visitors from elsewhere. Achieving this would reinvigorate the town centre as a destination in its own right and also encourage shoppers who visit Rugby's out of town shopping parks to link their shopping trips.

7.3. The Rugby Retail and Main Town Centre Uses Study (Retail Study) November 2015 provides an up to date health check of the Town Centre and an assessment of comparison and convenience floor space need for Rugby Town Centre up to 2030. The study also reviewed the Town Centre Boundary, Primary Shopping Area (PSA) and introduces primary and secondary shopping frontages in accordance with the NPPF.

7.4. The Town Centre boundary has been contracted to ensure that the future development of town centre uses is focused in closer proximity to existing commercial uses. The primary shopping frontages are identified within the Primary Shopping Area (PSA), as identified on the Town Centre Policies Map, and these areas include a high proportion of retail uses which may include food, drinks, clothing and household goods. The primary shopping frontages are the core areas of the town centre that mainly serve a retail function. Secondary shopping frontages are also identified which are mainly within the PSA. These areas contain a high proportion of units in A1 use but are typically below 60% and offer a broader mix of non-retail uses such as personal services (e.g. beauty salons), financial and business services (e.g. banks, property agents, etc.) and food and beverage outlets (e.g. cafés, restaurants, etc.). This reflects the NPPF's definition of secondary frontages which are described as providing "greater opportunities for a diversity of uses such as restaurants, cinemas and businesses" (NPPF Annex 2: Glossary).

7.5. The following town centre planning policies will form part of an overall Town Centre Action Plan which has been developed with key stakeholders involved in the town centre.

### **Policy TC1: Development in Rugby Town Centre**

Proposals for the redevelopment and refurbishment of the existing natural and built environment and public space, including new development proposals, within the town centre (as defined on the Town Centre Policies Map) will demonstrate high quality design that complements and enhances the existing environment and townscape in a manner which contributes to local distinctiveness and a sense of place.

7.6. The enhancement of Rugby Town Centre is vital and Policy TC1 seeks to ensure that any changes improve the town centre, adding to its vitality and vibrancy, whilst retaining or enhancing important characteristics. The adopted 'Town Centre Vision and Action Plan 2016-2020' has as its central vision: "A prosperous and attractive town centre which complements and connects to the retail parks on Leicester Road, offering a wide range of shops, leisure and entertainment opportunities for both residents and visitors, alongside public services and new homes for residents."

7.7. In assessing proposals for town centre schemes, the Council will seek to ensure that such proposals are compatible with the scale, nature and character of the town centre. This is important given the historic nature of the town centre and proposals will have to be of an appropriate scale and design quality in order to be successfully integrated.

#### **Policy TC2: Rugby Town Centre – New Retail and Town Centre Uses**

New retail floor space will be provided in Rugby Town Centre as set out below:

	2020	2025	2030
Convenience (net sqm)	266	515	732
Comparison (net sqm)	1508	4652	7850

All proposals for retail, office or leisure uses on sites not within Rugby Town Centre in excess of 500 sqm gross floor space, including extensions of existing units and variation of conditions, must be accompanied by an impact assessment. This assessment must meet the requirement of national policy and established best practice and demonstrate that the proposal will not harm the vitality or viability of any nearby centres. All such proposals must also comply with the sequential approach, as set out below and in national policy, to ensure that development is on the most central site available.

In order to sustain and enhance the vitality and viability of the town centre, new proposals for meeting the retail floor space requirements will be permitted firstly within the Primary Shopping Area, and for other main town centre uses<sup>1</sup> within Rugby Town Centre boundary, (as defined on the Town Centre Policies Map) followed by Edge-of-Centre locations, then Out-of-Centre sites that are in accessible locations, well connected to the Town Centre and capable of generating benefits for the centre's overall vitality and viability, through linked pedestrian trips and increased footfall or, in relation to bulky goods retailing, are located immediately adjacent to existing retail warehousing.

<sup>1</sup> Retail development (including warehouse clubs and factory outlet centres), leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls), offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Throughout the lifetime of this Local Plan the Council will periodically update its Retail and Main Town Centre Uses study in order that it can respond and continuously review its approach to the town centre and requirements for retail investment in particular.

7.8. The Rugby Retail and Main Town Centre Uses Study 2015 (Retail Study) assessed the qualitative and quantitative need for convenience (food) and comparison (non-food) retail development across the Borough up to the period of 2030.

7.9. The Retail Study identifies that, at the time of adoption of this Local Plan, demand for new retail floor space in the short to medium term is likely to be met at the Elliots Field Retail Park (EFRP). The floor space requirement contained within Policy TC2 could, in the main, be met through the reoccupation of vacant prime retail floor space in the town centre<sup>2</sup>.

7.10. Consequently, Policy TC2 does not seek to allocate sites to meet this short term need and instead applies a sequential approach to meeting the floor space requirements identified, ensuring that sites within the PSA are considered first and then edge of town centre locations. Policy TC2 will also ensure that any proposals benefit the vitality and viability of the town centre.

7.11. Due to the opening of new retail units at EFRP, Technology Drive and Junction One Retail Parks after the Retail Study was completed, the full impact of the retail parks effect on shopping patterns and the town centre has not been established at the time of writing. In time, the trading patterns that become established could have an impact on the floor space capacity for Rugby Town Centre. Further to this, the Retail Study highlights that the capacity forecast beyond five years should be treated with caution, as it is based on various layers of assumptions and forecasts with regard to the trading performance of existing centres and stores, the growth in population and retail spending, constant market shares, etc. The Council will therefore regularly update its retail and town centre evidence base, identifying the trading patterns that emerge across the town and providing new development in the town centre accordingly.

7.12. National guidance requires local planning authorities to apply the sequential approach to planning applications for main town centre uses that are not in an existing centre and not in accordance with an up to date Local Plan. Policy TC2 sets out the order of sequentially preferential locations for new investment working from the core of the town centre outwards. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. This approach helps maintain the vitality and core function of the town centre through directing new proposals for the main town centre uses to this area first which in turn supports the local economy and promotes more sustainable patterns of development.

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<sup>2</sup> Vacant units identified in Clock Towers Shopping Centre and the Swan Centre comprises a floor area of 1,036m<sup>2</sup> net sales. This could support the majority of identified forecast comparison retail floor space capacity for the town centre in the short term (i.e. 1,508m<sup>2</sup> net sales in 2020).



7.13. In accordance with Paragraph 88 of the NPPF the sequential test does not apply to applications for small-scale rural offices or other small-scale rural development; applicants are urged to partake in pre-application discussions with the Local Authority in relation to such schemes.

7.14. National guidance also requires an impact assessment to accompany planning applications for retail, leisure and office development outside of Town Centres, which are not in accordance with an up to date Development Plan and exceed 2,500 sq m, or any locally set floor space threshold. The Rugby Retail and Main Town Centre Uses study highlighted that Rugby Town Centre is potentially vulnerable to increasing competition from out-of-centre retailing, the growth of internet shopping and scale of units which it considers to be unlikely to trade as a purely local facility. Policy TC2 sets a floor space threshold for retail, leisure and office development (including change of use applications and applications seeking variations of conditions) of 500 m<sup>2</sup> gross and above, to demonstrate that they will not have a significant adverse impact on Rugby Town Centre, either on their own or cumulatively with other commitments in the area, in accordance with the NPPF.

7.15. Notwithstanding the use of a lower locally set impact threshold, it is important that the scope of any Retail Impact Assessment (RIA) undertaken in support of planning applications is discussed and agreed between the applicants and the Council at an early stage in the pre-application process. The level of detail included within a RIA should be proportionate to the scale and type of floor space proposed and should be agreed between the Council and applicant on a case-by-case basis. The health of town centres (including vitality and viability indicators) and town centre or retail strategies should be considered as part of the assessment. Where there is clear evidence that a proposal is likely to lead to significant adverse impacts, applications will be refused.

### **Policy TC3: Primary Shopping Area and Shopping Frontages**

#### Primary Shopping Area (PSA)

The Primary Shopping Area (PSA), as defined on the Town Centre Policies Map, is the overall area where retail frontages are concentrated. Within the PSA proposals for development, redevelopment or change of use, will be permitted where the proposed ground floor use is to be changed to retail (use class A1).

Non-A1 uses proposed within the Primary Shopping Area but outside of a Primary or Secondary frontage will be assessed on a case-by-case basis in relation to future potential impact on the vitality and viability on the town centre.

#### Primary Shopping Frontage (PSF)

Within the PSF, as defined on the Town Centre Policies Map, the change of use of ground floor Class A1 shop premises to use classes A2-A5 will be permitted where the proposed use would not undermine the retail function of the town centre and would maintain and enhance its vitality and viability.

The determination of each application will have regard to the following factors:

- The number and distribution of other existing and committed non-A1 uses within the defined primary shopping frontage should be no more than 40 % of the units within the PSF (including any premises subject to Permitted Development changes of use);
- The location and prominence of the premises;
- The length of any vacancy of the premises and evidence of marketing for the current permitted use;
- The nature and character of the proposed use; and
- The design of the shop-front.

#### Secondary Shopping Frontage (SSF)

Within the SSF, as defined on the Town Centre Policies Map, proposals for main town centre uses (Use Class A1-A5, D1 and D2) will only be permitted where the proposed use maintains and enhances its vitality and viability. Within the Secondary Shopping Frontage (SSF), the percentage of units in non-A1 use would typically be expected to be above 40% although there is no defined threshold.

Regard will also be had to the following factors:

- Coalescence and concentration of uses; and
- The effect on the amenity of other surrounding properties and uses.

#### Within Town Centre Boundary (Outside of the Primary Shopping Area)

The Council will permit retail, business, leisure, arts, cultural and tourism development within the wider town centre (areas outside of the PSA) provided:

- They will not harm the retail function and character of the PSA;
- They will not harm the vitality and viability of the PSA; and
- Where retail uses (class A1) are proposed within the town centre, but outside of the PSA, the applicant must demonstrate there are no suitable alternatives within or immediately adjacent to the Primary or Secondary frontages.

Residential development is encouraged within the Town Centre, providing it does not harm the retail function and character and its' vitality and viability. For all proposals, separate access arrangements to the upper floor space, which could be used for residential, community or employment use, should not be eliminated.

7.16. Policy TC3 seeks to protect and enhance the primary shopping area, with the PSF as the focus for retail uses. The intention is to attract people to the town and place a strong emphasis on the protection of the core of retail activity at the heart of the town centre. Change of use away from A1 to other complementary main town centre uses can occur within the PSF. However, proposals will need to be considered on a case by case basis in terms of the impact on the retail character and function and also on the vitality and viability of the town centre.

7.17. A more flexible approach is applied to the SSF where the proposed use maintains and enhances its vitality and viability. It is important that there is not a concentration or a coalescence of certain uses that would harm the amenity of surrounding properties and uses and the overall character, vitality and viability of the town centre.

7.18. A flexible approach will be taken within the remainder of the town centre where a greater mix of town centre uses will be encouraged. The diversity of uses increases the vitality of the town centre by creating a vibrant mix of activity.

7.19. The use of upper floors in town centres is important to ensure that buildings remain in a good state of repair and also to provide opportunities to introduce other uses such as offices and residential that will have positive benefits for the town centre economy. Where proposals which relate to ground floor uses only are submitted, applicants will be expected to show that they have considered how access arrangements to upper floors can be achieved in the future so that, if required, buildings may be fully utilised. Where upper floors may be considered for residential or office use, this access may need to be independent from the ground floor use.

7.20. There will also be consideration of sui generis uses within the Town Centre, providing that sufficient footfall will still be attracted to the unit and that there is an active frontage (and normally incorporating an element of sales activity) thus not undermining the retail function of the town centre and maintaining and enhancing its vitality and viability.

## CHAPTER 8: HEALTHY, SAFE AND INCLUSIVE COMMUNITIES

8.1. The Council recognises the important role that spatial planning has in the creation of healthy, safe and inclusive communities. Many of the policies of this Local Plan will have an impact on these matters and it is important that community needs are supported through appropriate physical and social infrastructure, as well as other facilities and services that contribute to improving peoples overall quality of life, physical and mental health, and wellbeing.

8.2. New developments can create environments to help all residents make healthy choices, promote active travel and physical activity, and promote access to healthier food, high quality open spaces, green infrastructure and opportunities for play, sport and recreation. Therefore, Local Plans have an important a role in helping to improve health and reduce health inequalities.

8.3. The Borough Council will work with public health leads and health organisations to understand and take account of the health status and needs of the local population throughout the plan period and to ensure development addresses these needs appropriately.

### **Policy HS1: Healthy, Safe and Inclusive Communities**

The potential for creating healthy, safe and inclusive communities will be taken into account when considering all development proposals. Support will be given to proposals which:

- Provide homes and developments which are designed to meet the needs of older people and those with disabilities;
- Provide energy efficient housing to help reduce fuel poverty;
- Design layouts that minimise the potential for crime and anti-social behaviour and improve community safety;
- Contribute to the development of a high quality, safe and convenient walking and cycling network;
- Contribute to a high quality, attractive and safe public realm to encourage social interaction and facilitate movement on foot and by bicycle;
- Seek to encourage healthy lifestyles by providing opportunities for formal and informal physical activity, exercise, recreation and play and, where possible, healthy diets;
- Improve the quality and quantity of green infrastructure networks and protect and enhance physical access, including public rights of way to open space;
- Deliver, or contribute to, new and improved health services and facilities in locations where they can be accessed by sustainable transport modes;
- Provide good access to local shops, employment opportunities, services, schools and community facilities; and
- Do not involve the loss of essential community buildings and social infrastructure.

8.4. National policy is clear that planning has an important role in creating and maintaining healthy, inclusive communities and in facilitating social interaction. Many policies within this Local Plan have an impact on the overall health and well-being of the Borough and Policy HS1 seeks to

ensure that all factors are considered collectively when new development is proposed. Public Health Warwickshire identifies addressing alcohol misuse, smoking in pregnancy, tackling obesity, dementia and wellbeing, falls prevention, reduction in hospital admissions and tackling worklessness and poverty as priorities in Rugby.

8.5. It is important that this Local Plan supports the delivery of social, recreational and cultural facilities and services the community needs. This is not only in the provision of the relevant facilities, but also to prevent the loss of anything that promotes healthy communities. A key element of this is ensuring that sufficient land is made available by good access to all for play, sport and recreation. Policy HS4 safeguarding open spaces should be considered alongside this Policy HS1 in this instance.

#### **Policy HS2: Health Impact Assessments**

Development above the thresholds set out below will need to demonstrate that it would not generate adverse impacts on health and wellbeing:

- All residential development of 150 units and above and where the site area is 5 hectares or above;
- Non-residential development where the area of development exceeds 1ha; and
- Development located on an industrial estate exceeding 5ha,

Where development proposals meet the above criteria, an assessment of potential impacts on health and wellbeing should be demonstrated through:

- A Health Impact Assessment screening report; and
- A full Health Impact Assessment where the screening report identifies that significant impacts on health and wellbeing would arise from the development.

Where required, Health Impact Assessments should be prepared in accordance with the advice and best practice for such assessments as published by the Department of Health and other agencies, such as the Coventry and Rugby Clinical Commissioning Group, Public Health Warwickshire, University Hospitals Coventry and Warwickshire NHS Trust.

Where it is demonstrated that a development proposal would have a significant adverse impact on wellbeing, the Borough Council may require appropriate mitigation measures through planning conditions, financial or other contributions secured through planning obligations and/or the Council's CIL charging schedule.

8.6. Health Impact Assessments (HIAs) are an important tool for understanding the potential impacts upon wellbeing arising from development proposals. HIAs aim to both reduce adverse impacts from development on wellbeing and maximise positive effects. This is achieved through providing a holistic approach to wellbeing which seeks to complement, but not replicate, the Local Plan's infrastructure policies. An assessment on wellbeing is required of development as allocated

within this Local Plan as well as proposals promoted through the development management process to ensure more localised impacts are identified.

8.7. Where required, HIAs must identify the potential impact development may cause and propose relevant measures to mitigate the impacts. Screening reports and HIAs should contain a proportionate level of detail in relation the scale and type of development proposed. The Borough Council recommends that a screening report or full assessment is conducted at the earliest opportunity to ensure that wellbeing is appropriately considered. This can take the form of a standalone assessment or as part of a wider Environmental Impact Assessment (EIA). The thresholds identified within the policy are consistent with EIAs to ensure development proposals below the defined threshold are also encouraged to consider potential impacts on health through the design process, where appropriate. A HIA may identify impacts that need to be addressed by a range of mitigation measures, such as design solutions incorporating green infrastructure or measures to improve air quality including travel measures.

**Policy HS3: Protection and Provision of Local Shops, Community Facilities and Services**

Proposals that would result in a significant or total loss of a site and/or premises currently or last used for a local shop, post office, public house, community or cultural facility or other service that contributes towards the sustainability of a local settlement or the urban area will not be permitted except where the applicant demonstrates that:

- Alternative provision of equivalent or better quality, that is accessible to that local community, is available within the settlement or will be provided and made available prior to commencement of redevelopment; or
- There is no reasonable prospect of retention of the existing use as it is unviable as demonstrated by a viability assessment and all reasonable efforts to secure suitable alternative business or community re-use been made for a minimum of 12 months or a period agreed by the Local Planning Authority prior to application submission.

Provision of new community facilities and services will be supported provided that:

- It is readily accessible by a choice of means of transport, including by foot and cycle;
- The nature and the scale of the development would be commensurate with its function to provide facilities for the local resident population. The nature and scale of service provision will reflect and relate to the size and function of the individual settlement; and
- The development would not adversely affect the vitality and viability of the Town Centre or any planned town centre development.

8.8. Every settlement has buildings or amenities that play a vital role in day to day life, such as community centres, libraries, village shops, post offices or pubs. Local life would not be the same without them, and if they closed it would be a real loss to the community.

8.9. National guidance requires local planning authorities to take into account the importance of local shops and services to communities when considering planning applications affecting such facilities. The guidance states that planning policies and decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

8.10. Policy HS3 requires applicants submitting any proposal to redevelop an existing local facility to an alternative use, which would not be of benefit to the community and would result in a significant or total loss of that service or facility, to either provide alternative provision or demonstrate that there are no suitable, viable alternative community uses. Where decisions on viability are finely balanced, a third party will be expected to advise the Borough Council and this will be at cost to the applicant.

8.11. Current inadequate profitability of a facility will not, however, be considered a sufficient reason in itself to merit its loss as the future potential of the premises as a local service or community facility could be made more viable or run in an alternative manner such as a social enterprise. On this basis, the Council must also be satisfied that there is no other interested party prepared to re-open the facility or that there is no scope for an alternative community use.

8.12. In terms of demonstrating that all reasonable efforts to secure a suitable alternative community re-use has been explored, applicants will firstly be expected to demonstrate that they have consulted the Parish and the Borough Council. The applicant will be expected to demonstrate that the premises has been marketed for a period of 12 months or a period agreed by the Local Planning Authority prior to application submission, before the Council will consider a change of use and the valuation attributed to the property should properly reflect its current use.

8.13. Applicants proposing the provision of new local services or facilities should engage with both the Council and local community to ascertain the needs in the area. It is imperative that the Council works closely with partnership organisations such as service providers, transport operators and neighbouring authorities to support and enhance an accessible public transport system that affords residents access to a wider range of local services and community facilities.

<b>Policy HS4: Open Space, Sports Facilities and Recreation</b>		
A. Residential development of 10 dwellings and above, shall provide or contribute towards the attainment of the Council's open space standards set out below:		
	<b>Urban Area</b>	<b>Rural Area</b>
<b>Children's Play</b>	0.2 ha per 1,000 pop'n	0.2 ha per 1,000 pop'n
<b>Natural and Semi Natural Green Space</b>	2.5 ha per 1,000 pop'n	2.5 ha per 1,000 pop'n
<b>Parks and Gardens</b>	1.5 ha per 1,000 pop'n	1 ha per 1,000 pop'n
<b>Amenity Green Spaces</b>	1.1 ha per 1,000 pop'n	0.5 ha per 1,000 pop'n
<b>Allotments</b>	0.65 ha per 1,000 pop'n	0.8 ha per 1,000 pop'n
<b>Outdoor Sports Playing pitches</b>		

<p><b>Football Pitches</b></p> <p><b>Cricket Pitches</b></p> <p><b>Rugby Pitches</b></p>	<p>0.38 ha per 1000 pop'n</p> <p>0.23 ha per 1000 pop'n</p> <p>0.32 ha per 1000 pop'n</p>
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As a default, Rugby's average household size of 2.4 people per dwellings (Census 2011 or any subsequent update) should be used to identify the population of new developments and its subsequent open space requirement. Account will be taken of the existing open space provision within the ward or parish the development proposal is located within (contained within Appendix 4). Contributions through CIL/S106 will be sought from developments where the proposal would further increase an existing deficit in provision or where the proposal will result in the provision standards not being met within the ward or parish it is located within. For the outdoor sports playing pitches account should be taken of the latest Playing Pitch Strategy standard to ascertain whether the demand arising from a proposed development can be met within the existing network of accessible playing pitches that are of sufficient quality, or whether new or improved quality provision will be required.

Dependent upon the size and layout of the development, the provision of open space, may be required on-site or may form part of a contribution towards off-site provision of either new or improved facilities. In such circumstances off-site provision towards local facilities should be made in a location which adequately services the new development and a planning obligation may be used to secure this.

Developer contributions will also be spent on built recreation facilities where justified by an increase in population.

B. New open space should be accessible and of high quality, meeting the following criteria:

- Be appropriately maintained, if necessary, through the use of developer contributions;
- Be secure and safe;
- Attractive in appearance;
- Enhance the natural and cultural environment;
- Conveniently accessed and facilitates access to other areas of open space, including the countryside;
- Facilitates access by a choice of transport; and
- Avoid any significant loss of amenity to residents, neighbouring uses or biodiversity.

C. Public open space, sports and recreational buildings and land, including playing fields within Open Space Audit evidence and/or defined on the Policies Map and/or last in sporting or recreational use should not be built upon unless:

- An assessment has been undertaken which has clearly shown the open space, building or land to be surplus to requirements; or
- It can be demonstrated that the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or



- The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Planning permission will be granted for development, which enhances the quality and accessibility of existing open space providing it accords with section B of this Policy.

8.14. The Open Space Audit, Built Facilities and Playing Pitch Strategy 2015 (and any subsequent updates) has helped inform the open space standards contained within Policy HS4. The standards will underpin future decisions around existing and proposed new open spaces and sport and recreation facilities across the Borough and, together with the factors set out within the Open Space Audit, Built Facilities and Playing Pitch Strategy include accessibility standards and the types of improvements sought. The current open space provision standard is contained within Appendix 4 and will be periodically updated within the Planning Obligations SPD.

8.15. All open space of public value can be defined as primarily open land, whether green or hard surfaced and areas of water including canals, which offer important opportunities for sport and recreation and can act as a visual amenity.

8.16. The provision of public open space in association with new developments provides an important link to Green Infrastructure provision assisting in promoting access to nature where uses are compatible, and also helps to provide a good quality of life. New developments which require open space provision will be expected to create new open spaces on-site in accordance with the standards. The provision of new open spaces and improvements to existing sites, should be in keeping within the environment it is set within and of high quality to enable users to enjoy their visit in a safe environment.

#### **Policy HS5: Traffic Generation and Air Quality, Noise and Vibration**

Development proposals should promote a shift to the use of sustainable transport modes and low emission vehicles (including electric/hybrid cars) to minimise the impact on air quality, noise and vibration caused by traffic generation. Proposals should be located where the use of public transport, walking and cycling can be optimised. Proposals should take full account of the cumulative impact of all development including that proposed in this Local Plan on traffic generation, air quality, noise and vibration. Development proposals should complement the Air Quality Action Plan.

Development throughout the Borough of more than 1,000 sqm of floorspace or 10 or more dwellings or development within the Air Quality Management Area (see Appendix 8) that would generate any new floorspace must:

1. Achieve or exceed air quality neutral standards; or

2. Address the impacts of poor air quality due to traffic on building occupiers, and public realm or amenity space users by reducing exposure to and mitigating their effects, proportionate to the scale of the development. This can be achieved using design solutions that include:

- Orientation and layout of buildings, taking into account building occupiers, public realm and amenity space users;
- Appropriate abatement technologies; and
- Urban greening appropriate for providing air quality benefits.

3. Where air quality neutral standards are not met, measures to offset any shortfall will be required, according to the following hierarchy:

- On-site measures; then
- Off-site measures; then
- Financial contributions.

4. Address the adverse impacts of noise and vibration on existing and future occupiers and users of the public realm.

8.17. The Air Quality Management Area (AQMA) shown in the map at Appendix 8 identifies where, in Rugby Borough, levels of air quality are generally worse than national standards. The Council seeks to reduce air pollution in order to contribute to achieving national air quality objectives. Poor air quality includes high concentrations of particulate matter (such as PM10 and PM2.5) and nitrogen dioxide (known as NO<sub>2</sub>) which have a direct and adverse impact on the health and life expectancy of people and on the natural environment. Rugby's Air Quality Strategy and improvement plan contains measures to improve air quality in Rugby. The strategy promotes modal shift towards public transport and low and zero emission vehicles and raises awareness of air quality issues. It identifies planning policies to be a key action in improving local air quality through influencing developments, particularly within the AQMA or for roads which affect it, to consider air quality impacts. Transport is the primary cause of air quality issues in these areas. Major development proposals, or those located within the AQMA have the potential to add significant quantities of additional road vehicles on to the transport network which, unless addressed, is likely to have a negative impact on air quality, noise and/or vibration in general. Transport is the primary cause of air quality issues in these areas. Major development proposals, or those located within the AQMA have the potential to add significant quantities of additional road vehicles on to the transport network which, unless addressed, is likely to have a negative impact on air quality, noise and/or vibration in general and specifically within the AQMA, either through additional traffic volumes or reduced traffic speeds. Requiring development that has an impact on air quality to deliver measures to reduce air pollution on the Borough's roads will help address the areas worst affected by poor air quality. This is consistent with national policy which stresses the need to ensure that policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts from individual sites in local areas.

8.18. Developments that are air quality neutral will help to minimise air pollution within the AQMA. The policy aims to ensure that air quality neutral development is supported, whilst ensuring development that has an impact on air quality within the AQMA (or major developments that can affect the AQMA) is appropriately mitigated.

8.19. In some circumstances air quality, noise or vibration assessments will be required to quantify the effects of development and set out mitigation measures to address impacts. Mitigation may be secured by legal agreement, and will follow the mitigation hierarchy outlined in the policy. Appropriate mitigation measures and a programme of implementation (if required as part of a construction management plan) to address impacts associated with air quality, noise and/or vibration, will need to be demonstrated. This may include highway infrastructure improvements, traffic management, or support for public transport services, alterations to design or materials, and/or landscaping, together with details associated with construction management plans.

8.20. The Council will be producing an Air Quality Supplementary Planning Document (SPD) which will assist in the determination of planning applications in line with the NPPF. Development proposals will be considered with regard to the Council's Air Quality SPD, including where necessary undertaking an Air Quality Assessment and appropriate mitigation.

## CHAPTER 9: NATURAL ENVIRONMENT

9.1. A healthy natural environment is of vital importance to people, places, the economy and nature itself. Therefore it is appropriate that the Council seeks to protect the natural environment and strives for net gains in biodiversity. The natural environment provides a wide range of important benefits, including areas for recreation and education, healthy food, and clean water and air. However, the fragile state of our natural environment means that it is important that we protect and enhance it to ensure that future generations can also benefit from these areas. Furthermore, we should seek to create new green infrastructure assets and restore degraded ones.

9.2. The Borough has number of different natural landscape characteristics as identified within the Landscape Assessment of the Borough of Rugby 2006 and the Landscape Sensitivity Study 2016. The Borough also contains a large number of environmental assets, including features of historic interest, geological/geomorphological significance and particular habitats of nature conservation interest. These range from Sites of Specific Scientific Interest (SSSI's), Local Nature Reserves and significant tracts of woodland deemed to be of ancient origin. There are also many other sites and features that are subject to non-statutory designations, such as Local Wildlife Sites identified through the Habitat Biodiversity Audit, that reflect their particular contribution to biodiversity.

9.3. Through the policies set out below and elsewhere in this Local Plan, the Council will aim to assist in maintaining the current high quality of the natural environment, particularly sensitive habitats and areas of landscape value. It will also aim to improve the quality of the natural environment, particularly in areas where there are opportunities to improve public access and enjoyment of such assets and deliver opportunities to improve habitat connectivity both within the Borough and the wider sub-region.

### **Policy NE1: Protecting Designated Biodiversity and Geodiversity Assets**

The Council will protect designated areas and species of international, national and local importance for biodiversity and geodiversity as set out below.

Development will be expected to deliver a net gain in biodiversity and be in accordance with the mitigation hierarchy below. Planning permission will be refused if significant harm resulting from development affecting biodiversity cannot be:

- Avoided, and where this is not possible;
- Mitigated, and if it cannot be fully mitigated, as a last resort;
- Compensated for.

#### Sites of International and European Importance

Development that is likely to result in an adverse effect on the integrity of any European site (either alone or in combination), will not be permitted unless:

- There are no alternative solutions; and
- There are imperative reasons for overriding public interest; and
- Adequate compensatory measures can be taken to ensure the overall coherence of Natura 2000 is protected.

As per the requirements of the Habitat Regulations.

Sites of International or European Importance Include: Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites.

#### Sites of National Importance

Development affecting nationally important Sites of Special Scientific Interest (SSSIs) either directly or indirectly will only be permitted in exceptional circumstances where the benefits of development clearly outweigh the impacts on the site or species.

#### Sites of Local Importance

Development likely to result in the loss, deterioration, degradation or harm to habitats or species of local importance to biodiversity, geological or geomorphological conservation interests, either directly or indirectly, will not be permitted for Local Nature Reserves (LNRs); Local Wildlife Sites (LWS), Local Geological Sites (LGS), European and UK protected species, or Biodiversity Action Plan habitats unless:

- The need for, and benefits of, the development in the proposed location outweighs the adverse effect on the relevant biodiversity interest. All Development proposals impacting on local wildlife sites will be expected to assess the site against the 'Green Book'<sup>1</sup> criteria to determine the status of the site and to ascertain whether the development clearly outweighs the impacts on the site;
- It can be demonstrated that it could not reasonably be located on an alternative site that would result in less or no harm to the biodiversity interest; and
- Measures can be provided (and secured through planning conditions or legal agreements), according to the mitigation hierarchy as set out above. The level of protection and mitigation should be proportionate to the status of the habitat or species and its importance individually and as part of a wider network.

#### Ancient Woodland

Planning permission will be refused for development resulting in the loss or deterioration of ancient woodland, and/or the loss of aged or veteran trees found outside of ancient woodland unless the need for, and benefits of, the development in that location clearly outweighs the loss.

All development proposals in the proximity of ancient woodland shall incorporate buffers having regard to Natural England's standing advice.

### Ecological Assessment

All proposals likely to impact on the sites noted above will require an Ecological Assessment. The Ecological Assessment shall include due consideration of the importance of the natural asset, the nature of the measures proposed (including plans for long term management) and the extent to which they avoid and reduce the impact of the development.

<sup>1</sup> The Green Book: Guidance for the Selection of Local Wildlife Sites in Warwickshire, Coventry and Solihull (2015) Local Wildlife Sites Project: Habitat Biodiversity Audit for Warwickshire.

9.4. The Borough contains a wealth of habitats and species of national and local importance which are set out within the Policy NE1. The Borough's existing biodiversity and geodiversity assets provide the building blocks for the natural environment. National planning policy gives great importance to the protection and enhancement of these features.

9.5. Development that has the potential to harm these biodiversity assets and sites of geological interest will not be permitted unless the circumstances set out within Policy NE1 apply. The level of protection given to such features will be proportionate to their status and importance both individually and as part of a wider network. Developers should check for the presence of European protected species on development sites and seek professional advice to ensure that their proposals safeguard any protected species identified. Other protected, rare or endangered species should be taken into consideration with any development proposals. These include those species identified through national and local biodiversity action plans.

9.6. The Council will use planning conditions and/or agreements to secure measures, including financial contributions, to ensure that biodiversity conservation and geological interests are protected. The sympathetic management of existing wildlife sites and the restoration and enhancement of priority habitats, particularly where it would extend or link existing wildlife sites or support the targets within the local Biodiversity Action Plans, will be sought. The Council will also encourage the maintenance and/or enhancement of the connectivity and biodiversity of residential and non-designated green space, for example by using features such as permeable barriers. Ecological assessments should be consistent with the British Standard 42020:2013 Biodiversity Code of Practice for Planning and Development. This British Standard promotes transparency and consistency in the quality and appropriateness of ecological information submitted with planning applications.

9.7. Helping to secure improvements to biodiversity is one of the key roles in achieving sustainable development. Government policy is aimed at halting the net loss of biodiversity and striving for gains. The Government recognises that the loss of habitats and species, whether designated sites or not, is a key issue to be addressed. In this respect the Council considers that virtually all habitats have a biodiversity value from arable to ancient woodland. In the Warwickshire, Coventry and Solihull sub-region biodiversity net gain is measured through the use of locally derived Defra Metrics available from Warwickshire County Council, although other comparable measures may be considered.

9.8. Developers will be required to take measures during the development process to prevent the disturbance of wildlife and to make provision for the protection and subsequent retention of natural

features and necessary supporting habitats, such as ponds, hedgerows, ditches and trees which are to be retained. Where loss of habitat is unavoidable, adequate mitigation measures should be undertaken and only where this is not possible, adequate compensation measures should be implemented. In this instance development proposals should be guided by the Council's approach to biodiversity offsetting (or equivalent) as set out in the Warwickshire, Coventry and Solihull Green Infrastructure Strategy, or any subsequent update to this document and national policy. In all instances, the long term management and maintenance of ecological features must be demonstrated. In order to assist in ecological assessments the Warwickshire Biological Records Centre should be consulted.

#### **Policy NE2: Strategic Green and Blue Infrastructure**

The Council will work with partners towards the creation of a comprehensive Borough wide Strategic Green and Blue Infrastructure Network which is inclusive of the Princethorpe Woodland Biodiversity Opportunity Areas (also known as the Princethorpe Woodlands Living Landscape), as shown on the Green and Blue Infrastructure Policies Map. This will be achieved through the following:

- The protection, restoration and enhancement of existing and potential Green and Blue Infrastructure assets within the network as shown on the Policies Map; and
- The introduction of appropriate multi-functional corridors between existing and potential Green and Blue infrastructure assets.

Where appropriate new developments must provide suitable Green and Blue Infrastructure corridors throughout the development and link into adjacent strategic and local Green and Blue Infrastructure networks or assets where present.

Where such provision is made a framework plan should be produced as part of the planning application demonstrating the contribution to the overall achievements of the multi-functional strategic Green and Blue Infrastructure network. A management plan, based on delivering the framework plan and detailing how the infrastructure will be managed, may be required by condition.

9.9. Green Infrastructure includes 'Blue' elements such as rivers, streams and ponds. The surface water part of Green Infrastructure is referred to as 'Blue' Infrastructure. It is not only important to protect the existing Green and Blue Infrastructure (GI) network in its current role but also to enhance it, both in its function and where possible in its physical extent. Through new developments there is an opportunity for the enhancement of GI assets particularly through the introduction of appropriate multi-functional corridors between them.

9.10. Where new multi-functional corridors between existing Green and Blue Infrastructure (GI) assets are made from a development site a framework plan will be required which addresses how to achieve the balance of public access and the protection of the existing Green/Blue Infrastructure site's asset. The framework plan should be informed by the GI Study and factor in the following:

- Indicative buffers for the important Green and/or Blue Infrastructure corridors which form part of the strategic networks such as watercourse corridors and disused railway lines;
- Retain sites of historic environmental value;
- Indicative buffers where required to protect important Green/Blue Infrastructure against adjacent developments;
- Retain valued semi natural habitats; and
- Set out the local network of Green/Blue Infrastructure and how it will be managed and developed.

9.11. The Strategic Green and Blue Infrastructure Network that runs through the Borough and connects to networks beyond the administrative boundary contains many different elements, each of which contribute to its overall achievements as a Strategic Green Infrastructure Network. The principal assets of the Strategic Green and Blue Infrastructure Network are watercourse corridors, disused railway lines and Local Sites. It is vital that those elements of the network remain intact and are able to function in their role and Policy NE2 seeks to enable this. New Green and Blue Infrastructure should support the aims of the Biodiversity Action Plan and the aims of the Natural Environment and Rural Communities Act.

9.12. The Sub Regional Warwickshire, Solihull and Coventry Green Infrastructure Study and Rugby Borough Green Infrastructure Study set out that there is a distinct opportunity for improvement in the west of the Borough, where a cluster of ancient woodlands and unimproved or semi improved grasslands are located near to the urban edge of Coventry. This area, identified as the Princethorpe Woodland Biodiversity Opportunity Area (also known as the Princethorpe Woodlands Living Landscape project), is significant in size and is already rich in Green Infrastructure assets. Therefore its inclusion in Policy NE2, as a focus for enhancement of the overall Strategic Green/Blue Infrastructure Network, is extremely important.

9.13. In spite of this importance to the Strategic GI Network the location of the Princethorpe Woodland Biodiversity Opportunity Area is not in a location which will see significant growth and consequently limited developer contributions will be available for its enhancement. The Council realises that opportunities for delivery against Policy NE2 through planning applications are limited, however it considers that this strategic approach to Green and Blue Infrastructure should be embodied in Development Plan policy for the long term. Control of the principal assets of the Strategic Green and Blue Infrastructure Network rest principally with the public sector and partnership working is therefore particularly key to its success.

9.14. It is important to understand the intrinsic value of any asset that may be lost and this will be established through consultation with relevant partners in addition to reference to existing evidence such as Habitat Biodiversity Audits and the Green Infrastructure Study. The Borough has several non-statutory biodiversity sites including Local Wildlife Sites and UK Biodiversity Action Plan sites. As these sites have no protection nationally, the Biodiversity Action Plan and Habitat and Biodiversity Audit information will inform whether the feature should be safeguarded. Within the Borough, there are also distinctive historic and archaeological landscape features. As these sites have no statutory



protection, the Historic Landscape Characterisation and Historic Environmental Records will inform whether the feature should be safeguarded.

**Policy NE3: Landscape Protection and Enhancement**

New development which positively contributes to landscape character will be permitted.

Development proposals will be required to demonstrate that they:

- Integrate landscape planning into the design of development at an early stage;
- Consider its landscape context, including the local distinctiveness of the different natural and historic landscapes and character, including tranquillity;
- Relate well to local topography and built form and enhance key landscape features, ensuring their long term management and maintenance;
- Identify likely visual impacts on the local landscape and townscape and its immediate setting and undertakes appropriate landscaping to reduce these impacts;
- Aim to either conserve, enhance or restore important landscape features in accordance with the latest local and national guidance;
- Address the importance of habitat biodiversity features, including aged and veteran trees, woodland and hedges and their contribution to landscape character, where possible enhancing and expanding these features through means such as buffering and reconnecting fragmented areas; and
- Are sensitive to an area's capacity to change, acknowledge cumulative effects and guard against the potential for coalescence between existing settlements.

9.15. The purpose of Policy NE3 is to ensure that significant landscape features are protected and enhanced and that landscape design is a key component in the design of new development. Planning applications will be required to submit a landscape analysis and management plan in appropriate cases. This should take into account evidence on landscape including the Warwickshire Landscape Guidelines and Assessment of Rugby (2006), Landscape Sensitivity Study – Main Rural Settlements (2016), Rainsbrook Valley Landscape Sensitivity Study (2017), Warwickshire Historic Landscape Characterisation Study, the Warwickshire, Coventry and Solihull Green Infrastructure Strategy and data obtained from the Warwickshire Historic Environment Record.

9.16. When considering historic landscapes Policy NE3 must be cross referenced with Policy SDC3 'Protecting and enhancing the Historic Environment' .

## CHAPTER 10: SUSTAINABLE DESIGN AND CONSTRUCTION

- 10.1. This Local Plan promotes development within the Borough but requires that development should positively contribute to making the Borough a better place. It requires that the highest quality design is embodied in all development that is sensitive to and contributes to enhancing the character of the area in which it is located in.
- 10.2. It is also imperative that new development is of a high quality that is designed to reduce energy consumption and achieves an efficient use of resources. Climate change is a major, global issue and Rugby Borough must take steps to reduce the causes and make plans to respond to the effects at the local level. New development in the Borough must also take into account the consequences of climate change and ensure development is adaptable to changing conditions over its lifetime.
- 10.3. The Sustainable Design and Sustainable Buildings policies seek to achieve high quality, inclusive design alongside the highest viable standards of environmental performance in all development. These policies will be supported by the Council's 'Sustainable Design and Construction' SPD.

### **Policy SDC1: Sustainable Design**

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

Factors including the massing, height, landscape, layout, materials and access should also be a key consideration in the determination of planning applications.

The Council will consider appropriate housing density on a site by site basis with decisions informed by local context of the area in terms of design considerations, historic or environmental integration, local character, identified local need and, where relevant, a Neighbourhood Development Plan.

Proposals for new development will ensure that the living conditions of existing and future neighbouring occupiers are safeguarded.

Proposals for housing and other potentially sensitive uses will not be permitted near to or adjacent sites where there is potential for conflict between the uses, for example, an existing waste management site. Such proposals must be accompanied by supporting information demonstrating that the existing and proposed uses would be compatible and that the proposal has addressed any potential effects of the existing use on the amenity of the occupiers of the proposed development.

Developers should provide adequate off-street storage space for wheeled bins, including storing recycling, to serve all new residential properties, including conversions. This requirement is particularly important in designated Conservation Areas where the visual importance of the street scene has been acknowledged and there is a duty for the area's character and appearance to be

preserved or enhanced. Provision can be in the form of storage space integral to the design of the property, dedicated space externally, in a communal storage area, or in underground waste storage systems.

Proposals relating to the enhanced energy efficiency of existing buildings will be supported in accordance with the most up to date national regulations.

- 10.4. Rugby Borough Council offer applicants pre-application advice to provide assessment and support and to ensure high standards of design. Rugby Borough Council also refers major projects for a national design review (where appropriate). In general, early engagement on design produces the greatest benefits.
- 10.5. In determining applications, great weight will be given to outstanding or innovative designs which help raise the standard of design more generally in the area. Permission will be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 10.6. Rugby Borough Council will not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits).
- 10.7. Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development will be looked on more favourably.
- 10.8. Policy relating to the design and layout of waste storage has been formed in conjunction with the Rugby Borough Works Services Department. Further detail may be found within the RBC 'Refuse and Recycling Policy and Design Guide for Developers'.
- 10.9. National policy requires that local planning authorities set their own approach to housing densities which reflect local character, and this Policy SDC1 does not prescribe densities which developments must adhere to. The purpose of Policy SDC1 is to ensure, through the consideration of residential development proposals, that the Council can influence what is appropriate on a site by site basis according to the contents of Policy SDC1. Bringing forward new development at the right density is important and new development will be expected to harmonise with or enhance the surrounding area. Where development sites are located in or close to Rugby town centre, densities are expected to be significantly higher than other parts of the Borough.
- 10.10. Developers should consider the impact of environmental factors such as high noise areas, areas of low air quality and contaminated land to ensure such sensitive sites achieve relevant statutory compliance/ current best practice guidance and that a high level of sustainable design is achieved.

- 10.11. In addition to Policy SDC1, the Strategic Housing Land Availability Appraisal will be a tool to help inform appropriate densities. The monitoring of previous developments and the overall deliverability of sites will also assist in determining acceptable densities to ensure these densities will not be of a level that will be detrimental to sites coming forward.

**Policy SDC2: Landscaping**

The landscape aspects of a development proposal will be required to form an integral part of the overall design. A high standard of appropriate hard and soft landscaping will be required. All proposals should ensure that:

- Important site features have been identified for retention through a detailed site survey;
- Features of ecological, geological and archaeological significance are retained and protected and opportunities for enhancing these features are utilised (consideration will also be given to the requirements of policies NE1 and SDC3 where relevant);
- Opportunities for utilising sustainable drainage methods are incorporated;
- New planting comprises native species which are of ecological value appropriate to the area;
- In appropriate cases, there is sufficient provision for planting within and around the perimeter of the site to minimise visual intrusion on neighbouring uses or the countryside; and
- Detailed arrangements are incorporated for the long-term management and maintenance of landscape features.

- 10.12. New development should maintain and, where possible, extend the landscape network of a settlement by taking advantage of existing features and creating new features which are appropriate to the location.

- 10.13. Provision should be made for hard and soft landscaping, ideally of a low maintenance nature, including the planting of indigenous trees and other vegetation, ground contouring and the creation of wildlife habitats and other ecological features. Such provision should have regard to the character of the site, its setting and the end users of the development. It can enhance the appearance and environmental quality of the development and help assimilate development into its surroundings and conserve the environment. Existing planting and structures such as walls, as well as topographical, ecological and archaeological features are frequently reflective of local character and distinctiveness and are important for the local environment and as such they should be safeguarded. They can often be satisfactorily and sympathetically incorporated into the landscaping of a development without unduly compromising its design. Depending on the type of development and its location, landscaping may need to be dense and extensive, particularly block structure planting, which will often be needed on the periphery of development where it may be exposed to view and detrimental to the countryside. It can also separate potentially incompatible land uses. The submission of landscape information as part of the development proposal helps to avoid the difficulty of incorporating these features into the scheme at a later stage.

- 10.14. Concept information regarding landscape proposals should be submitted as early as possible in the planning application process. This should include an assessment of how they relate to the overall landscape character of the area, arrangements for incorporating landscaping within the site itself and the species to be used. Any landscaping proposals should have regard to the Warwickshire Landscape Guidelines.
- 10.15. The ongoing maintenance of landscaping is crucial to its effectiveness. It is therefore essential that the responsibility for the maintenance of planting in new development is established prior to the issue of planning consent.
- 10.16. Whilst it is important that landscape aspects are considered in all development proposals, it is accepted that some forms of minor development, such as small domestic extensions, may have little or no impact on landscape features or character. In these cases proposals for new landscaping would not be required.

### **Policy SDC3: Protecting and Enhancing the Historic Environment**

Development will be supported that sustains and enhances the significance of the Borough's heritage assets including listed buildings, conservation areas, historic parks and gardens, archaeology, historic landscapes and townscapes.

Development affecting the significance of a designated or non-designated heritage asset and its setting will be expected to preserve or enhance its significance.

#### **a) Understand the Asset**

Applications with the potential to affect the significance of a heritage asset will be required to provide sufficient information and assessment (such as desk-based appraisals, field evaluation, and historic building reports) of the impacts of the proposal on the significance of heritage assets and their setting.

The Warwickshire Historic Environment Record, the Borough's Conservation Area Character Appraisals and Management Plans, the Local List of non-designated heritage assets, the Warwickshire Historic Towns Study and Historic Landscape Characterisation Study are examples of sources of information that will be used to inform the consideration of future development including potential conservation and enhancement measures.

#### **b) Conserve the Asset**

Great weight will be given to the conservation of the Borough's designated heritage assets. Any harm to the significance of a designated heritage asset must be justified. Proposals causing substantial harm to designated heritage assets will need to demonstrate that the harm is necessary to achieve substantial public benefits sufficient to outweigh the harm or loss. Alternatively it must be demonstrated that all of the following apply:

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

- Conservation by grant funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

Where a development will lead to less than substantial harm to the significance of a designated heritage asset, this will be weighed against the public benefits of the proposal.

In weighing applications that affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the asset.

Non-designated archaeological sites of equivalent significance to scheduled monuments should be considered subject to the criteria for designated heritage assets.

- 10.17. The aims of Policy SDC3 are to manage the historic environment in the most efficient and effective way in order to sustain its overall value, to ensure the proper assessment and understanding of the significance of a heritage asset and the contribution of its setting in the development process.
- 10.18. Policy SDC3 seeks to protect, sustain and enhance designated and non-designated 'heritage assets'. The NPPF defines these as 'A building, monument, site, place, area or landscape as having a degree of significance meriting consideration in planning decisions, because of its heritage interest'. Heritage assets with archaeological interest will require the submission of relevant assessment.
- 10.19. The appearance of new development and its relationship with its surrounding built and natural environment has a significant effect on the character and appearance of an area. Securing new development that can positively contribute to the character of its local environment is therefore of key importance.
- 10.20. Designs need to be sensitive and complimentary to their surroundings but this does not require merely replicating existing styles and imitating architectural details; modern interpretation is possible if informed by a full contextual analysis and proposals promote and reinforce local distinctiveness.
- 10.21. Transport infrastructure, including for example surface treatments, street furniture, signage, road markings and lighting will be expected to be of a high standard of design to conserve and where appropriate enhance the Borough's townscape, and the significance of any affected heritage asset, including their setting.
- 10.22. The Council will take a positive approach to buildings that are on the Heritage Buildings 'At Risk' register and will consider the benefit of any proposal which may conflict with planning policies but which would secure the future conservation of the heritage asset, and outweigh the harm of departing from those policies.
- 10.23. Details of Conservation Area Appraisals and Management Plans, Local Lists, Heritage at Risk Register and Village Design Statements may be obtained via the Council's website or contacting the Planning department for further details. The Warwickshire Historic Environment Record includes

Landscape Characterisation and the Warwickshire Historic Towns Project data, and can be obtained via Warwickshire County Council. The Borough Council, and where appropriate Warwickshire County Council, will continue to maintain, update and make available these documents to help inform change and the conservation of the Borough's heritage assets.

#### **Policy SDC4: Sustainable Buildings**

##### Residential buildings

All new dwellings shall meet the Building Regulations requirement of 110 litres of water/person/day unless it can be demonstrated that it is financially unviable.

##### Non-residential buildings

All non-residential development over 1000 sqm should aim to achieve as a minimum BREEAM standard 'very good' (or any future national equivalent) unless it can be demonstrated that it is financially unviable.

In meeting the carbon reduction targets set out in the Building Regulations and BREEAM standards the Council will expect development to be designed in accordance with the following energy hierarchy:

- Reduce energy demand through energy efficiency measures; then
- Supply energy through efficient means (i.e. low carbon technologies); then
- Utilise renewable energy generation.

Actual provision will be determined through negotiation, taking account of individual site characteristics and issues relating to the viability of development.

The re-use and recycling of surface water and domestic waste water within new development will be encouraged.

10.24. The Council will apply Policy SDC4 to all new dwellings on developments of one dwelling or more and non-residential development of 1000 sq. m or over (changes of use are exempt from this Policy). The threshold set for non-residential development seeks to ensure that the requirements of Policy SDC4 are not imposed on modest structures and therefore avoids unnecessary burdens being placed on their development. Buildings without heating and a water supply will not be required to comply with Policy SDC4.

10.25. The Council will require new development to meet mandatory building regulations, including in relation to energy efficiency.

10.26. The Water Cycle Study 2010 recommended that for water efficiency all new development should meet a minimum efficiency the equivalent of 105 litres per day (as per the Code for Sustainable Homes level 4). This measure was included in the Core Strategy 2011. Given the growth of households

and population in Rugby since the study, the expected water demand and that Rugby falls within an area of 'serious water stress' as defined by Severn Trent, it is considered appropriate to adopt the requirement of 110 litres per person per day, in line with the national standards. The Council has undertaken a Water Cycle Study to update its evidence base and this has confirmed the approach taken in Policy SDC4.

- 10.27. For non-residential development the Council will expect buildings to be designed in line with BREEAM standards which represent best practice in sustainable design for non-residential buildings.
- 10.28. Developments exempt from Policy SDC4 will still be required to meet standards for sustainable construction set out in building regulations and are encouraged where possible to incorporate measures required through Policy SDC4.
- 10.29. It is accepted that there may be instances where achieving the requirements of Policy SDC4 will not be financially viable. Where this is the case the Council will expect applicants to set out in the Sustainable Buildings Statement, by way of a financial appraisal, why the requirements of this Policy cannot be met.
- 10.30. It is important that overall energy demand is reduced before looking to alternative methods of energy generation. Therefore in meeting mandatory carbon reduction targets the Council will expect developments to be designed in line with the energy hierarchy which seeks to minimise energy use first.
- 10.31. Internal space standards have been issued by Government as part of the New National Technical Standards. There is not however an evidenced need for these to date in Rugby Borough, nor has the effect of these on viability been considered. As such these are not intended for inclusion in the Local Plan.
- 10.32. The Council has an adopted Supplementary Planning Document entitled Sustainable Design and Construction. This will be revised to set out further guidance on how to demonstrate compliance with the Climate Change policies in this Local Plan and new National standards.

#### **Policy SDC5: Flood Risk Management**

A sequential approach to the location of suitable development will be undertaken by the Council based on the Environment Agency's flood zones as shown on the latest Flood Map for Planning and Strategic Flood Risk Assessment (SFRA). This will steer new development to areas with the lowest probability of flooding, in order to minimise the flood risk to people and property and manage any residual risk.

If, following application of the sequential test, it is not possible or consistent with wider sustainability objectives for the development to be located in zones with a lower probability of flooding, then the Exception Test can be applied as set out in the NPPF.



Following the Sequential Test, and if required the Exception Test, development will only be permitted where the following criteria are met:

- That the development does not increase flood risk elsewhere;
- Within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; and
- Development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

Land that is required for current and future flood management will be safeguarded from development. Opportunities to reduce the causes and impacts of flooding should be taken where possible.

Applicants will be required to demonstrate how they comply with this Policy by way of a site-specific Flood Risk Assessment (FRA) which is appropriate to the scale and nature of the development proposed, where the development is:

- In Flood Zone 2 or 3 as defined by the Environment Agency's Flood Map or Rugby Borough SFRA;
- Minor development and change of use more than 1ha and in Flood Zone 1;
- Within 20m of a watercourse;
- Adjacent to, or including, any flood bank or other flood control structure; or
- Within an area with critical drainage problems.

The FRA must assess the flood risk from all sources and identify options to mitigate the flood risk to the development, site users and surrounding area.

10.33. The purpose of Policy SDC5 is to direct new development to areas at the lowest risk of flooding first. It will then be necessary to carry out a sequential test to find the most appropriate site which carries the lowest level of flooding risk possible, according to the type of development proposed.

10.34. Rugby Borough Council (together with other authorities) has produced a Strategic Flood Risk Assessment (SFRA), which provides the basis for applying the sequential test. The SFRA includes mapping of Flood Zones and should be used as a reference and basis for consultation. Additional information may be obtained by contacting the Borough Council's drainage engineers. Further information is also available via the Environment Agency, who have maps of the Flood Zones and also a Flood Map for Surface Water.

10.35. The flood zones show the level of risk and therefore appropriate uses within them. The flood zones are; Zone 1, being the low probability zone where all land uses are considered acceptable; Zone 2 which carries medium risk and requires some development to satisfy an exception test, and Zone 3 which has further restrictions and includes the flood plain, which can only be suitable for water compatible and less vulnerable uses. Table 3: Flood risk vulnerability and flood zone 'compatibility' of the National Planning Practice Guidance provides further details of these.

- 10.36. Development proposals that lie adjacent to a canal, river or tributary should ensure that the natural features and functions of the watercourse and its wider corridor are retained, or where possible reinstated and that appropriate habitat buffers are established.
- 10.37. Physical and visual access to watercourses will be promoted where it respects the natural function of the watercourse and sensitive nature of the river corridor as a whole.
- 10.38. Where a development site contains areas identified as flood plain, the development layout design should ensure that no surface water attenuation features are located in Flood Zone 3. There should be an 8 metre easement to allow maintenance and access to all main rivers and to ensure that the river corridor is sensitively managed to support environmental infrastructure (including wildlife corridors) and to protect/improve habitat for Biodiversity Action Plan (BAP) species and/or ecological networks.
- 10.39. Finished floor levels for both residential and commercial buildings must be set a minimum of 600mm above the 1% Annual Exceedance Probability (1 in 100 year) plus climate change flood level. Single-storey residential development will not be permitted in Flood Zone 3 as they offer no opportunity for safe refuge on upper floors. For developments requiring a Flood Risk Assessment, further information is available in the national Planning Practice Guidance (MHCLG), which includes a checklist for site specific assessments.
- 10.40. Development proposals will take full account of the biodiversity value of watercourses and river corridors and their role in supporting local ecological networks. Impacts from lighting, noise and visual disturbances should be avoided or mitigated and opportunities to create, enhance and restore adjacent habitats for biodiversity will be encouraged.

#### **Policy SDC6: Sustainable Drainage**

Sustainable Drainage Systems (SuDS) are required in all major developments and all development in flood zones 2 and 3. Such facilities should preferably be provided on-site or, where this is not possible, close to the site, and:

- Be designed and located outside the floodplain and to integrate with Green and/or Infrastructure functions;
- Be appropriate for the needs of the site;
- Promote enhanced biodiversity;
- Improve water quality;
- Increase landscape value; and
- Provide good quality open spaces.

Infiltration SuDS is the preferred way of managing surface water. The developer will carry out infiltration tests where possible and a groundwater risk assessment to ensure that this is possible and that groundwater would not be polluted. Where it is proven that infiltration is not possible,

surface water should be discharged into a watercourse (in agreement with the Lead Local Flood Authority (LLFA)) at pre-development greenfield run off rates or into a surface water sewer if there is no nearby surface water body.

In exceptional circumstances, where a sustainable drainage system cannot be provided, it must be demonstrated that:

- An acceptable means of surface water disposal is provided which does not increase the risk of flooding or give rise to environmental problems and improves on the current situation; and
- Contributions will be made to off-site SuDS schemes if located in an area known to suffer surface water flooding the development should seek to offer a strategic solution.

10.41. SuDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site, compared with traditional drainage approaches which can cause problems of flooding, pollution or damage to the environment, and may be not sustainable in the long term. SuDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SuDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Proposals should include details of future maintenance of SuDS. Warwickshire County Council is the 'Lead Local Flood Authority' with responsibility for developing, maintaining and monitoring a Local Flood Risk Management Strategy in partnership with other relevant bodies in the area.

10.42. Warwickshire County Council may also introduce its own local standards in addition to national standards. The County Council also has a duty as the lead flood authority to prepare preliminary flood risk assessment maps in accordance with the EU Flood Directive.

10.43. Discharge into the Grand Union Canal or the Oxford Canal will require a separate agreement and licence from the Canal & River Trust and be subject to assessment. Discharging or building structures such as outfalls into an ordinary watercourse requires consent from Warwickshire County Council as the Lead Local Flood Authority.

#### **Policy SDC7: Protection of the Water Environment and Water Supply**

Developers will be expected to ensure that there is adequate water supply to serve existing and proposed developments by:

- Minimising the need for new infrastructure by directing development to areas where there is a guaranteed and adequate supply of water having due regard to Severn Trent's Water Resource Management Plan and Strategic Business Plan as well as the findings of the Water Cycle Study; and

- Ensuring development is in accordance with the Water Framework Directive Objectives and does not adversely affect the waterbodies' ability to reach good status or potential as set out in the River Severn 'River Basin Management Plan' (RBMP).

Development will not be permitted where proposals have a negative impact on water quality, either directly through pollution of surface or ground water, or indirectly through the overloading of Wastewater Treatment Works. Prior to any potential development, consultation must be held with Severn Trent Water to ensure that the required wastewater infrastructure is in place in sufficient time.

Development will not be permitted where the sensitivity of the groundwater environment, or the risk posed by the type of development is deemed to pose an unacceptable risk of pollution of the underlying aquifer.

- 10.44. Severn Trent Water is the appointed water company for the Borough with the responsibility of providing sufficient quantity and quality of water to meet demand whilst minimising the impact on the environment.
- 10.45. Severn Trent's Water Resources Management Plan outlines the ways in which continuous supplies can be maintained and expanded to meet the additional demands made by new developments in the area.
- 10.46. The Environment Agency has recently reformed its water abstraction management in England to take account of growing demand and the subsequent threat to the natural environment.
- 10.47. The Water Framework Directive provides the opportunity to plan and deliver a better water environment and states that all water bodies must achieve a good ecological status by 2027 at the latest. It is important that housing growth does not cause detrimental environmental impacts that will hinder the ability of a water body to meet this target.
- 10.48. River Basin Management Plans (RBMPs) are plans for protecting and improving the water environment and have been developed in consultation with organisations and individuals. They contain the main issues for the water environment and the actions needed to deal with them.

#### **Policy SDC8: Supporting the Provision of Renewable Energy and Low Carbon Technology**

Proposals for new low carbon and renewable energy technologies (including associated infrastructure) will be supported in principle subject to all of the following criteria being demonstrated:

- The proposal has been designed, in terms of its location and scale, to minimise any adverse impacts on adjacent land uses and local residential amenity;

- The proposal has been designed to minimise adverse impacts (including any cumulative impacts) on the natural environment in terms of landscape, and ecology and visual impact;
- There is no unacceptable impact on heritage assets and their setting;
- The scheme maximises appropriate opportunities to address the energy needs of neighbouring uses (for example linking to existing or emerging District Heating Systems);
- For biomass, it must be demonstrated that fuel can be obtained from a sustainable source and the need for transportation will be minimised;
- For proposals for hydropower the application must be supported by a Flood Risk Assessment and Water Framework Directive assessment;
- For wind turbines, the proposed development site is identified as suitable for wind energy development in a Local or Neighbourhood Plan;
- For solar farms proposed on the best and most versatile agricultural land a sequential test has to be undertaken as outlined in the supporting text to this policy. Where it is proven that the use of the best and most versatile agricultural land is necessary, conditions may be applied to an approval to require the land to be restored to its previous greenfield use when the operation ceases; and
- Following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

10.49. National planning policy is clear that planning has an important role to play in supporting the delivery of new renewable and low carbon energy infrastructure. National Planning Policy is also clear that local authorities should take a positive approach and applicants should not be required to justify the overall need for renewable or low carbon energy proposals as it is recognised that even small scale projects contribute towards cutting greenhouse gas emissions. However it is acknowledged that this does not mean that the need for green energy overrides environmental protections and the planning concerns of local communities.

10.50. The delivery of such proposals therefore needs to be carefully managed in the context of the natural and historic environment and in relation to the impact on local amenity. In balancing these objectives it is important to acknowledge that the impact of specific technologies will differ and vary by location. The technical considerations affecting the siting of certain technologies should also be taken into account. For example biomass requires access to sustainable sources of fuel and, where necessary, appropriate transport links. For wind turbines, predicted wind resource and information on air safeguarding are important and, for hydro power, access to adequate and sustainable water sources are essential.

10.51. Careful consideration will be given to the visual, landscape and ecological impacts of proposals particularly in the case of large scale technologies. It is recognised that depending on their scale and design wind turbines and solar technologies, particularly large scale solar farms, can have a negative impact on the rural landscape. Any proposals in the Green Belt will need to demonstrate that the NPPF requirements of 'very special circumstances' are met in order to justify development.

- 10.52. Protecting local amenity is an important consideration which will be given proper weight in considering proposals. Applicants should demonstrate how the design, siting and location of any proposal has sought to minimise the impact.

#### *Solar Power*

- 10.53. Large scale solar farms should be focused on previously developed and non-agricultural land. Where green field sites are proposed it should be demonstrated that the use of any agricultural land is necessary and where applicable the proposal allows for continued agricultural use. The economic and other benefits of the best and most versatile agricultural land will be taken into account. Where significant development of agricultural land is demonstrated to be necessary, areas of poorer agricultural land should be sought in preference to that of a higher quality. Given that solar farms are temporary structures, the Council may apply planning conditions to ensure that the land is restored to its previous green field use in the event that the operation ceases. Specific consideration will be given to the effect of glint and glare on neighbouring uses and aircraft safety including additional impacts if the array follows the movement of the sun. Applicants should demonstrate that opportunities to mitigate landscape and visual impacts have been maximised for example through screening with native hedges.

#### *Wind Power*

- 10.54. For proposals for wind technology, consideration should in particular be given to safety in relation to the distance to power lines and buildings, the impact on air traffic, weather radar and the strategic road network. The Council will also expect the applicant to demonstrate that any cumulative visual and landscape impacts have been considered. Reference should be made to the Landscape Capacity Study, carried out in 2008 and updated in 2013.

#### *Hydropower*

- 10.55. In the case of hydro power, the applicant should undertake early engagement with the Borough Council and the Environment Agency to identify any potential planning issues and any proposal should normally be accompanied by a Flood Risk Assessment.
- 10.56. All weirs and dams associated with hydropower schemes will require an Environmental Permit from the Environment Agency if on a Main River and consent from Warwickshire County Council as the Lead Local Flood Authority if affecting an Ordinary Watercourse.

#### *Anaerobic digesters*

- 10.57. Projects and developments which use bio-energy will be supported by the Council. The use of biomass for domestic and small business heating will be encouraged. Bio-energy heat and power proposals will be assessed using the following criteria:
- Impact of the development proposal on designated biodiversity sites, species and ancient woodland;
  - Brownfield sites, or co-located with other wood processing industries;

- Scaled and located to avoid adverse off-site impacts;
- Located close to the demand source or adjacent to existing transport corridors;
- Minimisation of pollution, such as noise, emissions and odours;
- Minimisation of any adverse impact on amenity and existing residential developments.

#### **Policy SDC 9: Broadband and Mobile Internet**

Developers of new developments (residential, employment and commercial) will be expected to facilitate and contribute towards the provision of broadband infrastructure suitable to enable the delivery of broadband services across Rugby Borough to ensure that the appropriate service is available to those who need it.

Other forms of infrastructure, such as facilities supporting mobile broadband and Wi-Fi, should be included, wherever possible and viable.

- 10.58. The Government is committed to securing a world-class communication system. The importance of facilitating this through the Local Plans is identified within the NPPF (para 43) as well as the Digital Communications Infrastructure Strategy and the Digital Agenda for Europe. At the time of writing, one of the main barriers to this is the availability of super-fast and ultrafast broadband, especially in more rural areas and within new developments, in particular those on previously undeveloped land. The NPPF recognises the role of advanced, high quality communications infrastructure in creating sustainable economic growth. The development of high speed broadband technology and other communications networks will also play a vital role in enhancing the provision of local community facilities and services and employment.
- 10.59. Key to this Local Plan is ensuring that new developments deliver broadband services that meet the ambition of the governments Digital Communications Infrastructure Strategy and the European Digital Agenda for European. The stated ambition is that ultrafast broadband of at least 100Mbps should become available to nearly all UK premises.
- 10.60. The Digital Agenda for Europe promises availability of download rates of 30 Mbps for all of its citizens and at least 50% of European households subscribing to internet connections download rates above 100 Mbps by 2020.
- 10.61. Specific regard should be given to the delivery of new infrastructure to support mobile internet within Conservation Areas or on/ adjacent to heritage assets. Such infrastructure should not be intrusive and should not have a negative impact on the character, integrity or setting of such assets and/or areas.
- 10.62. In terms of actual connections and intended providers, applicants should engage with network providers from the outset to ensure the needs of the service (including new ducting) can be introduced alongside other on-site infrastructure works as part of new developments to ensure the most efficient and viable approach is taken to securing connectivity.

10.63. This approach should be clearly identified within the Planning Statement that supports a relevant planning application. Every opportunity to future proof broadband provision and infrastructure should also be taken. This should ensure that ducting can be utilised to support ever increasing broadband speeds and cabling with minimum disruption to the highway network.



**CHAPTER 11: DELIVERY**

- 11.1. National policy is clear that development which is identified in the Local Plan must be deliverable, paying particular regard to viability. Therefore, sites and scale of development should not be subject to obligations or policy burdens which would threaten the viability of development.
- 11.2. This chapter details the necessary infrastructure and delivery requirements of both allocations and windfall developments that may come forward through the life of the Local Plan. It is essential that future development is supported by all forms of sustainable transport and which mitigate against impacts identified.

**Policy D1: Transport**

Development will be permitted where sustainable modes of transport are prioritised and measures designed to mitigate transport impacts arising from either individual development proposals or cumulative impacts caused by a number of proposals are provided. Proposals should have regard to the Sustainable Transport Strategy.

All large scale developments which result in the generation of significant traffic movements, should be supported by a Transport Assessment and where necessary a Travel Plan, to demonstrate practical and effective measures to be taken to mitigate the adverse impacts of traffic. It must consider:

- The impact of the proposal upon existing infrastructure;
- How the site will connect safely to public transport;
- Safe and convenient access to pedestrians and cyclists;
- Potential impact of heavy goods vehicles accessing the site, including during construction: and
- The entering into of bus and/or freight partnerships with the County Council and/or third parties.

Smaller scale development must also be accompanied by a Transport Statement which should address:

- Opportunities for sustainable transport to serve the proposed development;
- Whether safe and suitable access to the site can be achieved; and
- Whether improvements can be undertaken that cost effectively mitigate the impacts of the development.

Proposals should be considered in the light of the transport mitigation measures identified in the Infrastructure Delivery Plan, and other localised impacts as identified in the transport assessments and statements.

- 11.3. Road traffic can have a significant negative impact on the environment in particular through the effect on air quality, noise, vibration and climate change. It is also linked to associated health problems. Unchecked growth of road traffic can lead to congestion and impinge on the achievement of the economic, social and environmental objectives within this Local Plan. It is important therefore that major development proposals provide measures to reduce the impact of vehicular movements, including realistic, safe and easy alternatives to the private car.
- 11.4. Transport Assessments, prepared in line with national guidance, are required alongside planning applications for major development to demonstrate that they contribute positively to the objectives of this Local Plan. Transport Assessments will be required for all large developments.
- 11.5. Transport Assessments will also be required for development that forms part of a larger development area that requires access to a common transport corridor and for development that is likely to have a cumulative impact in conjunction with other development proposals included within this Local Plan. Transport Assessments will also be required where due to its location the development could have a significant impact in transport terms.
- 11.6. National guidance states that a Transport Statement may be required for developments that have relatively small transport implications; this will be decided on a case by case basis and should be discussed as part of pre-application enquiries. Where proposals are likely to have an impact on the trunk road network, Highways England should be consulted to establish what level of transport appraisal is appropriate.
- 11.7. Where possible, mitigation measures will be linked with the contents of a Travel Plan. The Travel Plan is a strategy for reducing travel demand in order to minimise the number of motor vehicles visiting a development. It will consider the traffic implications of journeys to and from the development and set targets for travel by means other than the private car.
- 11.8. Travel Plans will be required for all non-residential developments in line with national guidance or any subsequent revisions or replacement guidance. They should ideally form part of the Transport Assessment and be submitted alongside the planning application. Development proposals in areas where public transport is limited, e.g. where services operate with frequency levels of less than one an hour, may also be required to submit Travel Plans. Furthermore, the significant development of education facilities will be expected to produce a Travel Plan.

#### **Policy D2: Parking Facilities**

Planning permission will only be granted for development incorporating adequate and satisfactory parking facilities including provision for motor cycles, cycles and for people with disabilities, (or impaired mobility), based on the Borough Council's Standards included at Appendix 5 of this Local Plan.

Electric and/or hybrid vehicle charging points are required to be provided as part of development as outlined in Appendix 5 unless it can be demonstrated that it is financially unviable.

- 11.9. The provision of car parking needs to be carefully balanced to ensure that sufficient provision is made to meet needs. Less provision may be needed where there is good public transport provision, easy access to shops and services and opportunities for walking and cycling which in turn promotes healthier lifestyles. Achieving this balance is crucial as failure to provide sufficient parking can lead to indiscriminate parking that not only looks unattractive but can be unsafe or lead to neighbour disputes. The NPPF has introduced greater flexibility to take account of the particular nature and setting of development.
- 11.10. The need for flexibility is appreciated and the importance of local factors in determining the level of car parking provision is recognised. These relate to the need to revitalise an area, the extent to which an area is environmentally sensitive, to the availability of infrastructure for cyclist and pedestrians, and the availability of public parking facilities.
- 11.11. The value of cycling as a sustainable mode of transport is appreciated and the standards in Appendix 5 contain minimum levels of cycle parking provision for different land uses, to encourage this mode of travel. Guidance for the parking of cars, motor cycles, heavy goods vehicles, provision for people with disabilities and electric charging is also included. Further guidance on the standards and how they are applied is included in the Planning Obligations SPD.

**Policy D3: Infrastructure and Implementation**

The delivery of new development will be dependent on sufficient capacity being available in existing infrastructure and/or measures being proposed to mitigate its impact. Where this cannot be demonstrated permission for new development will only be granted where additional capacity can be released through new infrastructure, or better management of existing infrastructure.

Developer contributions may be sought to fund new infrastructure when required to mitigate development impacts and a programme of delivery will be agreed before development can take place.

Proposals should be considered in the light of the mitigation measures identified in the Infrastructure Delivery Plan.

- 11.12. It is essential that new development is supported by the infrastructure it needs to function, and that new development does not increase pressure on existing infrastructure. Where development requires it the Council can require infrastructure provision as detailed in the IDP (subject to tests in the NPPF), that the developer and/or landowner contributes to, as long as such requirements do not render the scheme unviable.
- 11.13. The infrastructure required will vary from site to site. The type of infrastructure may include, but not be limited to the following areas:

### *Education*

11.14. Warwickshire County Council (WCC) Education identifies, as part of the planning application process, education impacts when there is currently very limited available capacity across many of the town's primary schools. Further housing development, resulting from population growth, will create additional requirements and as a result additional school places (through the extension of existing schools or provision of new schools) will need to be provided. However, WCC Education has also indicated that over time the impact will also be felt on secondary schools. As a result, consideration will need to be given as to whether it is also appropriate/necessary to seek additional financial contributions towards secondary school places. The Council is continuing to work with WCC Education to ensure that the Infrastructure Delivery Plan will identify the necessary education provision required to support the housing allocation proposed through the Local Plan.

11.15. It is anticipated that capacity will be provided off-site within existing secondary schools in Rugby to meet the need arising from the allocation at Coton Park East (DS3.1 as shown on the Policies Map). However as a safeguard an area of 8.5ha land is being reserved on the Coton Park East allocation site for a combined primary and secondary school. The reserved land will be held for a period of 12-24 months as outlined in Policy DS7.

### *Transport mitigation (including both public transport and cycling and walking facilities)*

11.16. The Council will continue to work closely with WCC Highways and Highways England in developing evidence necessary to identify impacts to the existing highway network and the measures required to mitigate those impacts. This Local Plan is supported by a comprehensive multi modal transport package and the Council has also worked with WCC Highways to ensure necessary public transport, cycling and walking facilities form part of the IDP wherever they can be utilised instead of the private car.

### *Water Supply*

11.17. The Council has undertaken a Water Cycle Study. Its findings are reflected in the IDP and policies.

### *Health*

11.18. Rugby Borough Council has worked closely with NHS Public Health and the Coventry and Rugby Clinical Commissioning Group to identify any gaps in GP or Secondary Health Care provision within the Borough, and the infrastructure required to address these gaps is outlined in the IDP.

#### **Policy D4: Planning Obligations**

Where it is not possible to address the unacceptable impacts of development through planning conditions, a legal agreement or planning obligation may be required in line with the Community Infrastructure Levy (CIL) Regulations 2010 (as amended).

In the first instance infrastructure contributions will be sought on-site. However where this is not possible an off-site (commuted) contribution will be negotiated.

The type, amount and phasing of contributions sought from developers will be necessary to make the development acceptable, directly related, and fairly and reasonably related in scale and kind to the development proposed. The capacity of existing infrastructure and community facilities and the effects of obligations on the financial viability of development may also be relevant considerations.

- 11.19. Planning Obligations are key to ensuring that the impacts of development are mitigated against where infrastructure needs arise from development. The delivery of the required infrastructure is dependent on partnership working between a variety of public and private sector agencies. Through such partnerships it is intended that the Local Plan will inform the investment strategies of key agencies.
- 11.20. Planning obligations should only be used where it is not possible to address the unacceptable impacts of development through a planning condition. Planning obligations should only be sought where they meet the tests set out in the NPPF: to ensure that the obligation is necessary to make the development acceptable in planning terms, is directly related to the development, and is fairly and reasonably related in scale and kind to the development, as well as being CIL compliant. Examples of obligations that could be appropriate as mitigation include education, affordable housing, transport, biodiversity, health, and community facilities.
- 11.21. The Council intends to introduce a 'Community Infrastructure Levy' which would apply a flat rate contribution for infrastructure for larger developments. The timetable for production is contained within the Local Development Scheme. In the meantime contributions will be secured through the use of planning obligations, where compliant with the CIL Regulations, 2010 (as amended).
- 11.22. It is important to emphasise that a proposal, which is generally unsatisfactory in planning terms, cannot be justified by other benefits that do not satisfactorily address the planning concerns.

**Policy D5: Airport Flightpath Safeguarding**

The Council will safeguard the Coventry airport flight paths and the Daventry (Pailton) radio technical site as indicated in Appendix 6, in accordance with the requirements of the civil aviation authority.

- 11.23. There are no airports in the Borough. However, the approach flight paths to Coventry Airport cross the Borough and the Daventry (Pailton) Radio Technical Site is located near to the M6. The Borough Council will consult Coventry Airport, the Civil Aviation Authority and National Air Traffic Services (NATS) as appropriate in respect of any development proposals that may encroach upon the efficiency and safety of these zones.



## APPENDIX 1 IMPLEMENTATION AND MONITORING FRAMEWORK

**Appendix 1: Implementation and Monitoring Framework:**

1. Monitoring is essential to establish what is happening now and understanding what may happen in the future. It is also important in determining what needs to be done in order to achieve set objectives. Local Plans need to be continually reviewed and revised, partly to be able to assess the success of the Plan and partly to ensure components of the Plan are updated to reflect changing circumstances nationally, regionally and locally.
2. The Council will produce and publish an Authority Monitoring Report containing information on the implementation of the Local Development Scheme and on the extent to which policies set out in the Local Plan are performing.
3. The table below shows a set of indicators and targets related to the policies of the Local Plan. Further development plan documents will contain their own indicators and targets and the results will be brought together in the Authority Monitoring Report
4. The AMR will also contain an annual update and progress assessment of the Infrastructure Delivery Plan (IDP). The IDP is seen as an evolving document that will require continual change in order to be both effective and reflective of the progress made towards infrastructure delivery over the life of the Local Plan.

Policy	Indicator	Target
<b>GENERAL PRINCIPLES</b>		
GP1	Monitor number of applications determined and decision outcome.	To be monitored through annual trends.
GP2	No indicator identified.	
GP3	Monitor number of dwellings completed on Previously Developed Land.	To be monitored through annual trends.
GP4	No indicator identified.	
GP5	No indicator identified.	
<b>DEVELOPMENT STRATEGY</b>		
DS1	To monitor the completion of new homes and new employment land and report annually through the AMR.	12,400 (minimum) homes completed by 2031. 540 completed annually between 2011/12 and 2017/18. 663 completed annually between 2018/19 and 2030/2031. 110ha of employment land by 2031. 7.3 ha of employment land per annum until 2031.
DS2	Monitor the supply, delivery and type of Gypsy and Traveller Pitches and report annually through the AMR.	The completion of 65 pitches (5 transit) between 2014 and 2034.
DS3	Monitor the supply and delivery of allocated sites and report annually through the AMR.	
DS4	Monitor the supply and delivery of allocated sites and report annually through the AMR.	
DS5	No indicator identified.	
DS6	No indicator identified.	



DS7	Monitor the supply and delivery of allocated sites and report annually through the AMR.	
DS8	Monitor the supply and delivery of allocated sites and report annually through the AMR.  To adopt Supplementary Planning Guidance for the South West Rugby Masterplan.	Adopt in 2019.
DS9	No indicator identified.	
<b>HOUSING</b>		
H1	No indicator identified.	
H2	Monitor the supply, delivery and type of new affordable homes and report annually through the AMR.  Monitor the number of relevant applications each year that contribute the full X% affordable housing contribution.	20% affordable homes on Previously Developed Land.  30% affordable homes on Greenfield sites.  100%
H3	No indicator identified.	
H4	Monitor sites brought forward as Rural Exception sites.	To be noted when development comes forward.
H5	No indicator identified.	
H6	Monitor the supply, delivery and type of new Care Homes, Supported Housing, Nursing Homes and Older Persons accommodation and report annually through the AMR.	To be monitored through annual trends.
<b>ECONOMIC DEVELOPMENT</b>		
ED1	Monitor the loss of employment land to alternative uses and report annually through the AMR.	To be monitored through annual trends.
ED2	Monitor the supply and delivery of employment uses and report annually through the AMR.	7ha of employment land per annum until 2031.
ED3	No indicator identified.	
ED4	No indicator identified.	
<b>RETAIL AND THE TOWN CENTRE</b>		
TC1	No indicator identified.	
TC2	Monitor the supply and delivery of new retail premises, the mix of retail premises and the levels of vacancy and report annually through the AMR.	Completion of 12,010sqm of comparison floorspace and 1513sqm of convenience floorspace by 2030/31.
TC3	Monitor the number and distribution of uses in the Town Centre.	No more than 40% non-A1 uses within the Primary Shopping Frontage.  To identify concentrations of uses where present and to establish the vitality and viability of the Town Centre.
<b>HEALTHY, SAFE AND INCLUSIVE COMMUNITIES</b>		
HS1	No indicator identified.	

HS2	Monitor the number of relevant applications each that submit a HIA.	100% of relevant applications.
HS3	Monitor the change of use of any local community facility, shop or service and report annually in the AMR.	To be monitored through annual trends.
HS4	Monitor the delivery of new open spaces against the open space standards.  Monitor the loss of open spaces.	To be monitored through annual trends.  To be monitored through annual trends.
HS5	To adopt Supplementary Planning Document relating to Air Quality Management.	Adopt in 2019.
<b>NATURAL ENVIRONMENT</b>		
NE1	Monitor the number of designated biodiversity and geodiversity assets.	To be monitored through annual trends.
NE2	Monitor the delivery of new green infrastructure.	Where Management Plans are required for a site, relate to Green Infrastructure strategies.
NE3	No indicator identified.	
<b>SUSTAINABLE DESIGN AND CONSTRUCTION</b>		
SDC1	Monitor the density of new development and report annually through the AMR.  Number of buildings built each year above required building standards for energy efficiency.	To be monitored through annual trends.  To be monitored through annual trends.
SDC2	No indicator required.	
SDC3	Monitor the number of listed and locally listed buildings that appear on the at risk register nationally and locally.	To establish a trend and status of buildings.
SDC4	Monitor the number of dwellings that meet the required water efficiency target.  Monitor the number of non-residential buildings that achieve the required standard.	100% of dwellings to meet the building regulations requirement of 110 litres of water/person/day.  BREEAM very good, as a minimum.
SDC5	Monitor the amount of homes and employment land delivered within Flood Zones 2 and 3.	Check locations of annual completions.
SDC6	Monitor the number of SuDs schemes brought forward as part of new development.	To be monitored through annual trends.
SDC7	No indicator identified.	
SDC8	Monitor the delivery of renewable and low carbon energy sources in the Borough.	To be monitored through annual trends.
SDC9	Monitor the number of homes with superfast and ultrafast broadband access.	To be monitored through annual trends.
<b>DELIVERY</b>		
D1	Monitor details of Transport Assessments submitted as part of development proposals.	Identify trends in transport data.

D2	Monitor the number of applications approved that meet the parking standards.	Majority of applications approved will be in accordance with parking standards policy, although there may occasionally be an exception to be noted.
D3	No indicator identified.	
D4	<p>Monitor the number of applications each year that secure planning obligations.</p> <p>To monitor the amount of secured financial contribution to infrastructure each year.</p> <p>To monitor the amount of money spent on new infrastructure schemes each year.</p>	To be monitored through annual trends.
D5	No indicator identified.	

## APPENDIX 2- HOUSING TRAJECTORY

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	
<b>Completions</b>	<b>338</b>	<b>456</b>	<b>448</b>	<b>425</b>	<b>534</b>	<b>376</b>															<b>TOTAL</b>
Land at Leicester Road (R13/1609 87 dwellings)							6														6
Land south of Technology Drive (R15/2074)							81	49	49	49	3										231
Cawston Grange (R04/1118/2137/B)							8														8
Former Warwickshire College Site (R14/2229)							40	23													63
Coton House (R12/1353)							34														34
Former Bilton Social Club (R15/2047)							5														5
Ridgeway Farm, Ashlawn Road (R15/2239)							35	50													85
Williams Field - Cawston Extension (R15/0540)							36	36	34												106
Land at Homefields, Dunchurch (R15/0507)							26	22													48
Rugby Radio Station (R11/0699)							71	166	228	239	240	240	240	240	240	240	240	240	240	240	3104
Back Lane South (R12/1188)							37	45	30												112
Former Ballast Pits (R14/1641)							30	46													76
Newbold Farm (R14/2369)							9	4													13
Tithe Farm, Montilo Drive (R13/1081)							3														3
Cawston Lane Bellway (R11/1521)							13	41	62	27											143
Cawston Lane Ashberry (R11/1521)							31	35	41												107
Cawston Extension William Davis (R11/0114/R16/1721)							13	58	86	27											184
Cawston Extension Linden Homes (R11/0114/R16/1780)							20	52	52	52	52	18									246
Former Bilton By-pass land west of Ivy Grange (R16/0658)							14														14
Grange Farm Cottage Coventry Road (R12/1947)							10														10
263- 273B HILLMORTON ROAD							2														2
8 Hall Road, Wolvey Hall, Wolvey, LE10 3LG (R14/1897)							6														6

Land rear of 22 The Green, Bilton (R16/1722)		5														5
Rear of 44-50 Hilmorton Road, CV22 5AD (R15/1190)			5													5
Webb Ellis Industrial Estate Woodside Park (R16/0659)			44													44
Webb Ellis Business Park (Prior Approval)			15													15
41 Wood Street (R15/1911)			6													6
Eden Park (Gateway SUE R10/1272)			30	75	80	80	80	80	80	80	80	80	80	80	2	907
7 Market Place, CV21 3DY (R15/0787)			10													10
Gateway Phase R4 (R15/2329)		10	40	40	32											122
Dipbar fields, Dunchurch (R13/0690)				26	30	30										86
Land adjacent to 4 Princes Street (R13/0984 R14/0423)			6													6
9 Railway Terrace (R13/0340)				14												14
69 TEMPLE STREET (R15/0091)			7													7
Clifton Road Car Sales (R15/2528)				6												6
Former Imperial Hotel, 165 Oxford St (R15/2257)				14												14
The Stables, Green Lane, Brinklow, Rugby (R16/0960)				7												7
The former Vault Nightclub & rear of 61, 64/65, 66 & 68 Church Street Rugby (R16/2423)			5													5
83-85 Claremont Road, Rugby (R16/2312)				6												6
Newton Lane, Newton (R14/1658 )			20	20												40
26 Lawford Lane (R15/1448)		6														6
61 Lower Hillmorton Road (R15/1412)				6												6
Colehurst Farm, Colehurst Lane (R17/0088)				8												8
Land adjacent 15 Parkfield Road, Newbold (R14/2338)				15												15
50 - 52 Regent Street (R17/0513)			12													12

Land South of Coventry Road and North of Lime Tree Avenue (R15/1816)									30	60	60									150	
Land at Lower Hillmorton Road (part of the former college site)									17											17	
Wharf Farm (R15/1702)									30	40	40	40	40	40	40	40	30			380	
<b>Windfalls</b>									45	45	45	45	45	45	45	45	45	45	45	630	
<b>TOTAL TRAJECTORY</b>	<b>338</b>	<b>456</b>	<b>448</b>	<b>425</b>	<b>534</b>	<b>376</b>	<b>596</b>	<b>889</b>	<b>924</b>	<b>681</b>	<b>550</b>	<b>423</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>395</b>	<b>365</b>	<b>287</b>	<b>9712</b>

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31			
	PHASE 1						PHASE 2					PHASE 3				PHASE 4							
	Pre-adoption							1st Five Years of adopted plan															
<b>Past Completions at time of adoption (Net)</b>	338	456	448	425	534	376																	
<b>Anticipated Completions pre adoption</b>							596																
<b>Shortfall/Surplus against 540 dwellings per annum</b>	-202	-84	-92	-115	-6	-164	56																
<b>Total Shortfall/Surplus</b>	-607																						
<b>Annualised Requirement</b>	540	540	540	540	540	540	540	663	663	663	663	663	663	663	663	663	663	663	663	663	663		
																					<b>TOTAL</b>		
<b>Current Housing Trajectory</b>	338	456	448	425	534	376	596	889	924	681	550	423	405	405	405	405	405	395	365	287	9712		
<b>Proposed Allocations</b>																							
Coton Park East Expansion										30	50	100	100	100	100	100	100	100	20		800		
<b>South West</b>																							
Bilton Fields, Ashlawn Road (MP)								50	80	80	80	80	80	80	80	80	80	80	10		860		
Homestead Farm (WCC)										30	40	40	40	40	40	40	40	40			350		
Land South Of Dunkleys Farm (WCC) (CTF, CTF E, CTF W)										30	40	40	40	40	40	40	40	40	40	40	40	430	
Land South of Montague Rd (TW)										10	30										40		
Land South of Montague Rd (RE & Sworders)										30	40	40	40	40	40	30					260		
Coventry Road (G)										30	40	40	40	25							175		
Land West of Cawston Lane (G)														30	40						70		
Land South of Alwyn Road (TW)											10	40	40	40	40	40	40	40	40	40	370		
Land North of Dunkleys Farm (WCC)												30	40	40	40	40	40	5			235		
Deeley Land (DBS)													30	40	40	40	40	40	40	40	310		
Land West of Cawston Lane (WCC)													30	40	40	40	5				155		
Cawston Spinney (DBS)													30	40	40	40	40	40	40	40	310		



Main Rural Settlements Allocations																					
Wolvey											50	50								100	
Stretton on Dunsmore											30	45								75	
Ryton on Dunsmore											25	50								75	
Binley Woods											30	45								75	
Wolston											15									15	
Long Lawford											75	75								150	
<b>TOTAL TRAJECTORY</b>	<b>338</b>	<b>456</b>	<b>448</b>	<b>425</b>	<b>534</b>	<b>376</b>	<b>596</b>	<b>939</b>	<b>1004</b>	<b>1146</b>	<b>1145</b>	<b>833</b>	<b>915</b>	<b>960</b>	<b>945</b>	<b>895</b>	<b>830</b>	<b>780</b>	<b>555</b>	<b>447</b>	<b>14567</b>

## APPENDIX 3 INFRASTRUCTURE DELIVERY PLAN

## **Rugby Borough Publication Local Plan Infrastructure Delivery Plan**

### **1. Introduction**

The Rugby Borough Local Plan will guide development up to 2031, and will eventually replace the current Development Plan which is formed by the Rugby Borough Core Strategy adopted in 2011 and Saved Local Plan Policies 2006. The new Local Plan contains a Vision and a Development Strategy that sets out how the Council would like Rugby Borough to develop up to 2031. The Local Plan sets out plans and policies which provide for the needs of the area, addressing climate change and achieving high quality design, good accessibility and community involvement.

The Infrastructure Delivery Plan – hereinafter referred to as the IDP - will seek to establish what additional infrastructure and service needs are required to support and accommodate the level of development and growth proposed in the Local Plan. Rugby Borough Council is planning to provide land for the delivery of a minimum of 12,400 new homes between 2011 and 2031, together with approximately 110 Ha of employment land over the same period of time. The Local Plan identifies strategic allocations at Coton Park East and South West Rugby which allocated together with the Core Strategy allocations of Gateway Rugby (now called Eden Park) and Rugby Radio Station (now called Houlton), will accommodate the majority of the planned new growth.

### **2. Approach and Collaboration**

This IDP has been developed as a result of extensive dialogue and consultation with infrastructure and service providers. The IDP will help ensure that the additional infrastructure and services that are needed are identified and delivered in a timely, co-ordinated and sustainable way. It will be a mechanism for improving delivery of facilities and services for the benefit of local communities and will provide a robust framework that will support bids for funding and assist decision making.

Throughout the process of plan preparation the council has been working closely with infrastructure providers to build up a picture of the infrastructure requirements to support the proposed growth in the Borough, such as:

- Warwickshire County Council
- Coventry and Rugby Clinical Commissioning Groups
- NHS Property
- NHS England
- University Hospital Coventry and Warwickshire
- Warwickshire Police
- Warwickshire Fire and Rescue
- National Grid
- Highways England
- Environment Agency
- Severn Trent (ongoing, through the production of the Water Cycle Study)

#### **What is infrastructure?**

This IDP uses the term 'infrastructure' in its broadest sense to mean any service or facility that supports Rugby and its population. It includes, but is not restricted to the following:

- Transport: highways, rail, bus, cycling, and pedestrian,
- Education: nursery and pre-school, primary, secondary, further, higher, and adult education.
- Energy: gas and electricity generation and provision.
- Water: supply, wastewater and surface water drainage, flood defences and flood risk management.
- Information and communications technology: telecommunications, broadband and cable television.
- Health: hospitals, health centres/GP surgeries, dental practices, pharmacies and hospices.
- Green Infrastructure and open space: amenity green space; children’s play areas, outdoor sports playing pitches; parks and gardens; natural and semi natural green space; and allotments
- Emergency services: police, fire service and ambulance.
- Community services: libraries and community centres,
- Affordable housing.
- Waste management: refuse collection and disposal, recycling.

While the term infrastructure is very broadly defined, this does not mean that this IDP seeks to cover in detail all of the above items. That would make the process unmanageable. This IDP seeks to give a broad overview of the way certain infrastructure is planned and the agencies involved in its delivery. It also looks in more detail at costs and likely funding mechanisms for some items of infrastructure, in particular those that are critical to delivering the new Rugby Local Plan.

The key infrastructure projects are those required to accommodate the quantum and distribution of development that is being proposed in the Local Plan. The schedule highlights uncertainties surrounding funding and delivery, and will therefore impact upon the amount, distribution and phasing of development in the Local Plan. The schedule will also inform the development of the Regulation 123 List which will comprise part of the Community Infrastructure Levy - hereinafter referred to as the CIL.

The National Planning Policy Framework (the Framework) sets out a ‘presumption in favour of sustainable development’ and the government is committed to ensuring that the planning system supports sustainable economic growth. This means that the planning system should encourage, not act as an impediment to, sustainable growth.

### **Planning Positively for Infrastructure**

It is crucial that the Local Plan and the IDP are written positively so as to enable the level of growth and infrastructure required in the Borough to meet the objectives, principles and policies of the Framework. One of the core planning principles set out in paragraph 16 of the Framework is that planning should drive and support sustainable economic development, and this includes the delivery of infrastructure.

Specifically, Local Plans should include strategic policies for the provision of transport infrastructure, telecommunications, waste management, water supply, wastewater and flood risk. The council should work with other authorities and infrastructure and service providers to assess the quality and capacity of this infrastructure and take account of the need for strategic infrastructure within their areas.

Paragraph 20 of the Framework also requires strategic policies for the provision of health, security, community and cultural infrastructure and other local facilities. To deliver these facilities, paragraph 92 says that planning policies and decisions should plan positively for the provision of shared community facilities and other local services to enhance the sustainability of communities and residential environments.

### **3. Dialogue with Infrastructure Providers and policy requirements**

As the Local Plan progresses towards Examination in Public and subsequent adoption, more detailed information will be available from infrastructure and service providers to support the strategic allocations within the plan. This infrastructure planned within the plan period up to the year 2031, is identified in the Infrastructure Delivery Schedule set out within this document.

The following section provides a summary of the discussions held with infrastructure providers to date. The IDP also highlights infrastructure that will be required as a result of policy requirement contained within the Local Plan Publication Draft.

#### **Transport**

Highways England (HE) is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. The council needs to demonstrate that the proposals in the Local Plan will not have a significant detrimental impact on the strategic road network.

Warwickshire County Council (WCC) is the Highway and Transport Authority for Rugby Borough and is responsible for the local highway network. As such work to identify the transport infrastructure required to support growth allocated through the local plan has been led by Warwickshire County Council through the production of the Warwickshire County Council Rugby Borough Local Plan Strategic Transport Assessment Modelling Analysis and Overview, September 2016.

The transport infrastructure required to support growth to 2031 includes strategic infrastructure onsite at South West Rugby, through delivery of an all traffic route connecting the A426, A45/M45 and A4071/Coventry Road. This will be supported by improvements to Dunchurch crossroads. Mitigation required to support growth to the north of Rugby town, largely as a consequence of Coton Park East includes mitigation to various junctions along the A426.

As each scheme is advanced in partnership with WCC Highways, HE and site promoters, the detail of the necessary mitigation, including costs and funding, will be progressed. This will include confirmation of the proportion of strategic scheme costs to be met by each development as set out in the IDP schedule. This will also include the smaller scale highway mitigation. Beyond the transport mitigations identified in this IDP to support the delivery of the Local Plan, the Council are working with WCC highways to identify additional measures that could have wider benefits to the network particularly surrounding the Town Centre.

The IDP also contains comprehensive pedestrian and cycling network provision onsite for the strategic allocations, connecting to the key services, including schools and also to connect to the existing networks. As with highways infrastructure, the creation of new or enhanced pedestrian and cycle links

will generally be funded as part of the development package where they relate to specific sites, or with a contribution from CIL if they deal with the cumulative impact of a number of developments.

The council will liaise with WCC to determine what infrastructure upgrades could be facilitated through developer funding and other measures so that the proposed strategic and non-strategic sites have appropriate access to sustainable transport.

Local pedestrian and cycle links, will generally either be negotiated as part of a S106 (if the need can be linked to a particular development), or they may be identified through the Neighbourhood Plan process.

Warwickshire County Council has indicated the need for and the benefits of an additional railway station serving Rugby. Network Rail has forecast that rail demand in Rugby will double by 2043. Although Rugby Station itself is well equipped to support such growth, the stations surroundings are considered to be a constraint on supporting growth. Rugby Parkway Railway Station- proposed for land to the south of the A428 Crick Road, opposite the former Rugby Radio Station- is required to ensure Rugby has the connectivity necessary to secure the long term economic and residential development of the area, served by sustainable modes of transport. The proposal will have considered benefit in reducing car dependence and addressing improving air quality in the Borough. The project will be funded by Warwickshire County Council and the Department for Transport.

### **Education**

Education provision within Rugby town is extremely pressured and evidence produced by Warwickshire County Council demonstrates there is no additional capacity within the town. Consequently the strategic allocations to Rugby town include onsite education provision to be phased against the growth of development. The largest of the allocations, South West Rugby will have onsite provision of an 8-9 form entry secondary school, which will be co-located with a primary school that will be two form entry. In addition there will be a further two primary schools that will also be two form entry.

The extension to the north of Rugby town, at Coton Park East, will also have an onsite primary school of two form entry. A site of 8.5ha will be reserved within the Coton Park East allocation for a period of 12-24 months for a new combined primary and secondary school. This will be defined within the Coton Park East Masterplan SPD and is supported by the Statement of Common Ground (SoCG) between Warwickshire County Council and AC Lloyd.

In addition to onsite education provision, the smaller allocations at the Main Rural Settlements will also generate a need for additional education provision. For the Main Rural Settlements the short term/immediate impact of a development on primary provision in these settlements is likely to be the need for the Education Authority to transport pupils to the next nearest school with places in the required year group. In the longer term there may need to be some changes in transport arrangements/routes for those on the periphery of priority areas. Temporary or permanent accommodation may need to be an option in some areas such as Wolvey and Long Lawford. Long Lawford needs additional accommodation to meet current demand and therefore without the currently proposed expansion of the school, further development will add to this requirement to provide additional pupil places in Long Lawford or elsewhere.

There will also be a need for off-site contribution towards secondary school provision to support this combined growth.

The off-site secondary school contributions sought from the Local Plan allocations will reimburse the Education Funding Authority (EFA,) who are funding the cost of a new build secondary school in the south of Rugby Town. This is as a result of Ashlawn School securing permission from the Department for Education to open a new school. The EFA are currently in the process of identifying and securing the site for the school. Alongside this, a financial contribution, where appropriate, will be required to support pupil transportation for those sites which will not deliver on-site secondary school provision.

### **Primary and Acute Health Care Infrastructure**

This section is informed by evidence provided by the Coventry and Warwickshire CCG, NHS England and University Hospital Coventry and Warwickshire, through ongoing and positive dialogue.

#### Primary

The CCG response highlighted that using an average occupancy of 2.4 people per home and an average list size of 1,750 registered patients per whole time equivalent GP, each of the main rural settlements identified for growth (based on Local Plan Preferred Option proposal of 100 dwellings each) will need an additional 0.14 whole time equivalent GP, equivalent to one session a week. It was identified that the GP practices in Stretton-on-Dunsmore and Wolston can accommodate the very small increase in demand at those locations and the remaining additional patients can also be served by the existing GP infrastructure. Therefore no need for the development of new GP premises to provide services to the residents of the new homes planned in the main rural settlements has been identified.

For South West Rugby the CCG highlight there noted that there are two GP practice premises located close to the allocation that do not have the capacity to provide services to the number of residents of the planned houses and do not have space to expand. New premises will therefore be required to meet this additional demand from the South West Rugby allocation, either for a new practice or to accommodate one or both of the existing practices. In the plan period, the infrastructure that will be required to provide Primary Care Medical Services to the additional population from South West Rugby is a healthcare facility of 381sq m and the estimated cost of providing this is £1,452,735. Assuming the development of the entire site, this facility will need to expand to 836 sq m, the total cost of which is estimated at £3,008,495. An appropriate site will therefore need to be made available within the South West Rugby development area to accommodate a facility of this size and financial contributions will be sought from developers to meet the construction costs.

For the Coton Park East development a new healthcare facility is planned to be developed at Brownsover which means that there is no need for further GP premises development to provide services for the new residents. Contributions should be sought from the site towards the new provision at Brownsover.

#### Acute Health Care

This section and the acute health care infrastructure identified in the Infrastructure Delivery Schedule are based on the infrastructure request produced to Rugby Borough Council by University Hospital Coventry and Warwickshire (UHCW), in September, 2016, as part of a positive ongoing dialogue.

UHCW is the major provider of acute services to the population of Coventry City and Rugby Borough at the Hospital of St Cross and University Hospital Coventry. This provider offers tertiary services (including cancer, transplant and major trauma) to patients across Warwickshire and beyond. UHCW provides a wide range of planned and emergency services to patients across its two hospital sites in Coventry and Rugby. These hospitals are now operating at full capacity and additional healthcare infrastructure will be needed to cope with impact created by the future housing development.

UHCW has considered the anticipated housing growth for Rugby Borough and looked at the overall impact of the proposed increase in households to develop a strategy that will serve the future healthcare needs of the growing population. The identified infrastructure will be required to meet the needs of the future populations of the new developments allocated through the Local Plan. The acute infrastructure request contained in the Infrastructure Delivery Schedule reflects the additional demands on healthcare that cannot be accommodated within existing infrastructure arising from the growth in housing in the Borough.

### **Police**

The infrastructure detail below and contained within the Infrastructure Delivery Schedule is based on the Police response to the Preferred Options consultation, December 2015. This is part of an ongoing positive dialogue. Whilst national and local funding will continue to cover police salary and maintenance costs, there is insufficient funding to provide the infrastructure required to support the development growth within the Local Plan. Warwickshire Police consider that the associated infrastructure costs arise directly as a result of the development growth proposed and that funding for the police under Section 106 is therefore both necessary and justified.

For development on the scale proposed in the emerging Local Plan, the Crime and Incident Model predicts an additional 700 crimes, 439 anti-social behaviour incidents and 1,140 public safety/welfare incidents per year that will require a police response.

The police premises within the Borough already operate at capacity. Therefore additional premises will be required to accommodate the additional officers and staff needed to police the South West Rugby and Coton Park East allocations. In addition to this off-site financial contributions have also been requested for other site allocations through the Local Plan. The Council will continue to work closely with Warwickshire Police to identify the financial contributions requested and the sites which will make the contributions.

### **Fire and Rescue**

The below is based upon ongoing discussions with Warwickshire County Council Fire and Rescue following their responses to the Preferred Options consultation, December 2016 and subsequent September 2016 update.

Warwickshire County Council is the fire and rescue authority for the area. They have requested a new fire and rescue station to be located on the South West Rugby allocated site. This request is based on their statutory requirement to be able to maintain their response times. In addition they have also requested a presence on the Coton Park East development site to the north of Rugby, for the same reason. By maintaining a presence in these locations, Warwickshire County Council Fire and Rescue



will be able to meet their statutory response times. The Council will continue to work closely with Warwickshire County Council Fire and Rescue to confirm the details of the contribution requests.

### **Flooding**

The Environment Agency response to the Local Plan identified sites where assessments will be required due to the presence of ordinary watercourses. Where these are present they should be taken account of during the planning application process.

### **Waste Water and Drainage**

Rugby Borough Council in partnership with North Warwickshire Borough Council, Nuneaton and Bedworth Borough Council and Warwick District commissioned consultants to undertake a Water Cycle Study to inform the impact on water usage and water quality from the local plan growth. Both the Environment Agency and Severn Trent were liaised with from the beginning of the commission. This document informs this section of the Infrastructure Delivery Plan and if necessary infrastructure is identified the Infrastructure Delivery Schedule will be updated.

The planned future development in the Borough has been assessed with regards to water supply capacity, wastewater capacity and environmental capacity. Any water quality issues, associated water infrastructure upgrades that may be required and potential constraints have subsequently been identified and reported in the study.

The Water Cycle Study identifies the relevant catchment of all the proposed allocations within this Local Plan. With regard the strategic allocations The Water Cycle Study identifies that both the proposed South West Rugby and Coton Park East allocations are within the catchment for the WwTW (Wastewater Treatment Works) at Rugby Newbold.

Within the Borough there is generally capacity in the WwTW to deal with the proposed level and distribution of growth. However, some works will require investment. No constraints to delivery have been identified. Severn Trent Water will generally fund and deliver upgrades to water supply and foul drainage networks and waste water treatment facilities, with additional funding provided by relevant site developers.

The Water Cycle Study demonstrates that there are workable solutions to key constraints to deliver future development for all development sites (committed and allocations).

### **Western Power**

Discussions are ongoing and Western Power have stated that there is always capacity, albeit at a certain price. It has been indicated that there are currently certain limitations within the Rugby area and where additional demand connections are requested these will trigger network reinforcement. The scale of development proposed at the main rural settlements is connectable without any major reinforcements.

Western Power also indicated that they have a medium and long term strategy for reinforcement within the wider area which will unlock additional capacity taking account of planned growth.

### **Telecommunications**

Where no strategic telecommunications infrastructure is available, developers should provide suitable ducting to the premises for later connection.

### Libraries

Warwickshire County Council Library Services have requested offsite developer contribution are made towards library provision. Discussions will be ongoing to determine the level of developer contributions made for library provision.

### Infrastructure Delivery Schedule

Item	Lead Delivery	Other Partners	Local Plan Phase	Cost and percentage of total cost*
<b>South West Rugby Sustainable Urban Extension</b>				
<b>Transport</b>				
Improvements to Dunchurch Crossroads.	Secured through the Ashlawn Road permission and gained at appeal (Ref: App/E3715/W/16/3147448).	WCC.	2021 (Phase 2).	Funding already obtained.
A45/M45/B4429 Roundabout- partial signalisation of A45/B4429 roundabout.	SW Rugby Developers.	WCC/Highways England.	2031 (Phase 4).	A proportion of £259,200 (total cost).
Provision of high quality cycling network.	SW Rugby Developers.	WCC Highways/ Sustrans.	Ongoing.	£1.2 million (indicative).
High quality public transport.	SW Rugby Developers.	WCC/ Bus Operators.	TBC.	TBC.
Other off-site work.	TBC.	TBC.	TBC.	TBC.
A426/Bawnmore Road/Sainsbury's roundabout.	SW Rugby.	WCC.	2026 (Phase 3).	A proportion of £774,174 (total cost).
A426 Rugby Road between Ashlawn	SW Rugby.	WCC.	2026 (Phase 3).	A proportion of £778,217 (total cost).

Road and Sainsbury's roundabout.				
A426 approach to Ashlawn Road roundabout.	SW Rugby.	WCC.	2026 (Phase 3).	A proportion of £706,362 (total cost).
South West Link Road (SWLR)- Homestead Link.	SW Rugby.	WCC.	2026 (Phase 3).	A proportion of £19,764,864 (total cost).
SWLR- Cawston Lane re-routing.	SW Rugby.	WCC.	See notes.	A proportion of £5,784,264 (total cost).
SWLR- Potsford Dam Link (including Cawston Bends and Potsford Dam Roundabout improvements).	SW Rugby.	WCC.	2031 (Phase 4).	A proportion of £12,691,624 (total cost).
A426/Evreux Way.	SW Rugby and Coton Park East.	WCC.	2026 (Phase 3).	A proportion of £5,000 (total cost).
Rugby Gyrotory Improvements.	SW Rugby and Coton Park East.	WCC.	2031 (Phase 4).	A proportion of £500,000 (total cost).
A428 Hillmorton Road/Percival Road.	SW Rugby and Coton Park East.	WCC.	2031 (Phase 4).	A proportion of £411,454 (total cost).
B4429 Ashlawn Road/Percival Road (widening to provide a right turn lane).	SW Rugby and Coton Park East.	WCC.	2031 (Phase 4).	A proportion of £361,327 (total cost).
B5414 (North street/Church Street) (traffic calming and downgrading of the route).	SW Rugby and Coton Park East.	WCC.	2031 (Phase 4).	A proportion of £500,000 (total cost).
Hillmorton Road/Whitehall Road Roundabout (widen two arms to provide roundabout and 2 puffin crossings).	SW Rugby and Coton Park East.	WCC.	2031 (Phase 4).	A proportion of £457,178 (total cost).

Avon Mill/Hunters Lane Improvements.	SW Rugby and Coton Park East.	WCC.	TBC.	£1,574,662.
<b>Education</b>				
Contribution toward new primary school as part of Ashlawn Road development.	SW Rugby Developers.	WCC, Academy, Foundation and other schools.	TBC.	TBC.
2 FE primary school with the potential to rise to 3FE.	SW Rugby Developers.	WCC, Academy, Foundation and other schools.	Phase 3.	£6,000,000.
2 FE primary school.	SW Rugby Developers.	WCC, Academy, Foundation and other schools.	Phase 3.	£6,000,000.
6- 8FE secondary school, co-located with one of the primary schools.	SW Rugby Developers.	WCC, Academy, Foundation and other schools.	TBC.	£24,000,000.
<b>Community</b>				
Financial contribution to library services.	WCC.	N/A.	Phases 2-4.	£109,440.
<b>Emergency Services</b>				
The employment and deployment of 49 additional Police staff requiring- a) additional staff start-up cost and personal equipment b) additional vehicles c) on-site premises to cater for the additional staff.	Warwickshire and Mercia Police.	N/A.	Phase 3.	£1,558,708.
Land for onsite fire and rescue presence.	SW Rugby Developers.	WCC Fire and Rescue Service.	Phase 2.	£3,000,000.
<b>Health Facilities</b>				

Land to accommodate and financial contributions to provide 3GP surgery rising to 7GP upon completion of site.	C&R CCG.	Developers.	Commence in phase 2, completion post plan period.	£1,452,735 (3 GP) - £3,008,495 (full GP provision).
<b>St Cross Hospital</b>				
UHCW – The Hospital of St Cross, Rugby. 2 additional cubicles at the Walk in Centre.	UHCW.	All Local Plan Allocations.	Ongoing.	£54,600. Costs not yet apportioned.
UHCW – The Hospital of St Cross, Rugby. One theatre.	UHCW.	All Local Plan Allocations.	Ongoing.	£167,500 Costs not yet apportioned.
UHCW – The Hospital of St Cross - 55 additional car parking spaces for each location.	UHCW.	All Local Plan Allocations.	Ongoing.	£200,000 Costs not yet apportioned.
UHCW – The Hospital of St Cross & University Hospital Coventry - 1 CT scanner, 1 MRI scanner, 1 endoscopy room.	UHCW.	All Local Plan Allocations.	Ongoing.	£533,052 Costs not yet apportioned.
Expansion A & E footprint to increase number of bays.	UHCW.	All Local Plan Allocations.	Ongoing.	£1,024,800 Costs not yet apportioned.
<b>Utilities</b>				
Western Power connections where necessary.	Western Power All.	Local Plan Allocations.	Ongoing.	TBC.
Improving telecommunications - connections to the strategic network to be made by developers of all new premises.	Developers.	Broadband provider. All Local Plan Allocations.	Ongoing.	TBC.

Rugby Newbold Waste water Treatment Works-conventional treatment progress upgrades and flow upgrades, including any water supply or efficiency improvements required.	Severn Trent.	Developers, Environment Agency.	Ongoing.	TBC.
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<b>Coton Park East</b>				
<b>Transport</b>				
Avon Mill/Hunters Lane Improvements.	Coton Park East.	WCC.	TBC.	£1,574,622 in total.
A426 Leicester Road/Brownsover Road/Boughton Road Roundabout.	Coton Park East.	WCC.	2026 (Phase 3).	£1,700,000 in total.
A426/Central Park Drive.	Coton Park East.	WCC.	2031 (Phase 4).	£551,634 in total.
Provision of high quality cycling network.	Coton Park East.	WCC/Sustrans.	Ongoing.	TBC.
High quality public transport network.	Coton Park East.	Bus operators/WCC.	TBC.	TBC.
Rugby Gyrotory Improvements.	SW Rugby and Coton Park East.	WCC.	2031 (Phase 4).	A proportion of £500,000 (total cost).
A428 Hillmorton Road/Percival Road.	SW Rugby and Coton Park East.	WCC.	2031 (Phase 4).	A proportion of £411,454 (total cost).
B4429 Ashlawn Road/Percival Road (widening to provide a right turn).	SW Rugby and Coton Park East.	WCC.	2031 (Phase 4).	A proportion of £361,327 (total cost).
B5414 (North street/Church Street).	Coton Park East.	WCC.	2031 (Phase 4).	£500,000 in total.
Hillmorton Road/Whitehall Road Roundabout.	Coton Park East.	WCC.	2031 (Phase 4).	£457,178 in total.

<b>Education</b>				
2FE primary school (to be located on Coton Park East).	Developers.	WCC or ESFA- In conjunction with an Academy Trust (TBC).	2021 (Phase 2).	1.2ha £6,000,000.
12-24 month reservation of land for Secondary School within the Coton Park East allocation (land defined on allocations map).	AC Lloyd.	WCC.	TBC.	TBC.
Pupil transportation and contributions towards school places for all phases.	WCC.	TBC.	TBC.	Estimated costs subject to formula.  Early Years £502,541 Primary £3,517,787 Secondary £3,140,935 Post 16 £600,172 Primary SEN £117,711 Secondary SEN £239,668 Transport TBC.
<b>Community</b>				
Financial contribution to support library services.	WCC Library Service.	None.	2031 (Phase 4).	£17,510.40.
<b>Emergency Services</b>				
Premises expenditure to cater for 3 staff.	TBC.	TBC.	50% of total contribution to be paid upon completion of the 400 <sup>th</sup> dwelling (2025-26 according to housing trajectory appended to housing background	£72,106.

			paper) and the remaining contribution to the paid on completion of the 720 <sup>th</sup> dwelling (2028-29 according to housing trajectory appended to housing background paper).	
Start up and personal equipment for 3 additional police staff.	TBC.	TBC.	50% of total contribution to be paid upon completion of the 400 <sup>th</sup> dwelling (2025-26 according to housing trajectory appended to housing background paper) and the remaining contribution to the paid on completion of the 720 <sup>th</sup> dwelling (2028-29 according to housing trajectory	£16,758.



			appended to housing background paper).	
Additional police vehicles.	TBC.	TBC.	50% of total contribution to be paid upon completion of the 400 <sup>th</sup> dwelling (2025-26 according to housing trajectory appended to housing background paper) and the remaining contribution to be paid on completion of the 720 <sup>th</sup> dwelling (2028-29 according to housing trajectory appended to housing background paper).	£20,528.
Land for on-site fire and rescue presence.	TBC.	TBC.	TBC.	0.4ha.
<b>Health Care Facilities</b>				
Off - site GP provision contributions.	C&R CCG.	Developers.	TBC.	£214,943.
<b>St Cross Hospital</b>				

UHCW – The Hospital of St Cross, Rugby. 2 additional cubicles at the Walk in Centre.	UHCW.	All Local Plan Allocations.	Ongoing.	£54,600. Costs not yet apportioned.
UHCW – The Hospital of St Cross, Rugby. One theatre.	UHCW.	All Local Plan Allocations.	Ongoing.	£167,500 Costs not yet apportioned.
UHCW – The Hospital of St Cross - 55 additional car parking spaces for each location.	UHCW.	All Local Plan Allocations.	Ongoing.	£200,000 Costs not yet apportioned.
UHCW – The Hospital of St Cross & University Hospital Coventry - 1 CT scanner, 1 MRI scanner, 1 endoscopy room.	UHCW.	All Local Plan Allocations.	Ongoing.	£533,052 Costs not yet apportioned.
Expansion A & E footprint to increase number of bays.	UHCW.	All Local Plan Allocations.	Ongoing.	£1,024,800 Costs not yet apportioned.
<b>Utilities</b>				
Western Power Connections where necessary.	Western Power.	All Local Plan Allocations.	Ongoing.	TBC.
Improving telecommunications-connections to the strategic network to be made by developers of all new premises.	Developers.	Broadband provider. All Local Plan Allocations.	Ongoing.	TBC.
Rugby Newbold Waste water Treatment Works- conventional treatment progress upgrades and flow upgrades, including any water supply or efficiency improvements required.	Severn Trent.	Developers, Environment Agency.	Ongoing.	TBC.

<b>Main Rural Settlements Allocations</b>				
<b>Education</b>				
Primary and Secondary pupil transportation cost.	WCC.	Private sector.	Phase 2-3.	In line with the WCC Education funding formula.
Potential for longer term temporary or permanent accommodation may need to be an option in some areas such as Wolvey and Long Lawford.	WCC.	Academy, Foundation and other schools.	Phases 2-3.	TBC.
Financial contribution to secondary school provision.	WCC.	TBC.	Phase 2-3.	In line with the WCC Education funding formula.
<b>Community</b>				
Financial contribution to support library services.	WCC Library Service.	TBC.	Phases 2-3.	£15,321.60.
<b>St Cross Hospital</b>				
UHCW – The Hospital of St Cross, Rugby. 2 additional cubicles at the Walk in Centre.	UHCW.	All Local Plan Allocations.	Ongoing.	£54,600. Costs not yet apportioned.
UHCW – The Hospital of St Cross, Rugby. One theatre.	UHCW.	All Local Plan Allocations.	Ongoing.	£167,500 Costs not yet apportioned.
UHCW – The Hospital of St Cross - 55 additional car parking spaces for each location.	UHCW.	All Local Plan Allocations.	Ongoing.	£200,000 Costs not yet apportioned.
UHCW – The Hospital of St Cross & University Hospital Coventry - 1 CT scanner, 1 MRI scanner, 1 endoscopy room.	UHCW.	All Local Plan Allocations.	Ongoing.	£533,052 Costs not yet apportioned.
Expansion A & E footprint to	UHCW.	All Local Plan Allocations.	Ongoing.	£1,024,800 Costs not yet apportioned.

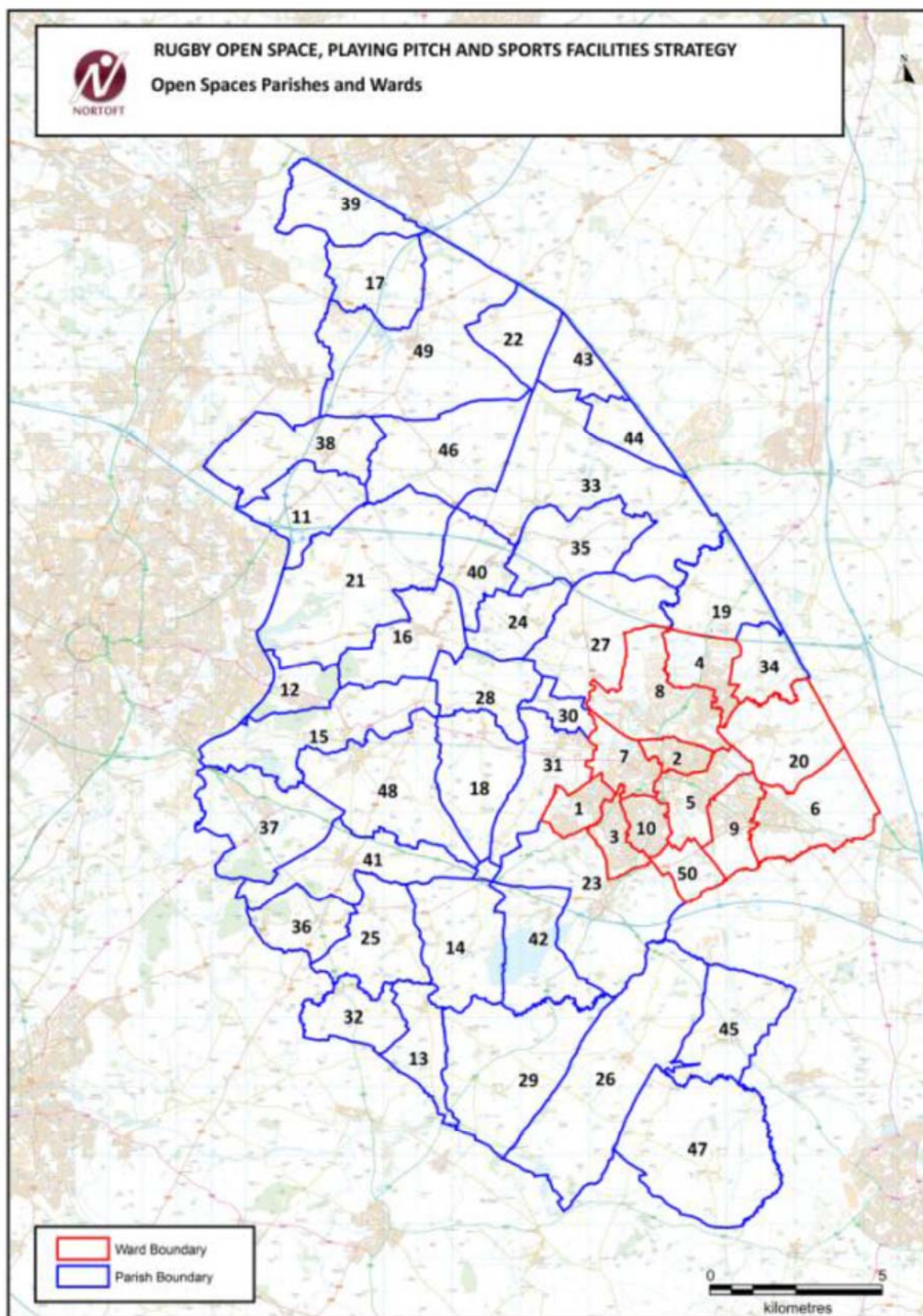
increase number of bays.				
<b>Utilities</b>				
Western Power Connections where necessary	Western Power	All Local Plan Allocations	Ongoing	TBC
Improving telecommunication s- connections to the strategic network to be made by developers of all new premises	Developers	Broadband provider. All Local Plan Allocations	Ongoing	TBC
Waste water Treatment Works- where specific schemes identify a requirement for conventional treatment progress upgrades and flow upgrades, including any water supply or efficiency improvements required.	Severn Trent	Developers, Environment Agency	Ongoing	TBC

<b>Local Plan Infrastructure</b>				
Rugby Parkway Railway Station is required to ensure Rugby has the connectivity necessary to secure the long term economic and residential development of the area, served by sustainable modes of transport.	WCC	DfT	2021 (Phase 2)	£11million total. Funding not yet confirmed.

## APPENDIX 4 OPEN SPACE PROVISION TABLES

**Introduction:**

This appendix provides details of open space provision in the Borough in relation to policy HS4. The Map below displays the parish and ward boundaries to which the open space provision table relates too.



**URBAN AREA**

Ref	Parish/Ward	Population	Provision (ha)	Children's Play 0.2ha per 1,000 pop	Nat and semi natural 2.5a per 1,000 pop	Amenity Green Space 1.1 per 1,000 pop	Allotments 0.65 ha per 1,000 pop	Parks and Gardens 1.5ha per 1,000 pop
1	Admirals and Cawston Ward	7846	Current Provision	1.36	4.53	29.37	0.00	0.59
			Surplus /Deficit	-0.21	-15.09	20.74	-5.10	-11.18
2	Benn Ward	8203	Current Provision	0.38	1.11	1.01	0.00	5.07
			Surplus /Deficit	-1.26	-19.40	-8.01	-5.33	-7.23
3	Bilton Ward	6196	Current Provision	0.12	6.85	3.79	5.95	5.08
			Surplus /Deficit	-1.12	-8.64	-3.03	1.92	-4.21
4	Coton and Boughton Ward	6503	Current Provision	0.4	31.39	16.6	0.00	0.00
			Surplus /Deficit	-1.08	15.13	9.45	-4.23	-9.75
5	Eastlands Ward	7982	Current Provision	0.34	21.02	4.69	5.78	14.05
			Surplus /Deficit	-1.26	1.07	-4.09	0.59	2.08
6	Hillmorton Ward	5289	Current Provision	0.51	1.77	4.82	0.00	4.28

Ref	Parish/Ward	Population	Provision (ha)	Children's Play 0.2ha per 1,000 pop	Nat and semi natural 2.5a per 1,000 pop	Amenity Green Space 1.1 per 1,000 pop	Allotments 0.65 ha per 1,000 pop	Parks and Gardens 1.5ha per 1,000 pop
			Surplus /Deficit	-0.55	-11.45	-1.00	-3.44	-3.65
7	New Bilton Ward	8298	Current Provision	0.54	4.19	4.63	3.58	7.82
			Surplus /Deficit	-1.12	-16.56	-4.50	-1.81	-4.63
8	Newbold and Brownsover Ward	7594	Current Provision	0.44	49.02	20.39	1.82	2.82
			Surplus /Deficit	-1.08	30.04	12.04	-3.12	-8.57
9	Paddox Ward	6892	Current Provision	0.57	60.67	1.10	3.53	13.91
			Surplus /Deficit	-0.81	43.44	-6.48	-0.95	3.57
10	Rokeyby and Overslade Ward	7831	Current Provision	0.54	0.00	19.92	0.00	0.00
			Surplus /Deficit	-1.03	-19.58	11.31	-5.09	-11.75



**RURAL AREA**

Ref	Parish	Population	Provision	Children's Play 0.2 per 1,000 pop	Nat and semi natural 2.5 per 1,000 pop	Amenity Green Space 0.5 per 1,000 pop	Allotments 0.8ha per 1,000 pop	Parks and Gardens (1ha per 1000 pop)
11	Ansty CP	328	Current Provision	0.02	0.00	0.94	0.41	0.00
			Surplus /Deficit	-0.05	-0.82	0.78	0.15	-0.33
12	Binley Woods CP	2,665	Current Provision	0.026	53.78	2.74	0.91	0.00
			Surplus /Deficit	-0.51	47.12	1.41	2.04	-2.67
13	Birdingbury CP	324	Current Provision	0.307	0.00	0.43	0.40	0.00
			Surplus /Deficit	0.24	-0.81	0.27	0.14	-0.32
14	Bourton and Draycote CP	267	Current Provision	0.00	0.00	0.00	0.00	0.00
			Surplus /Deficit	-0.05	-0.67	-0.13	0.38	-0.27
15	Brandon and Bretford CP	630	Current Provision	0.04	0.00	1.55	0.00	0.00
			Surplus /Deficit	-0.09	-1.58	1.24	0.91	-0.63

Ref	Parish	Population	Provision	Children's Play 0.2 per 1,000 pop	Nat and semi natural 2.5 per 1,000 pop	Amenity Green Space 0.5 per 1,000 pop	Allotments 0.8ha per 1,000 pop	Parks and Gardens (1ha per 1000 pop)
16	Brinklow CP	1144	Current Provision	0.08	3.74	0.48	1.18	1.96
			Surplus /Deficit	-0.15	0.88	-0.09	0.26	0.82
17	Burton Hastings CP	241	Current Provision	0.00	0.00	0.00	0.00	0.00
			Surplus /Deficit	-0.05	-0.6	-0.12	0.35	-0.24
18	Church Lawford CP	335	Current Provision	0.00	0.00	0.31	0.08	0.00
			Surplus /Deficit	-0.07	-0.84	0.14	0.33	-0.34
19	Churchover CP	339	Current Provision	0.00	0.00	0.00	0.08	0.00
			Surplus /Deficit	-0.07	-0.85	0.17	0.33	-0.34
20	Clifton upon Dunsmore CP	1374	Current Provision	0.12	0.75	11.96	1.59	2.64
			Surplus /Deficit	-0.15	-2.69	11.27	0.49	1.3
21	Combe Fields CP	115	Current Provision	0.00	0.00	0.00	0.00	0.00
			Surplus /Deficit	-0.02	-0.29	-0.06	0.16	-0.12

Ref	Parish	Population	Provision	Children's Play 0.2 per 1,000 pop	Nat and semi natural 2.5 per 1,000 pop	Amenity Green Space 0.5 per 1,000 pop	Allotments 0.8ha per 1,000 pop	Parks and Gardens (1ha per 1000 pop)
22	Copston Magna CP	24	Current Provision	0.00	0.00	0.00	0.00	0.00
			Surplus /Deficit	0.0048	-0.06	-0.01	-0.02	-0.02
23	Dunchurch CP	3069	Current Provision	0.13	18.03	1.54	1.51	2.73
			Surplus /Deficit	-0.48	10.36	0	- 1.43	-0.34
24	Easenhall CP	377	Current Provision	0.00	0.00	0.08	0.00	0.00
			Surplus /Deficit	-0.08	-0.94	-0.11	0.55	0.38
25	Frankton CP	327	Current Provision	0.00	0.00	0.08	0.00	0.00
			Surplus /Deficit	-0.07	-0.82	-0.08	0.47	-0.33
26	Grandborough CP	420	Current Provision	0.00	0.00	0.00	0.00	0.00
			Surplus /Deficit	-0.08	-1.05	-0.21	0.61	-0.42
27	Harborough Magna CP	452	Current Provision	0.2	0.00	0.00	0.00	0.00
			Surplus /Deficit	0.11	-1.13	-0.23	0.65	-0.45

Ref	Parish	Population	Provision	Children's Play 0.2 per 1,000 pop	Nat and semi natural 2.5 per 1,000 pop	Amenity Green Space 0.5 per 1,000 pop	Allotments 0.8ha per 1,000 pop	Parks and Gardens (1ha per 1000 pop)
28	King's Newnham CP	48	Current Provision	0.00	0.00	0.00	0.00	0.00
			Surplus /Deficit	-0.01	-0.12	-0.02	0.07	-0.05
29	Leamington Hastings CP	439	Current Provision	0.00	0.00	0.78	0.00	0.00
			Surplus /Deficit	-0.09	-1.1	0.56	0.64	-0.44
30	Little Lawford CP	42	Current Provision	0.00	0.00	0.00	0.00	0.00
			Surplus /Deficit	-0.01	-0.11	-0.02	0.06	-0.04
31	Long Lawford CP	3173	Current Provision	0.47	2.66	3.77	2.81	2.13
			Surplus /Deficit	-0.16	-5.27	2.33	0.27	-1.04
32	Marton CP	490	Current Provision	0.05	0.00	2.33	0.00	0.00
			Surplus /Deficit	-0.05	-1.23	2.09	0.71	-0.49
33	Monks Kirby CP	437	Current Provision	0.13	0.00	0.57	0.00	0.00
			Surplus /Deficit	0.04	-1.09	0.35	0.63	-0.44

Ref	Parish	Population	Provision	Children's Play 0.2 per 1,000 pop	Nat and semi natural 2.5 per 1,000 pop	Amenity Green Space 0.5 per 1,000 pop	Allotments 0.8ha per 1,000 pop	Parks and Gardens (1ha per 1000 pop)
34	Newton and Biggin CP	415	Current Provision	0.00	0.00	0.00	0.91	0.00
			Surplus /Deficit	-0.08	-1.04	-0.21	0.58	-0.42
35	Pailton CP	512	Current Provision	0.02	0.00	0.20	0.56	0.00
			Surplus /Deficit	-0.08	-1.28	-0.06	0.15	-0.51
36	Princethorpe CP	401	Current Provision	0.13	0.00	0.00	0.48	0.00
			Surplus /Deficit	0.05	-1.00	-0.20	0.16	-0.4
37	Ryton-on-Dunsmore CP	1813	Current Provision	0.24	32.07	0.62	0.34	24.34
			Surplus /Deficit	0.00	29.12	0.03	-0.61	22.53
38	Shilton and Barnacle CP	887	Current Provision	0.08	27.54	0.00	0.00	0.00
			Surplus /Deficit	-0.10	25.32	-0.44	0.58	-0.02
39	Stretton Baskerville CP	24	Current Provision	0.00	0.00	0.00	0.00	0.00
			Surplus /Deficit	0.00	-0.06	-0.01	-0.02	-0.02

Ref	Parish	Population	Provision	Children's Play 0.2 per 1,000 pop	Nat and semi natural 2.5 per 1,000 pop	Amenity Green Space 0.5 per 1,000 pop	Allotments 0.8ha per 1,000 pop	Parks and Gardens (1ha per 1000 pop)
40	Stretton under Fosse CP	213	Current Provision	0.00	0.00	0.00	0.00	0.00
			Surplus /Deficit	-0.04	-0.53	-0.11	0.31	-0.21
41	Stretton-on-Dunsmore CP	1159	Current Provision	0.23	0.00	1.83	1.00	1.35
			Surplus /Deficit	0.00	-2.90	1.25	0.25	0.19
42	Thurlaston CP	331	Current Provision	0.47	0.00	0.00	0.00	0.00
			Surplus /Deficit	0.40	-0.83	-0.17	0.48	-0.33
43	Wibtoft CP	53	Current Provision	0.00	0.00	0.00	0.00	0.00
			Surplus /Deficit	-0.01	-0.13	-0.03	0.07	-0.05
44	Willey CP	85	Current Provision	0.00	0.00	0.00	0.11	0.00
			Surplus /Deficit	-0.02	-0.21	-0.04	0.07	-0.09
45	Willoughby CP	458	Current Provision	0.09	0.00	0.30	0.00	0.00
			Surplus /Deficit	0.00	-1.15	0.07	0.07	-0.46

Ref	Parish	Population	Provision	Children's Play 0.2 per 1,000 pop	Nat and semi natural 2.5 per 1,000 pop	Amenity Green Space 0.5 per 1,000 pop	Allotments 0.8ha per 1,000 pop	Parks and Gardens (1ha per 1000 pop)
46	Withybrook CP	289	Current Provision	0.02	0.00	0.17	0.02	0.00
			Surplus /Deficit	-0.04	-0.72	0.03	0.38	-0.29
47	Wolfhampcote CP	267	Current Provision	0.00	0.00	0.38	0.56	0.00
			Surplus /Deficit	-0.05	-0.67	0.25	0.35	-0.27
48	Wolston CP	2577	Current Provision	0.29	5.76	2.48	4.69	5.98
			Surplus /Deficit	-0.23	-0.68	1.19	2.63	3.4
49	Wolvey CP	1832	Current Provision	0.13	1.38	2.50	0.24	0.00
			Surplus /Deficit	-0.24	-3.20	1.58	2.18	-1.83

**Notes:**

1: Population Source: 2012 Projections from Open Space, Playing Pitch and Sports Facilities Study 2015.

2: Current provision is total area in ha.

3: Amenity Green Space provision based on sites larger than 0.2 ha which has a recreational function (excludes incidental open space within housing developments and roadside verges).

4: Surplus/deficit is total area figure.

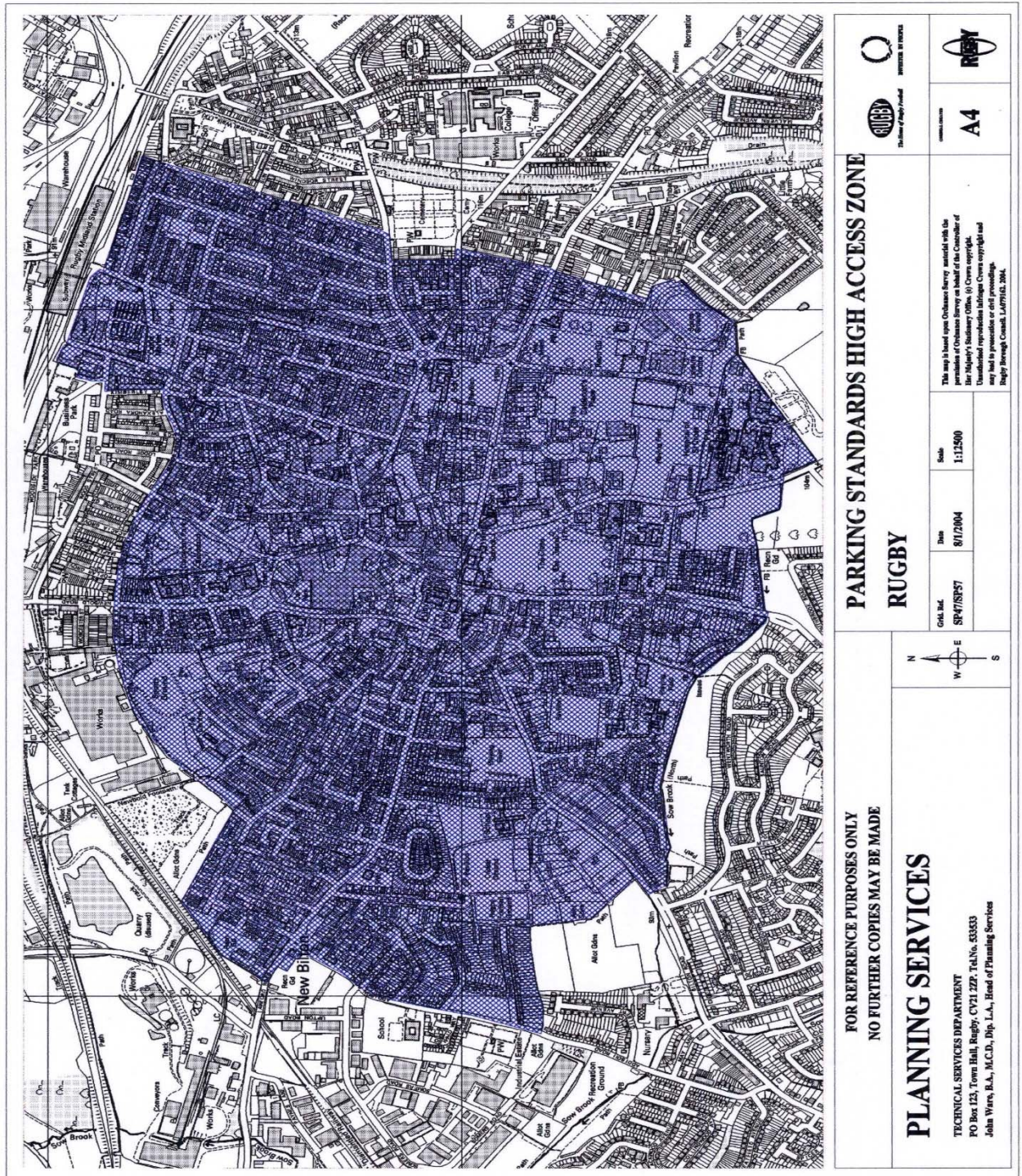


## APPENDIX 5 CAR PARKING STANDARDS

## 1: Introduction

This appendix provides guidance on the interpretation of Policy D2: Parking Facilities, and should be used to inform negotiations on the provision of parking within new developments.

## 2: Parking Standards High Access Zone:



(To scale plan available on request)



### 3: The Standards

New developments will normally be required to provide parking in compliance with the following standards:

The parking standards quoted below are based on space per square metre of Gross Floorspace Area (GFA) unless otherwise stated. The GFA is the total floorspace of a property.

<b>Retail Development</b>				
Type	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
A1 Non-Food Retail and General Retail	1 space/ 20 sq. m.	1 space/ 50 sq. m.	Greater of 1 space per 6 staff or 1 per 300 sq. m.	1 stand per 200 sq. m.
A1 Food Retail	1 space/ 14 sq. m.	1 space/ 50 sq. m.		
A2 Financial and Professional Services	1 space/ 30 sq. m.	1 space/ 50 sq. m.		
A3 Food & Drink – Restaurants and Cafés and A5 Hot Food Takeaways	1 space/ 5 sq. m.	1 space/ 10 sq. m.	Greater of 1 space per 6 staff or 1 per 40 sq. m.	1 stand per 20 sq. m.
A4 Food & Drink – Drinking Establishments	1 space/ 3 sq. m.	1 space/ 10 sq. m.		
A3 Transport Cafés and Roadside Restaurants (see notes 1 and 2)	See note 3			
Notes:	<ol style="list-style-type: none"> <li>Where these serve Heavy Goods Vehicle's (HGV) some provision for HGV parking will be required.</li> <li>Motorway service areas will be included in transport cafés with additional consideration for associated facilities, parking for buses/coaches and HGV's.</li> <li>It is considered inappropriate to apply a standard to this form of development. Therefore, applications will be considered on their own merits and according to the suitability of the location of this type of use.</li> </ol>			
General notes:	<ul style="list-style-type: none"> <li>Long Stay provision is generally considered as stays of six hours or more, particularly associated with residential overnight use, or employment locations. Short stay may be from a few minutes to a few hours.</li> <li>A Transport Assessment or Travel Plan may be required.</li> <li>Petrol Stations with a shop will be considered under the appropriate retail category, but with each pump parking space counting as one space each.</li> </ul>			

<b>Commercial Development</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
B1(a) Office	1 space/ 30 sq. m.	1 space/ 60 sq. m.	1 stand per 150 sq. m.	1 stand per 500 sq. m.
B1 (b) (c) High Tech/Light Industry	1 space/ 40 sq. m.	1 space/ 80 sq. m.	1 stand per 250 sq. m.	1 stand per 500 sq. m.
B2 General Industrial	1 space/ 45 sq. m.	1 space/ 90 sq. m.	1 stand per 350 sq. m.	1 stand per 500 sq. m.
B8 Storage and Distribution	1 space/ 60 sq. m.	1 space/ 120 sq. m.	1 stand per 500 sq. m.	1 stand per 1000 sq. m.
General notes:	<ul style="list-style-type: none"> <li>• A Transport Assessment and/or company Travel Plan may be required.</li> <li>• Long-stay cycle parking is to be at least the greater of the spaces per GFA identified, or 1 space per 8 staff.</li> <li>• Proposed standards will take into account commercial development in predominantly residential areas – where demonstrable harm to local residents occurs, the provision of on-street parking controls will be considered.</li> <li>• These standards do not take into account commercial vehicle parking standards, which will be considered on the basis of individual planning applications.</li> </ul>			

<b>Hotels and Hostels (C1)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Hotels/ Motels/ Guest Houses and Boarding Houses	1 space/ bedroom	0.5 space/ bedroom	1 stand/ 6 full-time staff	1 stand/ 10 beds
Hostels for the Homeless and other Special Needs Groups	Each case considered on its own merits		Each case considered on its own merits	
General notes:	<ul style="list-style-type: none"> <li>• Other facilities, i.e. eating/drinking, entertainment and conference facilities are to be treated separately where they are (or could be) available to non-residents.</li> <li>• The above standards take into account staff parking.</li> <li>• All new hotels and hostels or major expansions may require a Transport Assessment and Travel Plan to determine provision of facilities.</li> </ul>			

<b>Residential Institutions (C2)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Nursing and Rest Homes	1 space/ 4 residents	0.5 space/ 4 residents	1 stand/ 6 full-time staff	Minimum of 2 stands per establishment
Homes for Children and Adults with Learning or Physical Disabilities (see note 1)	1 space/ resident staff  0.5 space/ non-res. staff  Visitor: 0.5 space/client  (see note 2)			
Residential Schools, Colleges or Training Centres	1 space/ 4 residents	0.5 space/ 4 residents	Each case considered on its own merits	Each case considered on its own merits
Hospitals (see note 3)	Each case considered on its own merits		Each case considered on its own merits	Each case considered on its own merits
Notes:	<ol style="list-style-type: none"> <li>1. The parking standard for non-residential staff applies to non-residential staff on duty at the busiest time.</li> <li>2. Due to the nature of this land use, a reduction according to accessibility is not appropriate.</li> <li>3. All new establishments or major expansions require a Transport Assessment and a Travel Plan.</li> </ol>			
General Notes:	<ul style="list-style-type: none"> <li>• The above standards take into account visitor parking, unless otherwise stated.</li> </ul>			

<b>Residential Dwellings (C3)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Residents/ Staff	Short Stay – Visitors
<b>Dwelling Houses</b>				
1-2 bed units	1.5 spaces/ Unit	0.75 spaces/unit	1/unit secure & undercover	See note 1
3 bed units	2 spaces/ Unit	1 space/ unit	1/unit secure & undercover	See note 1
4 bed units	3 spaces/ Unit	1.5 spaces/ unit	1/unit secure & undercover	See note 1
<b>Dwelling Apartments</b>				

Studio units	1 space/unit	0.5 space/unit	1/unit secure & undercover	1 loop/hoop per unit
1-2 bed units	1.5 spaces/Unit	0.75 spaces/unit	1/unit secure & undercover	1 loop/hoop per unit
3 + bed units	2 spaces/Unit	1 space/unit	2/unit secure & undercover	1 loop/hoop per unit
<b>Dwellings for Elderly Persons</b>				
Category 1 Active Elderly: Without resident warden	1 space/Unit	0.5 space/unit	1/unit secure & undercover	1 loop/hoop per 2 units
Category 2 Full Care: With resident warden	0.5 space/unit	0.25 space/unit	1 space per 6 staff	1 loop/hoop per 2 units
Notes:  General notes:	<p>1. It is considered inappropriate to apply a standard to this form of development. Therefore, applications will be considered on their own merits and according to the suitability of the location of this type of use.</p> <ul style="list-style-type: none"> <li>• The above standards are guidance figures and car parking standards in this category are not expressed as a maximum.</li> <li>• It is acknowledged that residential parking is different in nature to non-residential parking, being the trip origin.</li> <li>• Small scale developments will not be assessed against the standards in the table above, but will be encouraged to conform to them.</li> <li>• The standards do not preclude zero or minimal parking close to major transport interchanges, or for conversions of existing buildings.</li> <li>• Where appropriate developers can submit transport assessments or statements to justify an alternative package of parking measures to mitigate against unacceptable impacts, decisions on alternative parking proposals will be made in consultation with the Highways Authority.</li> <li>• Where a garage is provided, each garage will be designated as one car space plus one cycle space.</li> <li>• On street parking in association with residential development should generally be discouraged through good design.</li> <li>• Where warden or staff spaces are identified, these apply to full-time staff.</li> <li>• The above standards take into account visitors parking.</li> <li>• For nursing and care home see Care Establishments – Public and Private.</li> <li>• At least 1 long-term (secure/undercover) cycle space per development.</li> </ul>			
<b>Houses of Multiple Occupation (C4, Sui Generis)</b>		Each case to be considered on its own merits.		

<b>Non-Residential Institutions (D1)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Doctors Surgery, Dentists Surgery, or Veterinary Surgery	4 spaces/ consulting room	2 spaces/ consulting room	Greater of 1 space/ 2 consulting rooms Or 1 space/ 6 staff	1 stand per consulting room
Health Centres	6 spaces/ consulting room	3 spaces/ consulting room		
Places of Worship/ Church Halls	1 space/ 5 fixed seats or 1 space/ 10 sq. m.	0.5 space/ 5 fixed seats or 0.5 space/ 10 sq. m.	Greater of 1 space/ 6 staff or 1 space/ 40 sq. m.	1 stand/ 20 sq. m.
<b>Schools (see note 1)</b>				
Staff and Visitors (see notes 2 and 3)	2 spaces/ Classroom for staff and visitors plus facilities for picking up and setting down children or as determined by Travel Plan	1 space/ Classroom for staff and visitors plus facilities for picking up and setting down children or as determined by Travel Plan	Each case considered on its own merits	Each case considered on its own merits
<b>16+ Colleges &amp; Further Education Colleges (see note 1)</b>				
Staff and Visitors (see notes 2 and 3)	2 spaces/ classroom for staff and visitors plus facilities for picking up and setting down children or as determined by Travel Plan	1 space/ classroom for staff and visitors plus facilities for picking up and setting down children or as determined by Travel Plan	Each case considered on its own merits	Each case considered on its own merits
Students and Parents	Each case considered on its own merits			
<b>Day Nurseries (including Day Care)/Playgroups &amp;Crèches</b>				
Staff, Visitors and Parents (see note 2)	1 space/ full-time staff member	0.5 space/ full-time staff member	1 stand/ 6 full-time staff Minimum of 2 stands per establishment	
Day Centres for People with Disabilities (see note 4)	0.5 space per full-time staff member  Visitor: 0.5 space/client	0.25 space per full-time staff member  Visitor: 0.25 space/client	1 stand/ 6 full-time staff  Minimum of 2 stands per establishment	

<b>Any other use within Class D1 e.g. libraries, art galleries and museums.</b>	To be considered on its own merits
Notes:	<ol style="list-style-type: none"> <li>1. New or major expansions of educational establishments may require a Transport Assessment and School or College Travel Plan.</li> <li>2. Visitor parking included in staff allocation.</li> <li>3. The proposed standard for schools of 2 spaces/classroom for staff (including visitors) is based on the average of 2 staff per classroom.</li> <li>4. Day centre services for older people, adults with learning or physical disabilities, must provide space for dropping off and picking up people.</li> </ol>
General Notes:	<ul style="list-style-type: none"> <li>• For colleges and FE establishments any student spaces must be justified by a travel plan.</li> <li>• There will be a requirement for a bus/coach loading area whether provided on or off-site, for primary education and above, unless otherwise justified.</li> <li>• Catchment areas will be taken into account for schools.</li> </ul>

<b>Assembly and Leisure Facilities (D2)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Cinemas, Conference Facilities, Theatres, Concert Halls, Bingo Halls and other similar spectator facilities	1 space/ 5 seats	1 space/ 10 seats	Greater of 1 space per 6 staff or 1 space/ 40 sq. m.	1 stand per 20 sq. m.
Dance Halls and Discotheques	1 space/ 22 sq. m.	1 space/ 44 sq. m.		
Bowling Centres, Bowling Greens (see note 2)	3 spaces/ lane	1.5 spaces/ lane		
Swimming Pools, Health Clubs and Gymnasias	1 space/ 3 staff and 1 space/ 10 sq. m. hall/pool area	0.5 space/ 3 staff and 0.5 space/ 10 sq. m. hall/pool area		
Golf Courses (see note 2)	4 spaces/ hole	See note 1		
Golf Driving Ranges	2 spaces/ tee	See note 1		
Marinas, Sailing and Water Based Uses (see note 2)	1 space/ 1 staff 1 space/ 2 participants	See note 1		
Stadia				



Ice Rinks	To be considered on its own merits (see note 3)		To be considered on its own merits	To be considered on its own merits
Tennis Courts/Squash Courts (see note 2)	3 spaces/court	1.5 spaces/court	Greater of 1 space per 6 staff or 1 space/ 5 courts	1 stand per court
Playing Fields (see note 2)	12 spaces per ha of pitch area	6 spaces per ha of pitch area	Greater of 1 space per 6 staff or 1 space/ 5 ha of pitch area	1 stand per ha of pitch area
Leisure Centres and Other Sports Facilities (see note 2)	1 space/ 3 staff and 1 space/ 30 sq. m. playing area	0.5 space/ 3 staff and 0.5 space/ 30 sq. m. playing area	Greater of 1 space per 6 staff or 1 space/ 40 sq. m.	1 stand per 20 sq. m.
Notes:	<ol style="list-style-type: none"> <li>1. It is considered inappropriate to apply a standard to this form of development.</li> <li>2. Other facilities i.e. club house/bar treated separately.</li> <li>3. No standards are set for stadia or ice rinks due to the small number of applications. Each application will be considered individually.</li> </ol>			
General Notes:	<ul style="list-style-type: none"> <li>• All new assembly and leisure establishments or major expansions may require a Transport Assessment or Travel Plan to determine provision and facilities.</li> <li>• The above standards, unless otherwise stated, take into account full-time staff, visitor and participant parking.</li> <li>• Other facilities on-site, i.e. eating/drinking establishments are to be treated separately.</li> </ul>			

<b>Miscellaneous Commercial Development (Motor Trade Related)</b>				
<b>Type</b>	<b>Car Parking Standard</b>		<b>Cycle Standard (minimum)</b>	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
<b>Car Sales and Garage Forecourts</b>				
Workshops – staff	1 space/ 45 sq. m.  (see note 1)		Greater of 1 space/ 8 full-time staff or 1 space/ 250 sq. m.	1 stand/ 500 sq. m.

Workshops – customers	3 spaces/ service bay (see note 1)	See note 2	
Car Sales – staff	1 space/ full-time staff (see note 1)	Greater of 1 space/ 8 staff or 1 space/ 250 sq. m.	1 stand/ 500 sq. m.
Car Sales – customers	1 space/ 10 cars on display (see notes 1, 2 and 3)	See note 2	
Car Hire	See note 2		
Notes:	<ol style="list-style-type: none"> <li>1. Due to the nature of this use class, a reduction according to accessibility is not appropriate.</li> <li>2. It is considered inappropriate to apply a standard to this form of development. Therefore, applications will be considered on their own merits and according to the suitability of the location of this type of use.</li> <li>3. This applies to the number of cars on sale in the open.</li> </ol>		
General notes:	<ul style="list-style-type: none"> <li>• A Transport Assessment and/or company Travel Plan may be required.</li> <li>• These standards do not take into account commercial vehicle parking standards, which will be considered on the basis of individual planning applications.</li> </ul>		

Parking for disabled people should be additional to the parking standards outlined elsewhere within this document. The total number of spaces required by the standards shall include the following proportions:

<b><u>Employment generating businesses and hotels:</u></b>	
Up to 25 places	1 space
Up to 50 places	2 spaces
Up to 75 places	3 spaces
Up to 100 places	4 spaces
Each subsequent 100 spaces or part of 100	1 extra spaces
<b><u>Public buildings and shops</u></b>	
Up to 25 places	1 space
Up to 50 places	3 spaces
Up to 100 places	5 spaces
Each subsequent 100 spaces or part of 100	3 extra spaces

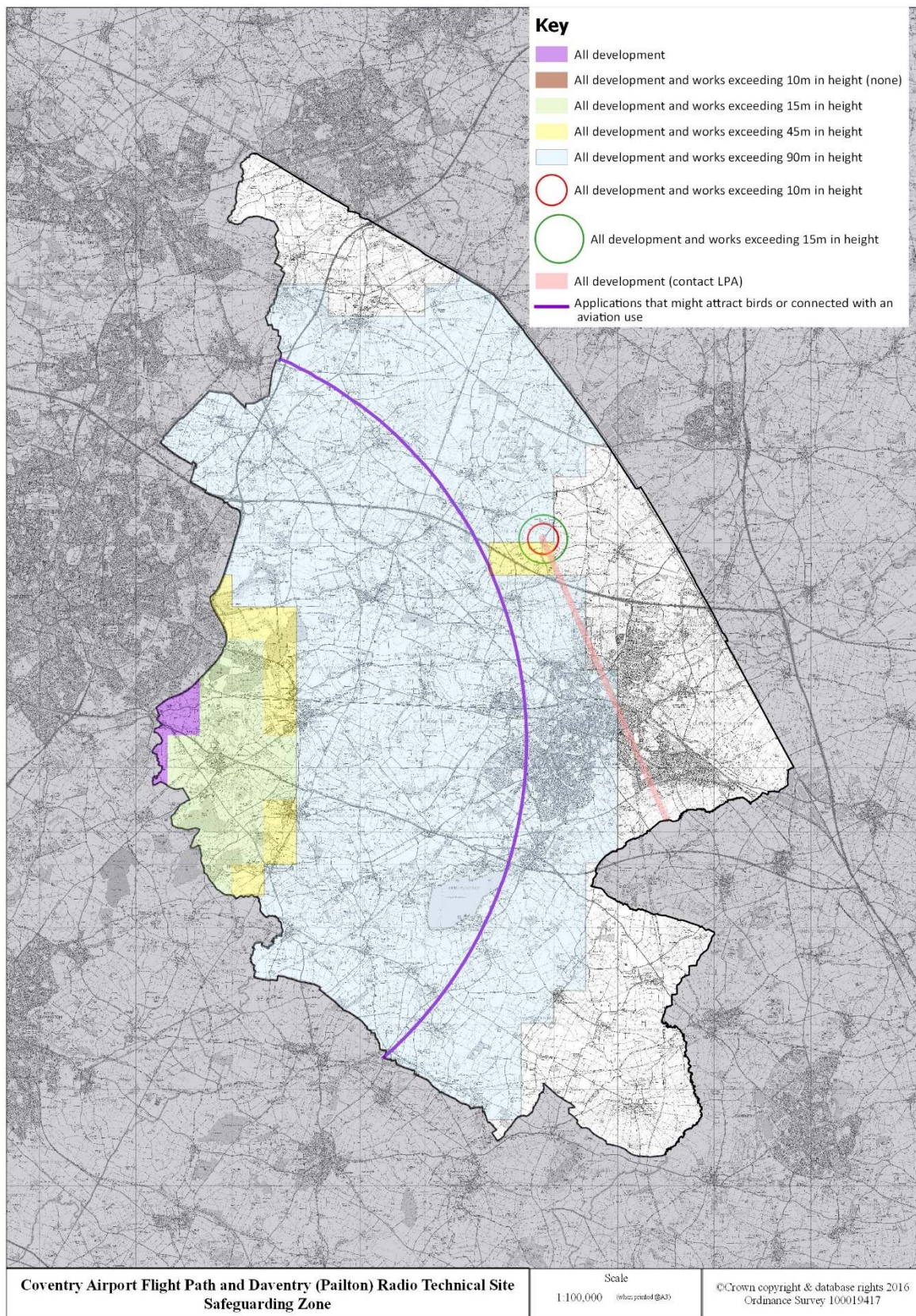
<b>Electric Charging Points</b>			
Electric and hybrid vehicle charging points are required to be provided as part of development as outlined in the table below unless it can be demonstrated that it is financially unviable.			
<b>Development Type</b>	<b>Development Scale</b>	<b>Quantity Required</b>	<b>Type of Charging Point</b>
Residential	10 or more dwellings	1 charging point per dwelling; and 1 charging point per 10 unallocated parking spaces.	Passive charging points are to be provided for dwellings. These ensure cabling is provided for owners to install the correct socket for their vehicle.  Active charging points are required for unallocated spaces.
Commercial, Industrial and Retail	Major Development	1 charging point per 10 spaces to include 1 charging point for every 10 disabled car parking spaces.	

<b>Access for People with Disabilities: Car Parking Provision</b>	
Under 50 spaces	1 space. Remaining provision on its merits
Over 50 spaces	4%
<p>Reserved spaces should be clearly designated for use by people with disabilities and they should be clearly signposted. The pedestrian route from the parking spaces to the point of entry should be clearly defined and well lit.</p> <p>Pathways should be a minimum width of 1.2 metres and if possible 1.8 metres to allow wheelchairs to pass. A greater width may be required if large pedestrian flows are anticipated. Path edges should be clearly defined and slip resistant surfaces should be used. All pathways should be well lit. The use of colour contrasts can assist partially sighted people.</p> <p>The pathway system should where possible be designed to avoid crossing vehicular routes within the site. Where this is not practicable use should be made of “dropped kerbs” and textured surfaces so that so that the crossing point is suitable for both wheelchair users and people with visual impairments.</p> <p>Ramps where used should have a gradient of approximately 1:20 (maximum 1:12). Where ramps are steep (greater than 1:20) steps should also be made available. Long ramps require a level landing at 10 metre intervals. A level platform of adequate size should be provided at</p>	

the entrance to the building and at the top and bottom of all ramps. Steps should have a maximum riser of 0.15 metres and a minimum tread of 0.28 metres. Handrails should extend beyond the top and bottom of the steps or ramp and should be provided with a positive safe end.

Street furniture should be located so that it does not obstruct pedestrian pathways. Where possible such furniture should be at least one metre in height (0.8 metres minimum), with good colour contrast.

## APPENDIX 6 AIRPORT SAFEGUARDING FLIGHT PLAN



## APPENDIX 7 GLOSSARY OF TERMS



Term	Description
<b>Affordable Housing</b>	<p>Housing, for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <ul style="list-style-type: none"> <li>a) <b>Affordable housing for rent:</b> meets all of the following conditions: <ul style="list-style-type: none"> <li>(a) the rent is set in accordance with the Government’s rent policy, or is at least 20% below local market rents (including service charges where applicable);</li> <li>(b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and</li> <li>(c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</li> </ul> </li> <li>b) <b>Starter homes:</b> is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute at the time of planning preparation or decision-making. Income restrictions should be used to limit a household’s eligibility to purchase a starter home to those who have maximum household incomes of £80,000 a year or less.</li> <li>c) <b>Discounted market sales housing:</b> is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</li> <li>d) <b>Other affordable routes to home ownership:</b> is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, either low cost home for sale and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.</li> </ul>



<b>Air Quality Management Areas</b>	Designation made by Local Authority where assessment of air quality requires action plan to improve the air quality.
<b>Air Quality Neutral</b>	Emissions from the development proposal being no worse, if not better, than those associated with the previous use.
<b>Authority Monitoring Report (AMR)</b>	A report required by regulations to assess progress on the preparation and effectiveness of Local Plans.
<b>BREEAM: Building Research Establishment Environmental Assessment Method</b>	Widely used environmental assessment method for buildings, which sets the standard for best practice.
<b>Brownfield</b>	Previously developed land occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure which can be re-developed for other uses.
<b>Community Infrastructure Levy</b>	A levy placed on development, to fund new or additional infrastructure needs.
<b>Comparison retail</b>	Retail stores selling items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc). Customers often compare items and prices between several of these stores before making a purchase.
<b>Conservation Area</b>	An area of special architectural and/or historical interest, the character or appearance of which it is desirable to preserve or enhance. It is a recognition of the value of a group of buildings and their surroundings and the need to protect not just individual buildings but the character of the area as a whole.
<b>Convenience Retail</b>	Retail stores selling everyday essential items, such as food and newspapers.
<b>Coventry and Warwickshire Local Enterprise Partnership.</b>	<p>Local Enterprise Partnerships are locally-owned partnerships between local authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.</p> <p>They are also a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery.</p>

<b>Development</b>	Development is defined under the Town and Country Planning Act 1990 as “the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land”.
<b>Development Plan Documents (DPDs)</b>	Planning policy documents which make up the Local Plan.
<b>Duty to Cooperate</b>	A legal test that requires cooperation between local planning authorities and other public bodies to maximise the effectiveness of policies for strategic matters in Local Plans. It is separate from but related to the Local Plan test of soundness.
<b>Evidence base</b>	An evidence base is the evidence that any development plan document, especially a core strategy, is based on. It is made up of the views of stakeholders and background facts about the area.
<b>Green Belt</b>	National policy designation that helps to contain development, protect the countryside and promote brownfield development and assists in the urban renaissance. There is a general presumption against inappropriate development in the Green Belt.
<b>Green and Blue Infrastructure</b>	The terms Green and Blue Infrastructure refer to a strategic network of green and blue spaces, such as woodlands, parks, amenity landscaping, ponds, canals and rivers, and the links between them.
<b>Greenfield</b>	Land which has not been developed before. Applies to most sites outside built-up area boundaries.
<b>Habitat Biodiversity Audit</b>	This provides the underlying baseline evidence of the type of habitats and their condition based on recognised national survey methodology.
<b>Hectare</b>	A unit of land area equivalent to 10,000 square metres or 0.01 of a square kilometre. One Hectare is approximately equal to 2.5 acres.
<b>Housing Market Area</b>	Provides information on the level of need and demand for housing and the opportunities that exist to meet it across a defined area.
<b>Infrastructure</b>	A collective term for services such as roads, electricity, sewerage, water, children’s services, health facilities and recycling and refuse facilities.
<b>Listed Building</b>	Buildings and structures which have been identified by the Secretary of State for National Heritage as being of special architectural or historic interest and which are subject to the law to ensure their protection and maintenance.

<b>Local Development Document (LDD)</b>	Documents setting out land use policy prepared under Planning legislation. Can either be a Development Plan Document or a Supplementary Planning Document.
<b>Local Development Scheme (LDS)</b>	Sets out the program for the preparation of the local development documents. The first LDS must be submitted to Secretary of State for approval within six months of the commencement date of the Act.
<b>Local Strategic Partnership (LSP)</b>	Non-statutory, non-executive body bringing together representatives of the public, private and voluntary sectors. The LSP is responsible for preparing the Community Strategy.
<b>Local Plan</b>	The main planning document for the Borough comprising the policies against which proposals for physical development will be evaluated and provides the framework for change and development in the city.
<b>Masterplan</b>	A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.
<b>Mitigation measures</b>	These are measures requested/ carried out in order to limit the impact by a particular development/ activity.
<b>National Planning Policy Framework</b>	A document setting out the Government's planning policies for England and how these are expected to be applied.
<b>Neighbourhood Plan</b>	Plans prepared by a Parish Council or a Neighbourhood Forum for a particular neighbourhood.
<b>Parish Plans</b>	A parish plan is a statement of how the local community sees itself developing over the next few years. They should reflect the views of all sections of the community, identify character and features which local people feel are important, identify local problems and opportunities and will say how the residents want the community to develop.
<b>Planning Obligation</b>	Legal agreements between a planning authority and a developer to ensure that certain works which are necessary and relevant to a development are undertaken or financial contributions made to facilitate associated infrastructure works and development.
<b>Policies Map</b>	A map based representation of the Spatial Plan identifying areas for protection and sites for particular uses of land and development proposals. The Policies Map is revised when each new Development Plan Document is adopted.
<b>Public realm</b>	The parts of a village, town and city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

<b>Public Examination</b>	Development Plan Documents are assessed at an examination, during which the Planning Inspector assesses the soundness of the documents.
<b>Rural Exception Site</b>	Sites for the development of affordable housing on land within or adjoining existing small rural communities, which would not otherwise be released for general market housing.
<b>Section 106 Agreement</b>	Derived from Section 106 of the Town and Country Planning Act 1990. A voluntary agreement between the local planning authority and any other body with an interest in land in their area. Its purpose is to restrict or regulate the use of land, or to make other such arrangements (such as financial contributions) as the Local Authority considers to be necessary.
<b>Sequential Approach</b>	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield sites before greenfield sites, or town centre retail sites before out-of-centre sites. In terms of employment a sequential approach would favour an employment use over mixed use and mixed use over non-employment uses.
<b>Settlement boundary</b>	A planning tool, which defines the built up area of a settlement and restricts development within the countryside beyond those defined boundaries.
<b>Spatial Planning</b>	Policy planning that goes beyond traditional land use matters and deals with wider issues such as general policy priorities and resources.
<b>Submission</b>	The final stage in preparation of Development Plan Documents and the Statement of Community involvement. The documents are sent to the Secretary of State and an Independent Examination will be held.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	The purpose of the Strategic Housing Land Availability Assessment (SHLAA) is to identify sites which may be suitable for housing development over the next 15 year. Each site within the SHLAA has been assessed to establish whether it is likely to be suitable for housing development and, if so, when it might come forward for development. It is important to note that the SHLAA does not determine whether housing will be built on any particular site, but merely undertakes a technical exercise on the availability of land in the Borough.
<b>Supplementary Planning Document (SPD)</b>	These contain policy guidance to supplement the policies and proposals in Development Plan Documents.
<b>Sustainability Appraisal (SA)</b>	An appraisal of the social, economic and environmental effects of a plan to ensure it reflects sustainable development objectives. Sustainability Appraisal is required for all development plan documents.

<b>Site allocation</b>	Policies referring to land allocations for specific or mixed uses or development. Policies will identify any specific requirements for individual proposals
<b>Sites of Special Scientific Interest</b>	An area of land identified and protected by Natural England as being of special nature conservation interest nationally.
<b>Statement of community involvement (SCI)</b>	Sets out the standards which authorities will achieve with regard to involving local communities in the preparation of local development documents and development control decisions. The statement of community Involvement is not a development plan document but is subject to independent examination.
<b>Sustainable Community Strategy (SCS)</b>	A sustainable community strategy sets out the strategic visions for a place and provides a vehicle for considering how to address difficult issues such as the economic future of an area, social exclusion and climate change. It is a vision document which needs to be aligned with the core strategy, as with the vision document for the local development framework.
<b>Transport Assessment</b>	A Transport Assessment report that provides detailed information on a range of transport conditions and related issues, taking into account proposed development. The assessment is often used to show whether developments will cause problems of congestion, danger etc. and are therefore also used in the determination of planning applications.
<b>Vitality and Viability</b>	In terms of retailing, vitality is the capacity of a centre to grow or to develop its level of commercial activity. Viability is the capacity of a centre to achieve the commercial success necessary to sustain the existence of the centre.
<b>Windfall site</b>	A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context. They tend to be very small sites for one or a small number of homes.

## APPENDIX 8 AIR QUALITY MANAGEMENT AREA

