



**RUGBY BOROUGH  
STAGE 2 SITE OPTIONS  
ASSESSMENT  
DECEMBER 2025**

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## **Introduction**

This report sets out provides details on site options which were considered for allocation in the new Rugby Borough Local Plan 2025-2042. The Report forms part of the evidence base for the new Local Plan. It does not allocate sites for development but details the council's analysis of potential site options. This information assisted the council in identifying the most suitable options for potential site allocations.

## **Overall site selection process**

This Report is the Stage 2 Site Assessment, other stages are outlined below.

### *Stage 1a Housing and Economic Land Availability Assessment (HELAA)*

Stage 1 in this process was the Housing and Economic Land Availability Assessment (HELAA). This process sought possible sites for allocation by having a public call for sites, reviewing existing and lapsed planning permissions, reviewing allocations of land from the current Local Plan and officers identifying land which might be suitable. This process included a desk-based review of constraints to identify sites which may be suitable to continue into a Stage 2 Site Assessment. Sites that were discounted in the HELAA are not carried forward to stage 2 site assessment. Similarly, sites that were assessed as suitable, available and achievable were not carried forward to stage 2 site assessment, these sites can be developed without changes to policy. Instead, carried forward to stage 2 site assessment were sites assessed as potentially suitable but requiring changes to policy.

A HELAA addendum was produced following the Regulation 18 “preferred options” consultation adding 11 further sites and updating the analysis for 5 previously assessed sites.

### *Stage 1b Urban Capacity Study*

The Urban Capacity Study (UCS) complements the HELAA by identifying additional potential capacity for new residential development within the Rugby urban area, beyond the sites included in the HELAA. The UCS proactively assesses potential sites using the Brownfield Land Register, Rugby Regeneration Strategy and fieldwork, in addition to those received by a specific call for sites. Sites are assessed using the same three core criteria as the HELAA: suitable, available, achievable. The study identified 20 sites as being suitable, (potentially/likely) viable, and available. 11 of these sites are allocated for development and are not included in the Stage 2 assessment. 9 sites were not allocated, despite the UCS findings (3 of which were included in the HELAA). These are

listed in Table 1 below, along with the reasoning. Additionally, one site was not found to be deliverable by the UCS but has been proposed as a site allocation, see Table 2 below.

*Table 1 - Sites found suitable, deliverable and available by the UCS but not allocated*

<b>HELAA Site Reference</b>	<b>Site name</b>	<b>Reason for not allocating</b>
278	Stagecoach Depot, Railway Terrace, Rugby	Availability is uncertain as current occupiers will need to find a suitable alternative location.
283	Rugby Central Shopping Centre (remainder without extant planning permission)	This part of the site currently has active retail uses and viability of redeveloping this for residential uses is questionable. It is uncertain that this site would come forward during the plan period. Proximity to Rugby town conservation area and multiple Grade II listed buildings. The site allocation policy encompasses the whole Rugby Central Shopping Centre site to allow for the potential for it to be redeveloped.
290	42-54 Winfield Street, Rugby	This site has access concerns being only accessible via a narrow passage between two houses. It may not deliver 5+ dwellings if developed, making it too small to allocate.
N/A	Garages to the rear of 12-34 Jackson Road, Hillmorton	The narrow form of the site makes it unlikely to deliver 5+ dwellings if developed, making it too small to allocate. Medium-high surface water flood risk. The site could come forward as windfall.
N/A	Former garages to the rear of 1-11 Perkins Grove, Hillmorton	Rugby Borough Council's property team advise that the site could not be developed without the purchase of additional land or the demolition of a house to facilitate access.
N/A	Land to the rear of 9-23 Freemantle Road, Rugby	Deliverability remains too uncertain without further feasibility assessments. Constraints include narrow access points and difficulty in producing a layout design which

		adequately protects neighbouring residential amenity.
N/A	Land to the rear of 34 Avenue Road	Access is via a single narrow track and given the site's size and the need to retain access to rears of properties on Gladstone St, it is unlikely the site would deliver 5+ dwellings if developed, making it too small to allocate.
N/A	Land to the rear of 150 Railway Terrace	Site was granted planning permission for construction of 8 flats in October 2025 (R25/0421).
N/A	Railway Terrace car park	Availability of the site is uncertain without further assessment of the need for surface level car parking in the town centre.

*Table 2 – Sites found undeliverable by the UCS but proposed as allocation sites*

<b>HELAA Site Reference</b>	<b>Site name</b>	<b>Reason for allocation</b>
352	Former Snooker Hall, Railway Terrace, Rugby	Site is well located adjacent to the town centre boundary, has good access and is free of significant constraints. It is being actively promoted by the landowner and may be deliverable as part of wider town centre regeneration efforts.

#### *The Stage 2 Site Assessment*

The Stage 2 Site Assessment process is discussed further below.

#### *Stage 3 Sustainability Appraisal (SA)*

The Sustainability Appraisal draws on the outputs of the Stage 2 Site Assessment and other evidence base documents. The SA presents different growth scenarios and tests these growth scenarios against the sustainability objectives set out in the SA framework. This appraisal informed the creation of the preferred option. The appraisal identifies the potential for significant environmental effects in line with the requirements of *The Environmental Assessment of Plans and Programmes Regulations 2004*.

#### **The Stage 2 Site Assessment**

The Stage 2 Site Assessment process was conducted from mid-2024 to March 2025 and was then updated in autumn 2025 following the Regulation 18 'preferred options' consultation. The following data were gathered.

#### *Site visits*

RBC officers visited all sites between mid-2024 and early 2025. The site visits were an opportunity to verify the accuracy of information submitted and to gain a hands-on understanding of the site and its context. Officers used the opportunity to take photographs to record the site, with some sites being visited multiple times.

#### *Transport analysis*

A transport analysis of all sites reaching Stage 2 prior to the Preferred Option Consultation was undertaken by transport and sustainability consultants SLR Consulting. Sites added after the Preferred Options Consultation do not have quantitative analysis from SLR. The consultants were asked to provide evidence on the suitability of each of the sites with regards to accessibility. Using Government Census Statistical Geography Output Areas, the analysis assessed and scored accessibility for each site in current conditions and then with proposed improvement measures (Warwickshire Bus Service Improvement Plan) included. Following this, existing highway network traffic congestion in relation to the areas around the sites was analysed. This research was undertaken with Warwickshire County Council in their role as Local Highways Authority. This methodology draws on accessibility analysis at census middle layer super output area (MSOA). Therefore, while providing an indication of accessibility in the general location, it may miss site-specific accessibility constraints and opportunities. To counterbalance this, the stage 2 site assessment overall conclusions augment this quantitative data with, where relevant, some more general commentary on sites' accessibility.

Additionally, scores are provided for each site based on the Department for Transport's Connectivity Tool. The tool scores locations based on access to key amenities and destinations, such as education, workplaces, leisure and healthcare, by means of road, walking, public transport and cycling. The final connectivity score then omits access by road. The Stage 2 site assessment provides the average and maximum connectivity score for each site area as well as a graded band ranking it relative to scores of the borough as a whole, where A represents higher connectivity.

Finally, where the Strategic Transport Assessment comments on the impacts of specific sites on the operation of the highway network these comments have been included in the Stage 2 site assessment.

#### *National Highways*

Where sites were close to or likely to impact on the Strategic Road Network, consultation was undertaken with National Highways. This provided an understanding of National Highways' current issues or concerns with the relevant road network and enabled them to provide comments relating to proposed development on each site.

Further National Highways comments on individual sites were not sought subsequent to the preferred options consultation except as part of the wide Strategic Transport Assessment process.

#### *Water Resources*

To gain an understanding of potential foul water drainage or surface water drainage limitations, consultation with the relevant water company, Severn Trent Water, was undertaken.

Following the regulation 18 preferred options consultation a stage 2 Water Cycle Study was prepared. Where relevant, comments in this document are referenced in the Stage 2 site assessment.

#### *Education*

School place planning advice was sought from Warwickshire County Council, and some additional research to understand the capacities of local schools and by extension potential impacts from proposed development was also undertaken.

#### *Landscape*

A landscape sensitivity assessment (LSA) was undertaken for each site. For larger sites this was prepared by Lepus Consulting, for smaller sites the sensitivity assessment was prepared by RBC officers. After the Regulation 18 'Preferred options' consultation the LSAs of small sites prepared by RBC were reviewed and validated by Lepus. This involved Lepus visiting a number of sites.

#### *Ecology*

A desktop ecological screening process was undertaken to identify sites in proximity to or containing Local Wildlife Sites, distinctive habitats and Sites of Special Scientific Interest. For these sites a subsequent and more thorough ecological constraints assessment was prepared by Lepus Consulting. Proposed development was considered against any ecological constraints and, where appropriate, mitigation measures were proposed. These assessments were updated following the Regulation 18 consultation where necessary to take into account further information provided by site promoters during that consultation.

#### *Heritage assets assessment*

A preliminary desk-based screening was undertaken by the RBC conservation officer to identify those sites which may contain a designated heritage asset, or where development may impact on the setting of a designated heritage asset. Subsequent site visits and assessment of sites with potential sensitivities were undertaken by heritage consultants Node. This identified where there may be impacts and what appropriate mitigation measures could be. Further updates to this were made following the Regulation 18 consultation.

#### *Green Belt*

A Green Belt study was commissioned to provide an update on the current condition and contributions made by parts of the Green Belt. This identifies the contribution of different parts of the Green Belt in Rugby Borough to the purposes of the Green Belt as defined in national policy. This also allows preliminary identification of areas that are likely to be defined as grey belt.

For some sites a more detailed level 2 Green Belt assessment of individual sites was also undertaken.

The relevant findings of these studies are recorded in the Stage 2 site assessment.

#### *Other evidence*

Where relevant, the report refers to other evidence gathered as part of plan-making. This includes (amongst others) the Rural Sustainability Report, Viability Study and Areas of Separation Study.

#### *Identification of opportunities*

This considers opportunities for other public benefits that the proposed type of development could deliver. This principally draws in information supplied by site promoters.

#### *Outcomes and reasoning*

At Regulation 18 stage, the Stage 2 site assessment contained a pool of sites that were identified as potential site options together with a list of sites that were not progressed beyond this stage. As plan making progressed and new evidence came to light, including the responses to the Regulation 18 consultation, that list of sites was narrowed.

This final Stage 2 site assessment details two categories of sites: (1) those progressed as allocations in the pre-submission local plan (2) those not progressed. In each case, reasoning for the decision reached is provided.

The sustainability appraisal considers several of the not progressed sites as part of its reasonable alternative growth scenarios. This reflects the iterative process undertaken during plan-making.

As detailed above, assessments of individual sites and growth scenarios were updated as more evidence and information became available through the plan-making process. This is also reflected in the differences between the Regulation 18 ‘Preferred Options’ version of the Stage 2 site assessment and Sustainability Appraisal (SA) and the final pre-submission versions. The published versions of the Stage 2 site assessment and SA reflect the final outcomes of that process.

Site analysis and selection is not a mathematical process. It is, unavoidably, an exercise in planning judgement. This is the judgement of professional planning officers at Rugby Borough Council. Officers have sought to synthesise all information available into an overall judgement on whether a site should be progressed as a site allocation. That judgement cannot reasonably, and should not, apply a simple decision tree e.g. all sites with landscape sensitivity “medium” or ecology sensitivity “high” are rejected. Similarly, judgements are relative rather than absolute. For many of the sites there are no absolute constraints that would prevent them being developed. However, they may nonetheless not be progressed because they are relatively more constrained than other site options. The overall judgement seeks to balance constraints and opportunities on each site. For example, a site with medium landscape sensitivity may have relatively lower sensitivity for other constraints or be well located and offer significant other opportunities when compared to another site with medium landscape sensitivity.

Finally, it is important to note that the level of detail into which we can go in assessing sites in plan-making is not the same as would be undertaken at the planning application stage. Instead, this assessment seeks to provide a proportionate, relatively high-level assessment of sites.

### **Site proformas**

The remainder of this report comprises proformas for the sites assessed. In total, 120 sites were considered. The remainder of the report contains a proforma for each of the sites including:

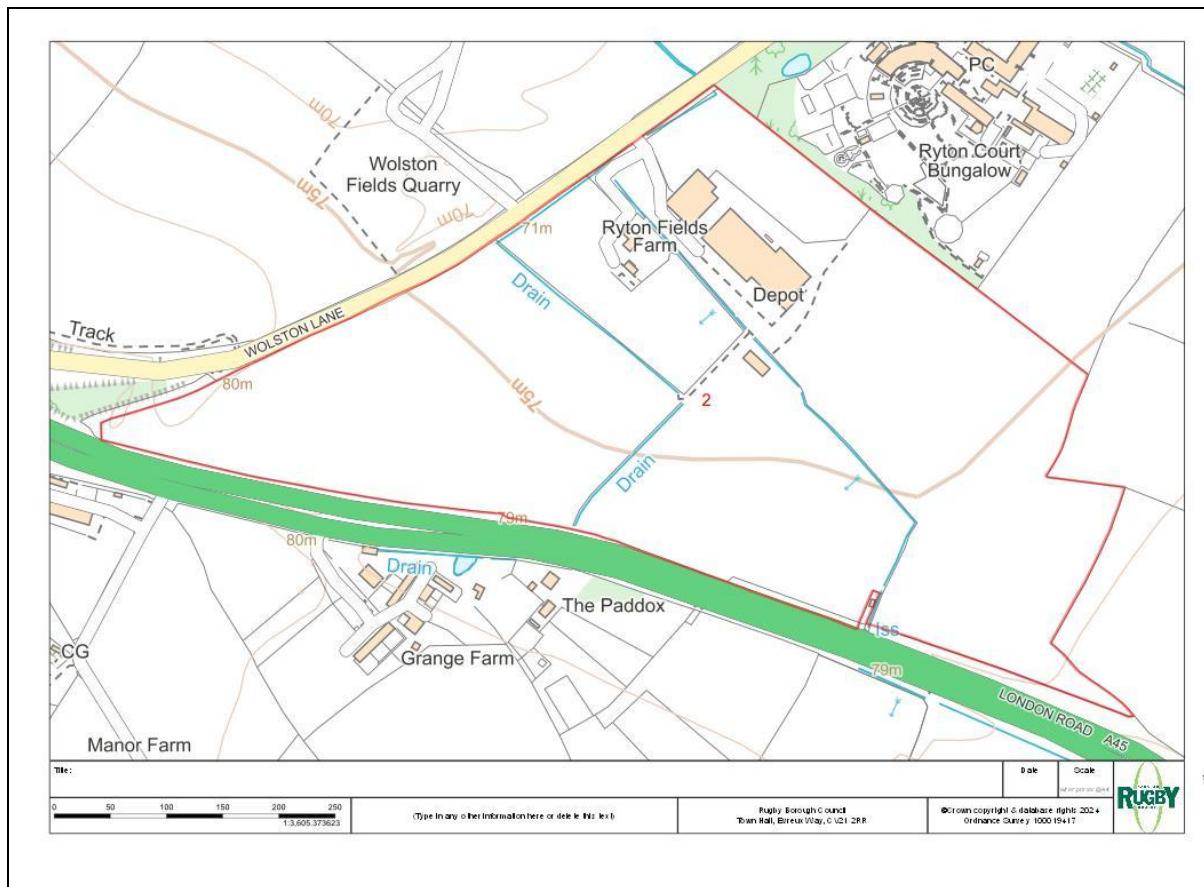
- Site details;
- Site plan;
- Summary technical analysis of site constraints and opportunities;
- Overall assessment and justification.

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## Site 2: Ryton Fields Farm, Ryton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore

**Proposed use:** Employment

**Potential yield (employment, sqm):** 63686

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site has an average connectivity score of 31 with a maximum of 38, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided Potential for peak hour traffic impacts on the A45, especially for trips towards Coventry to the northwest. No land use identified. Would require modelling of SRN junctions. Cumulative impact along with land off Wolston Lane (Site 108) should be considered.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Low.</p>

	<p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 168m and to the nearest amenities is 1.4km.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a both for the PM and AM period. Proposed and recent public transport improvements would not improve the site's PTAL scale. PTAL scores sites on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 33rd of the 125 sites assessed by consultants Vectos. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 2 given the location of LWS within the site, with hydrological impact pathways to Brandon Marsh SSSI.</p> <p>It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI from any development at Site 2 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 2 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Brandon Marsh SSSI or the LWS through sensitive site design and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>The site comprises arable and pastoral fields with industrial buildings and a residential property. Views into the site from the A45 and Warwick Road are predominantly obscured due to filtering by hedgerows and trees. Limited views of new buildings at the site may be possible from the surrounding PRoW network, including from Coventry Way &amp; Shakespeare's Avon Way Recreational Route. Nearby cultural heritage features, including a Scheduled Monument and a Registered Park and Garden, are not publicly</p>

	accessible. Additionally, the surrounding road network detracts from the overall landscape value of the site.
Heritage	There were no designated heritage assets identified within 50 metres of the site. A Scheduled Monument (prehistoric pit alignments) is just over 50m to the northeast of the site, potential impacts upon which were not assessed at this stage.
Other constraints	Approximately 40% of the site is within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. The remainder is provisionally identified as Grey Belt, making a strong contribution to purposes C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. The site is Grade 2 agricultural land.
Opportunities/benefits	Employment (B2, B8 and E)

**Outcome of further assessment: Not progressed**

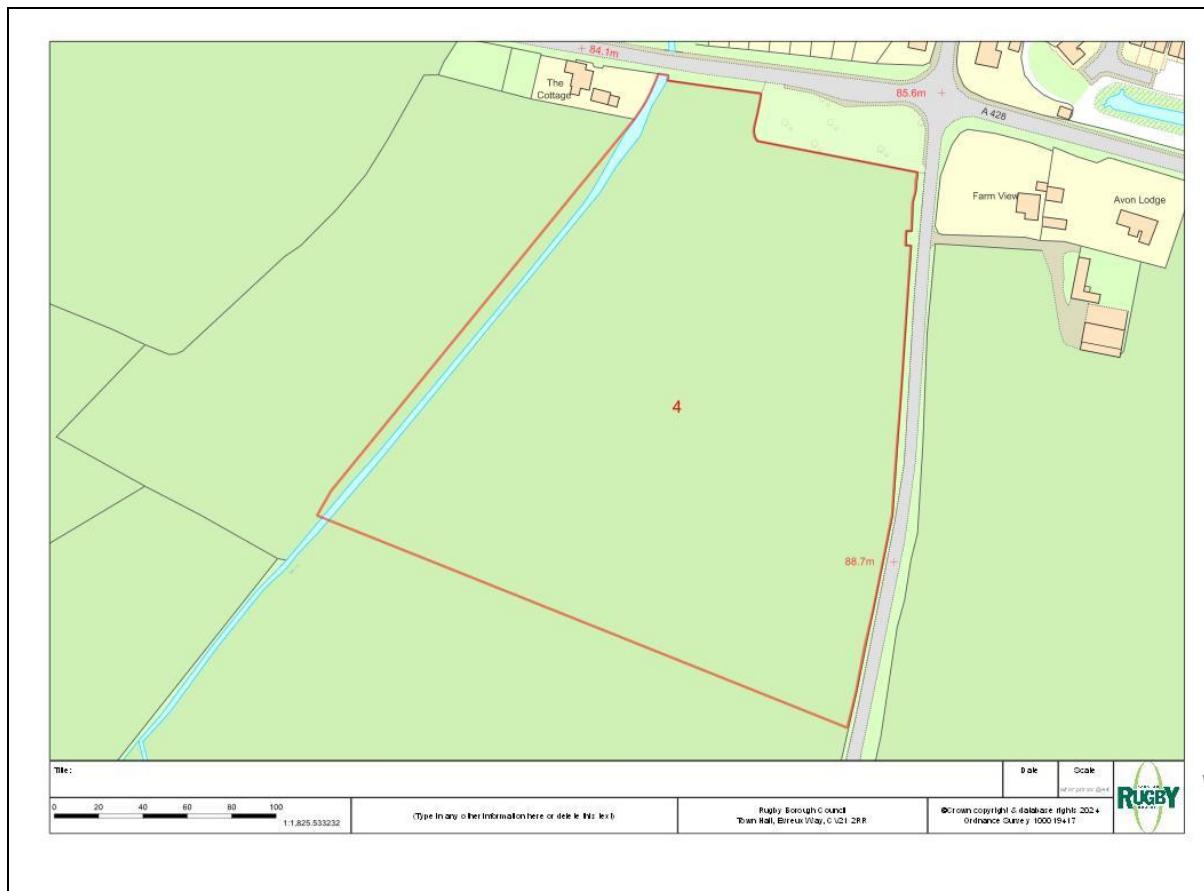
**Reasoning:** The site comprises arable and pastoral fields with industrial buildings and a residential property east of Ryton-on-Dunsmore.

Landscape sensitivity is low and heritage constraints have not been identified. The site is partially within the Green Belt with the remainder provisionally identified as Grey Belt.

The principal reasons for not progressing the site are its lack of proximity to existing built development and the combination of other constraints affecting the site, including ecology, Green Belt and agricultural land classification. Although not the worst site for accessibility, it is unclear how safe, convenient bus or pedestrian access could be achieved. Additionally, the site comprises very good quality agricultural land.

The site has not progressed beyond the Stage 2 Site Assessment.

#### Site 4: Land West of Lawford Heath Lane, Long Lawford



**Ward:** Wolston and the Lawfords Ward

**Parish:** Long Lawford

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 110

Topic area	Evaluation summary
Transport	<p>The site is located in and accessed from Lawford Heath Lane.</p> <p>The site has an average connectivity score of 41 with a maximum of 43, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 6, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 26.41m and to the nearest amenities is 1.2km.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 50 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 4 given the location of an LWS within the site and its potential impact pathways to SSSIs. It is necessary to demonstrate that there will be no adverse impacts on Draycote Meadows SSSI, Ryton Wood SSSI, Brandon Marsh SSSI and Combe Pool SSSI from any development at Site 4 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England.</p> <p>Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 4 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon any SSSI or the LWS through sensitive site design and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site consists of arable and pastoral fields situated at the urban edge, yet it retains rural scenic character. There are no known notable landscape, cultural heritage, or historic features present within the site.</p> <p>However, it holds recreational value due to the presence of several PRoWs in the surrounding landscape. While views into the site are possible, they are partially filtered by the surrounding transport infrastructure. The presence of transport infrastructure and HGVs detracts from the site's tranquillity.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site. Grade II listed Avon Lodge is to the west, approximately 85m away, but there are intervening buildings.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purpose A, and a moderate contribution to purpose C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.</p>

	School capacity has not been flagged as a constraint in Long Lawford. There is an area of flood zone 2 and 3 on the site's western edge and north-western corner.
Opportunities/benefits	Residential.

**Outcome of further assessment: Not progressed**

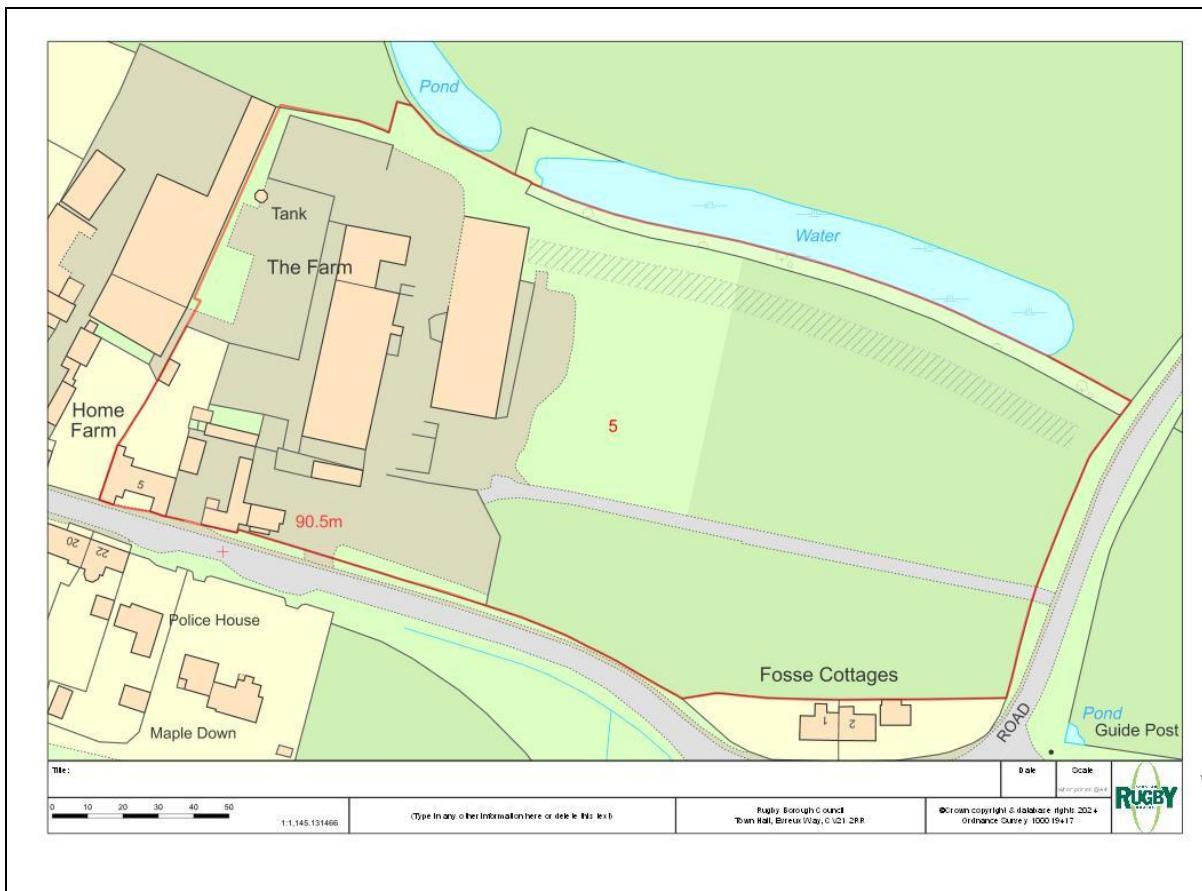
**Reasoning:** The site consists of arable and pastoral fields situated at the urban edge, yet it retains rural scenic character.

The surrounding road network is relatively uncongested. The moderate score in the Vectos assessment based on MSOA-level accessibility does not pick up that the site lies on a good bus route and has potential for pedestrian routes into Long Lawford.

Medium ecology constraints but no heritage constraints were identified. The site lies within the Green Belt.

School capacity exists locally. The site would not be suitable for development as a standalone site as this would lead to an incongruous pattern of development. When combined with other sites, it was considered possible to progress beyond the Stage 2 Assessment, please refer to site 316.

## Site 5: West Farm, Brinklow



**Ward:** Revel and Binley Woods Ward

**Parish:** Brinklow

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 65

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4455.</p> <p>The site has an average connectivity score of 33 with a maximum of 34, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 132m and to the nearest amenities is 190m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 83 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 5 given the location of an LWS adjacent to the site and potential impact pathways to SSSIs.</p> <p>It is necessary to demonstrate that there will be no adverse impacts on Draycote Meadows SSSI, Ryton Wood SSSI, Brandon Marsh SSSI and Combe Pool SSSI from any development at Site 5 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England.</p> <p>Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects.</p> <p>Site 5 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon any SSSI or the adjacent Brinklow Disused Canal Pool LWS through sensitive site design and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The landscape on the site is mostly farm and associated buildings and hard stand. The eastern half of the site has less hardstand and appears to be unused fields. Part of the front of the site is in the Brinklow Conservation area, and the site contains a Grade II listed farm house.</p>
Heritage	<p>Heritage comments related to 337 which constitutes the amalgamation of sites 5 and 89. The consultants judged it likely that a combined development strategy could provide sufficient flexibility for design to preserve heritage significance and local character.</p> <p>The site is located on the south-eastern edge of Brinklow, within a historically significant area that includes a Grade II listed</p>

	<p>farmhouse, which dates from the 17th and 19th centuries, and another non-designated farmstead. The site has been partly developed with large agricultural sheds and light-industrial buildings, which detract from the heritage value of the area. The site is partially within the Brinklow Conservation Area and surrounded by historic agricultural buildings, farmsteads, and features including boundary walls and a former smithy. These elements make strong positive contributions to the conservation area's character, which is reinforced by the surrounding landscape, including medieval ridge and furrow earthworks and Brinklow Castle (a scheduled monument).</p> <p>Key concerns include: the potential loss of historic agricultural buildings; erosion of the farmstead's setting and Brinklow Castle's historic landscape setting; and loss of archaeological earthworks. To mitigate these impacts, redevelopment should: be focussed on existing brownfield areas; retain and restore all historic building; leave specific high sensitivity open areas undeveloped; and undertake targeted landscape and amenity enhancement. The design should be of an elevated standard, reflect local precedents, and the public rights of ways should be improved to strengthen connections with the surrounding historic landscape.</p> <p>Proactive archaeological assessment and evaluation is advised to address the site's potential, and early landscape and visual impact assessment is recommended to inform design from the outset.</p>
Other constraints	<p>Most of the site is provisionally identified as Grey Belt, making a moderate contribution to purpose B and a strong contribution to purpose C. The remainder is outside the Green Belt. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low. Some primary school capacity is available in Brinklow/Monks Kirby.</p>
Opportunities/benefits	Residential.

#### Outcome of further assessment: Proposed site allocation

**Reasoning:** The site is mostly farm and associated buildings and hard standing on the edge of Brinklow.

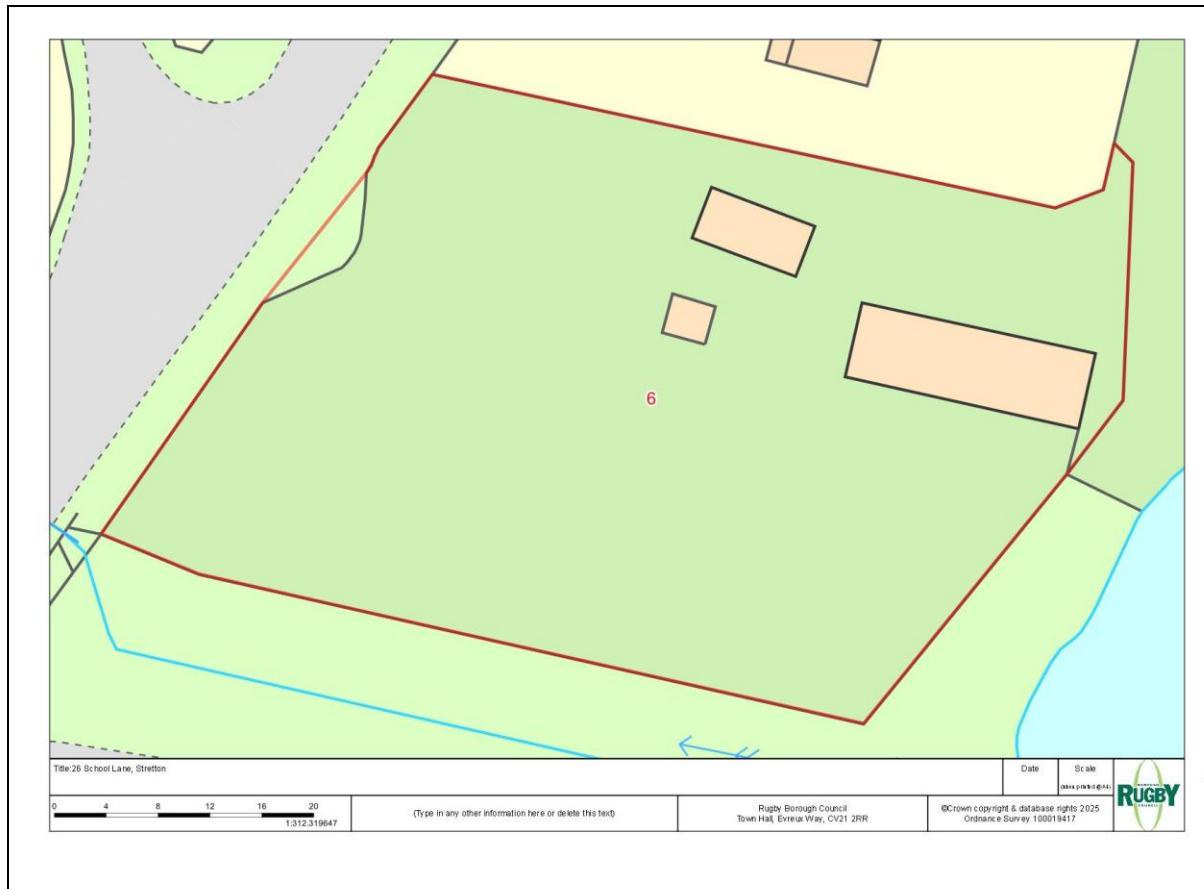
Landscape sensitivity is medium/low and ecology constraints medium. The site is provisionally within the Grey Belt.

Assessed accessibility and connectivity is relatively poor but the site is walkable to the services and facilities in Brinklow and a bus stop. The site is well related to the existing village.

The advice suggests the heritage and ecology constraints are not a bar to development. The medium ecological constraints can be managed through design and construction methods. The presence of the conservation area and heritage places can be mitigated through design.

The site is a proposed site allocation and will be allocated for over-55s housing to meet local needs. The site is combined with site 89 to create site 337(not assessed separately).

## Site 6: Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Stretton-on-Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 3

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4455.</p> <p>The site has an average connectivity score of 33 with a maximum of 33, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 216m and to the nearest amenities is 500m.</p>

	<p>The Strategic Transport Assessment identified that in conjunction with other residential sites in Stretton, Wolston and Ryton this location may increase pressures at Bretford Bridge, but the individual impact of this site would be limited.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 61 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>This is a very small site located just outside the southern settlement boundary of Stretton-on-Dunsmore. There are a handful of outbuildings present, but the site is otherwise mown grass. It is enclosed to the south and east, but very open to the west (on to the Fosse Way) and to the north (facing residential dwellings). It lies within the historic setting of Stretton-on-Dunsmore but is unlikely to be visible from the Conservation Area. Sensitivities are only likely to arise from its intervisibility with nearby residential properties and the B4455 Fosse Way.</p> <p>Any landscape impacts should be mitigated by increasing native vegetation planting on the westernmost boundary and ensuring development height is aligned with nearby residential properties. The development of a single dwelling may be more appropriate in landscape terms than the proposed three.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site. The site is unlikely to be visible from the Conservation Area.</p>
Other constraints	<p>The site is provisionally identified as Grey Belt, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.</p>

Opportunities/benefits	Residential
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#### **Outcome of further assessment: Proposed site allocation**

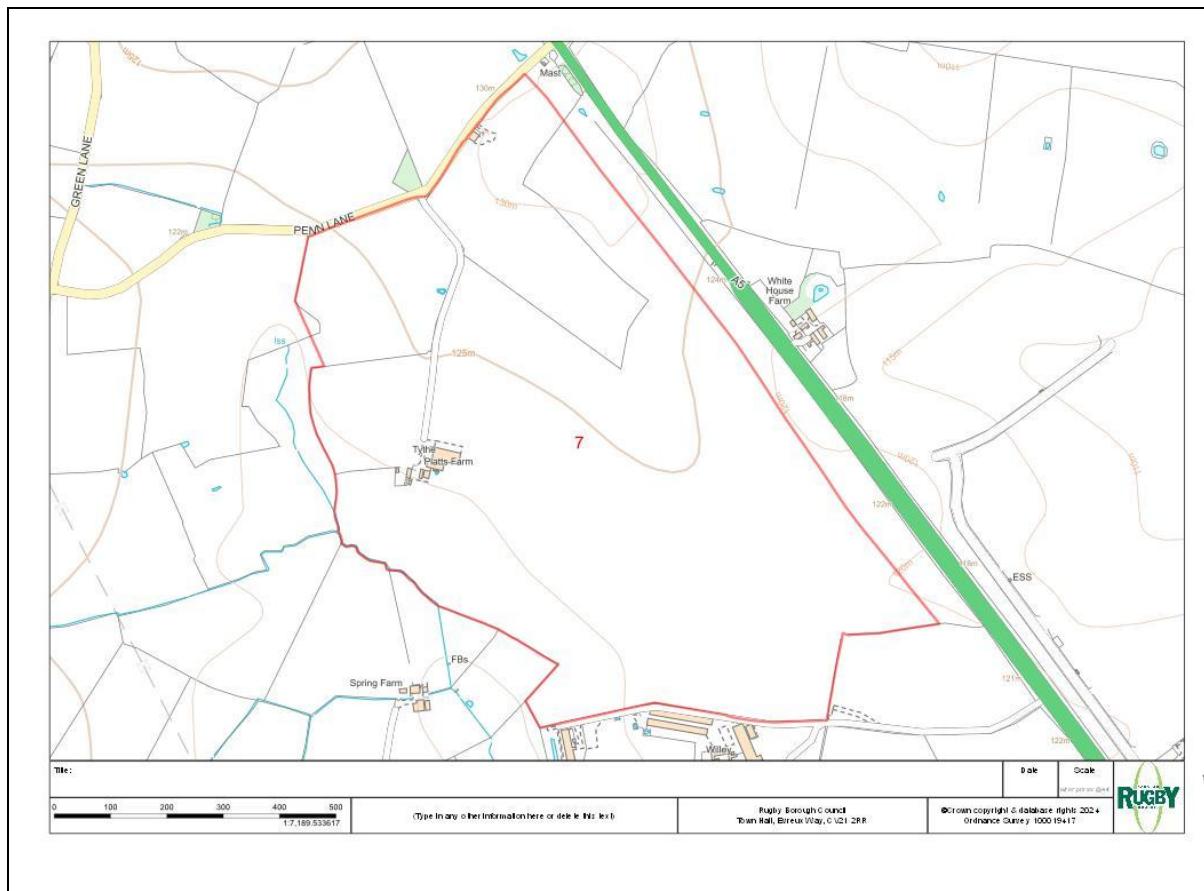
**Reasoning:** This is a very small site located just outside the southern settlement boundary of Stretton-on-Dunsmore.

The site is provisionally identified as Grey Belt. However, Green Belt location means that allocation is proposed despite small site size because site could not come forward as windfall. This does not therefore double count with small site windfall allowance.

The site has low landscape sensitivity. The surrounding road networks has medium levels of congestion, and the site performs moderately in terms of accessibility. The site is walkable to the village centre, but it scores relatively weakly for overall connectivity. There are no heritage or ecological constraints identified. Parts of the site are previously developed, and the site is adjacent to other residential properties.

For these reasons the site is proposed as an allocation.

## Site 7: Tythe Platts Farm, West of A5



**Ward:** Revel and Binley Woods Ward

**Parish:** Wibtoft, Willey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 275000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Penn Lane and potentially the A5.</p> <p>The site has an average connectivity score of 12 with a maximum of 21, placing it within Band F relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Likely to be access via Penn Lane located immediately west of the A5, largescale site. Potential warehouse use would mean that trip impacts are lower than other industrial / employment potential.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p>

	<p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 844m and to the nearest amenities is 2.25km.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site ranked 120 of 125 sites in terms of PTAL accessibility. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 125 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The site was assessed in the landscape assessment alongside adjacent site 306.</p> <p>The site's landscape sensitivity was assessed as medium/low. The site features arable fields positioned to the west of the A5, warehousing development is located to the east. Its recreational value is highlighted by the presence of PRoWs that traverse both the site and the surrounding area. Views into the site from the A5 and Penn Lane are available in certain locations, though these are partially filtered by hedgerows and sparse trees.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

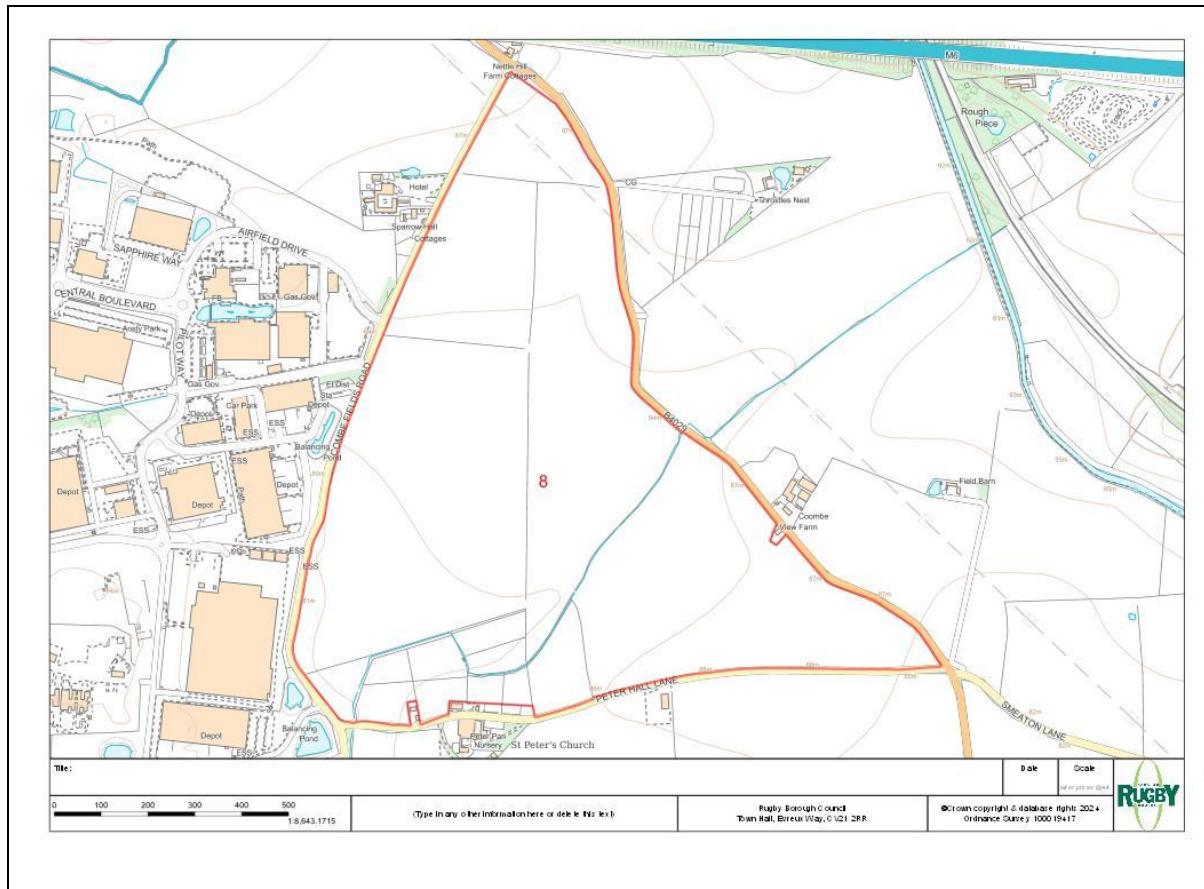
**Reasoning:** The site features arable fields positioned to the west of the A5, warehousing development is located to the east.

Landscape sensitivity is Medium/low, and heritage and ecology constraints have not been identified.

The site ranks very poorly for accessibility and connectivity by non-car modes. The site is located at distance from other built development except for Magna Park and any future workforce. The site is entirely located within the Green Belt. Other sites opposite Magna Park do not lie within the Green Belt and would be considered preferable.

For these reasons the site is not being progressed beyond the Stage 2 Assessment.

## **Site 8: Land East of Ansty Park, Ansty, Coventry**



## **Ward:** Revel and Binley Woods Ward

## Parish: Combe Fields

### **Proposed use:** Employment

**Potential yield (employment, sqm): 200000**

### Potential yield (residential): 0

Topic area	Evaluation summary
Transport	<p>It is proposed that the site is accessed from a proposed new roundabout at Combe Fields Road.</p> <p>The site has an average connectivity score of 23 with a maximum of 29, placing it within Band C relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Situated approx. 2km east of the M69 and 2.5km east of M6 Junction 2. Likely to impact both the M6 J2 and M69 / A46, with employees and HGV routing. Potential for large trip generation impact. Cumulative impacts would require consideration with Site 14. In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p>

	<p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 56m and to the nearest amenities is 3km.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site ranked 106 of 125 sites in terms of PTAL accessibility. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 121 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are low ecological constraints at Site 8. It is necessary to demonstrate that there will be no adverse impacts on Coombe Pool SSSI from any development at Site 8 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site predominantly comprises arable fields and views into the site from the surrounding PRoW and road network are mostly unobstructed by boundary hedgerows with occasional trees. Views of new development at the site from within Coombe Abbey Country Park are likely to be obscured by woodland. Whilst the country lanes along the site boundaries are not heavily trafficked, contributing to the rural sense of place, the M6 motorway to the north does detract from the tranquillity and visual value of the site, ultimately affecting its overall rural character.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>Approximately 40% of the site is within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. The remainder is provisionally identified</p>

	as Grey Belt, making a strong contribution to purpose C and moderate contribution to purposes A and B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

**Reasoning:**

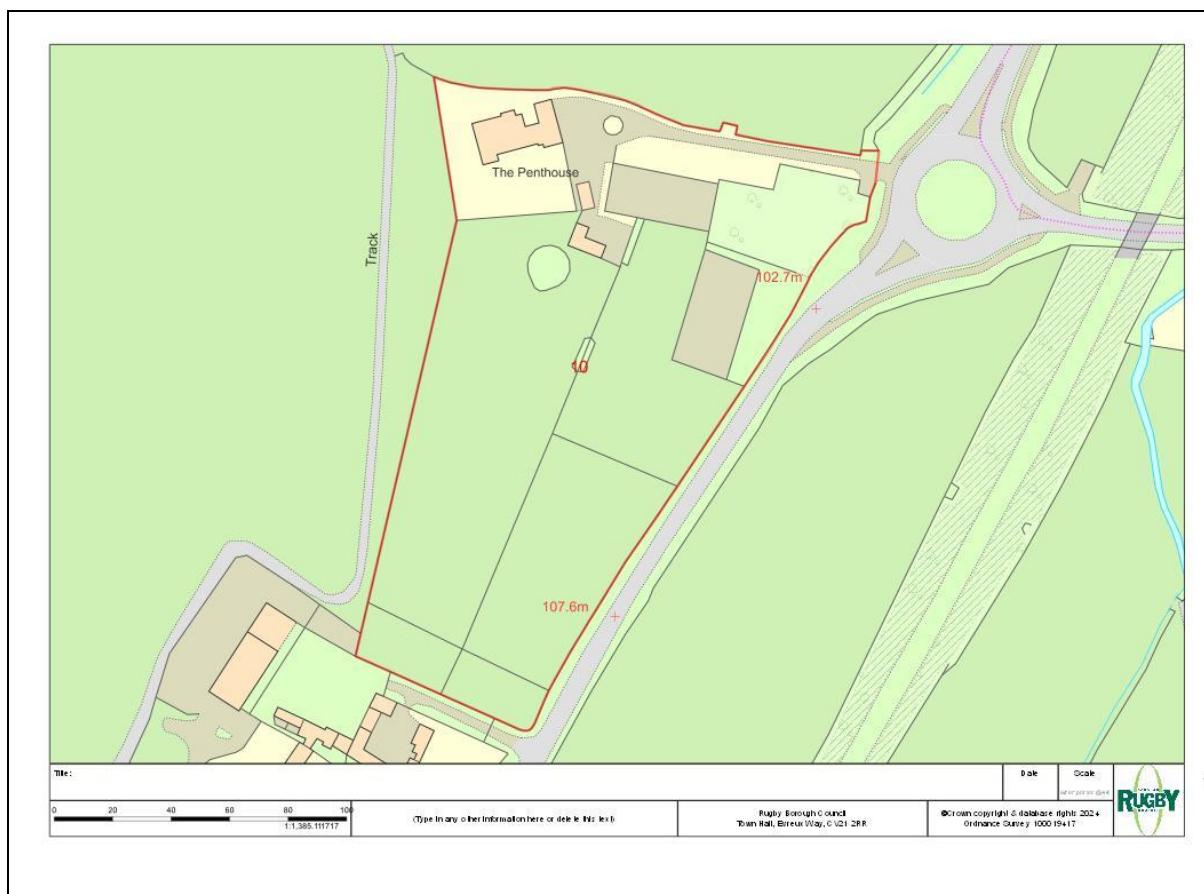
The site predominantly comprises arable fields east of Ansty Park.

Accessibility by non-car modes scores relatively poorly. The site is reasonably proximate to a future workforce in Coventry. There are low ecology constraints, no identified heritage constraints and landscape sensitivity is medium/low.

Approximately 40% of the site is within the Green Belt with the remainder provisionally identified as Grey Belt.

Access to the site would need to be through Ansty Park as access only from Combe Fields Road would not be acceptable for employment uses on this scale. The landowner has not advised that means of access through Ansty Park has been secured. For these reasons the site is not being progressed beyond the Stage 2 Assessment.

## Site 10: The Penthouse, Coventry Road, Cawston



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 8640

**Potential yield (residential):** 45

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A4071.</p> <p>The site has an average connectivity score of 36 with a maximum of 39, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 6, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 639m and to the nearest amenities is 3.37km.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 94 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are low ecological constraints at Site 10. It is necessary to demonstrate that there will be no adverse impacts on Draycote Meadows SSSI from any development at Site 10 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>This is a fairly small site to the southwest of Cawston, just outside the settlement boundary of Rugby town, currently used as paddocks. The site has a flat, unremarkable landform and the northernmost section is already developed. The site is enclosed by mature hedgerows and trees on all sides, highly restricting views into and out of the site. Adjacent commercial and residential buildings, along with the A4071 limit the site's remoteness from visual and audible impacts. Limited sensitivities are only likely to arise from the site's natural features (trees and hedgerows) which should be retained.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	Employment or residential.

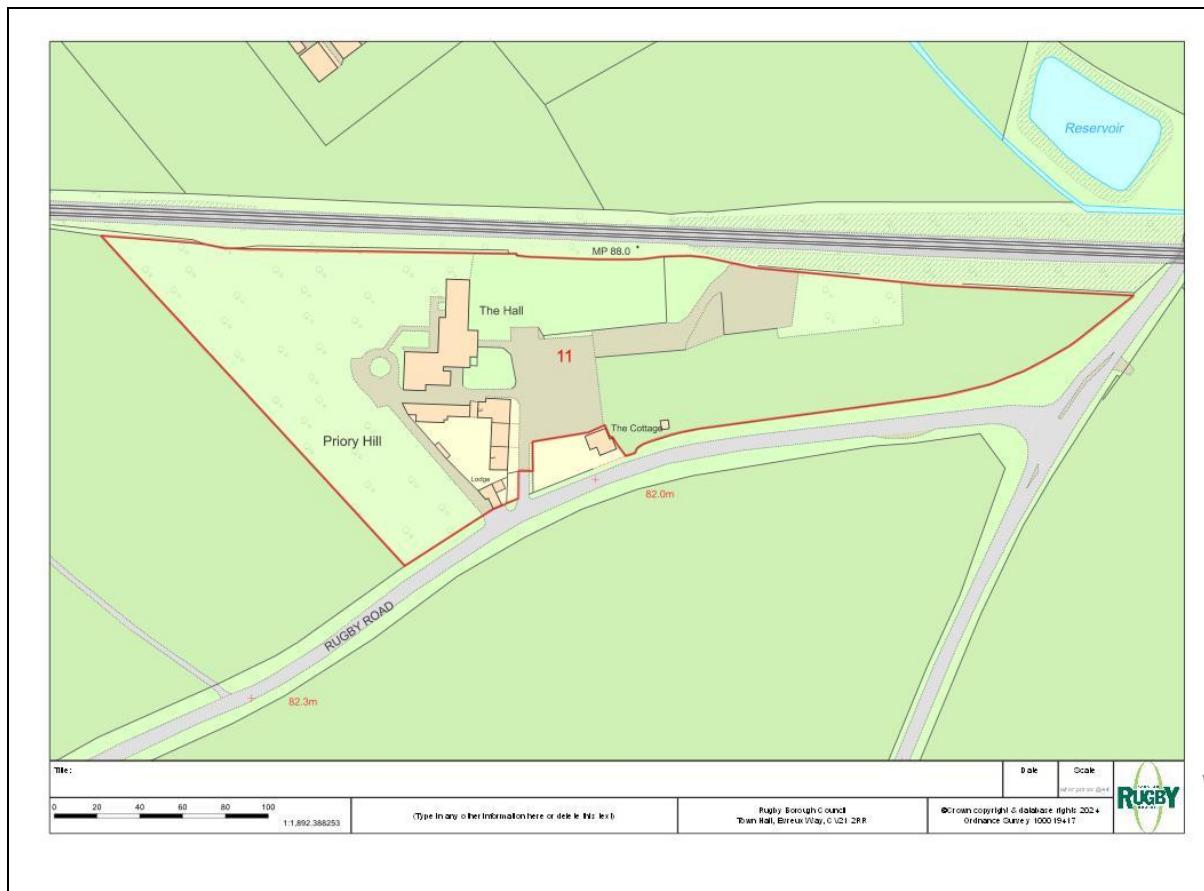
#### **Outcome of further assessment: Not progressed**

**Reasoning:** This is a fairly small site to the southwest of Cawston, just outside the settlement boundary of Rugby town, currently used as paddocks.

The site ranks relatively poorly in terms of public transport accessibility and overall connectivity, it is separated from the urban edge by the A4071, and any development here would be required to rely heavily on private vehicle use.

The site is within the Green Belt, and is likely to make a strong contribution, its development would form an incongruous protrusion beyond the Rugby relief road. The site has not progressed beyond the Stage 2 Site Assessment.

## Site 11: The Hall, Rugby Road, Wolston



**Ward:** Wolston and the Lawfords Ward

**Parish:** Wolston

**Proposed use:** Employment

**Potential yield (employment, sqm):** 9200

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Rugby Road.</p> <p>The site has an average connectivity score of 30 with a maximum of 31, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site. In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 565m and to the nearest amenities is 1.3km.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 91 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are low ecological constraints at Site 11. Site 11 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Brandon Marsh SSSI and Combe Pool SSSI through sensitive site design and the adoption of appropriate mitigation measures. Sensitive site design and layout will be an important consideration for development at Site 11 due to the presence of habitats of medium to high distinctiveness comprise 46.5% of the site. The landscape scheme should aim to incorporate these areas of habitat within the design, with development concentrated to the east.</p>
Landscape	<p>The overall landscape sensitivity is Low.</p> <p>The site contains an Edwardian building and some mature trees forming its grounds but is generally quite flat and uniform in terms of landscape. An area of deciduous woodland priority habitat lies in the western portion of the site, connecting to woodland separating the northern boundary from the adjacent railway. Transport noise and a sense of movement further arise from the Rugby Road along the southern boundary and the Fosse Way to the east.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Employment (E and B2).</p>

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site contains an Edwardian building, more recent buildings, stables, fields and some mature trees.

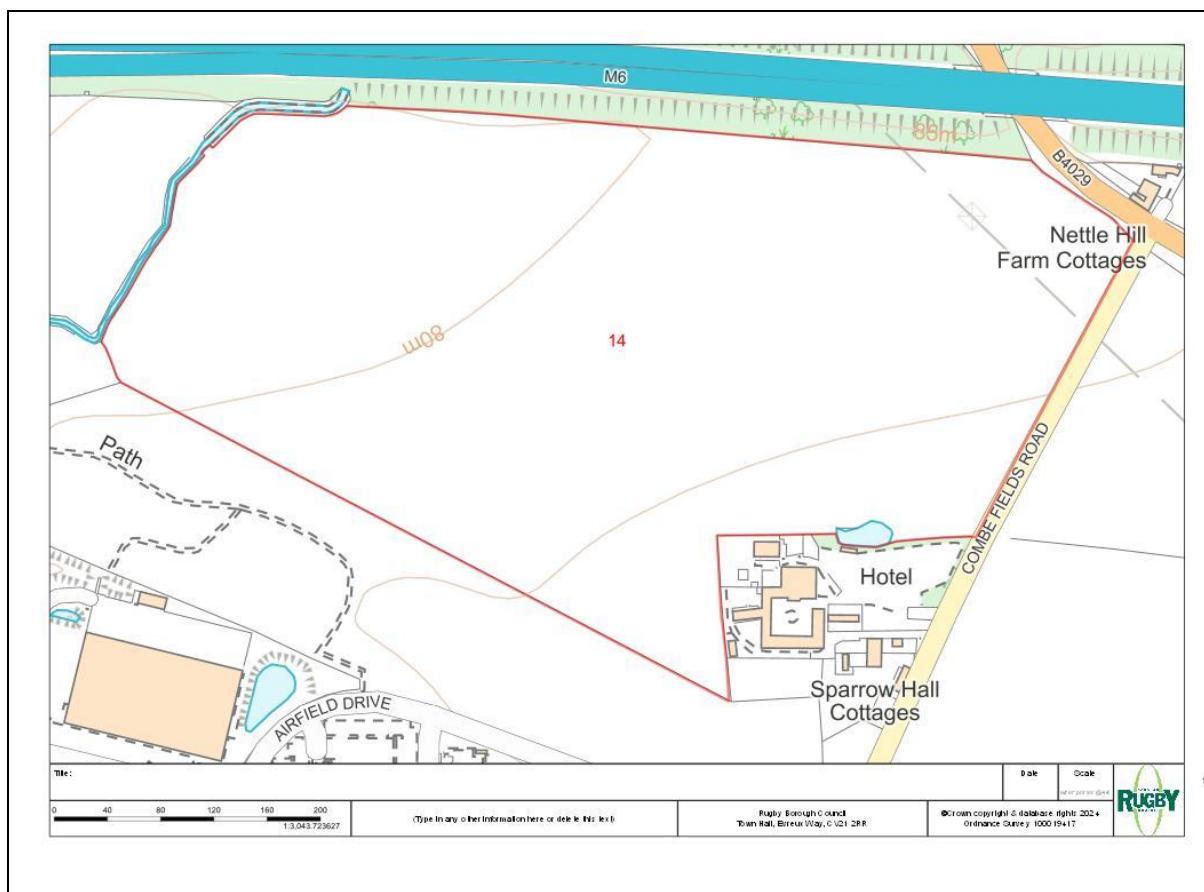
The surrounding road network has medium levels of congestion, however, there is no realistic walking route to the site or to public transport and ranks relatively low for connectivity.

The site has low ecological and landscape constraints and no heritage constraints.

The site is provisionally within the Grey Belt.

In view of its relatively remote rural location the site is not progressed, but the site could be a potential neighbourhood plan site option for small scale employment uses.

## Site 14: Land north of Ansty Park, Ansty, Coventry



**Ward:** Revel and Binley Woods Ward

**Parish:** Ansty, Combe Fields

**Proposed use:** Employment

**Potential yield (employment, sqm):** 75000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed through the existing Ansty Park.</p> <p>The site has an average connectivity score of 26 with a maximum of 32, placing it within Band C relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Situated approx. 2km east of the M69 and 2.5km east of M6 Junction 2. Likely to impact both the M6 J2 and M69 / A46. Potential for large trip generation impact. Committed Dev Impacts require modelling.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p>

	<p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested. Proposed improvements to transport services would likely see this score increase to 6.</p> <p>The site has a PTAL score of 1a for both AM and PM which would be improved to 1b by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 65 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest for the type of development proposed, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Low. The site comprises a large arable field to the north of Antsy Park. Views into the site are possible from the surrounding road links. There are no known biodiversity designations or cultural heritage features in close proximity to the site. The site is not publicly accessible and therefore not of recreational value. The scenic quality of the site is impacted by the M6 motorway and Antsy Park.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purposes A and B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. The site's western edge comprises flood zone 3.
Opportunities/benefits	Employment for R&D and B2 uses.

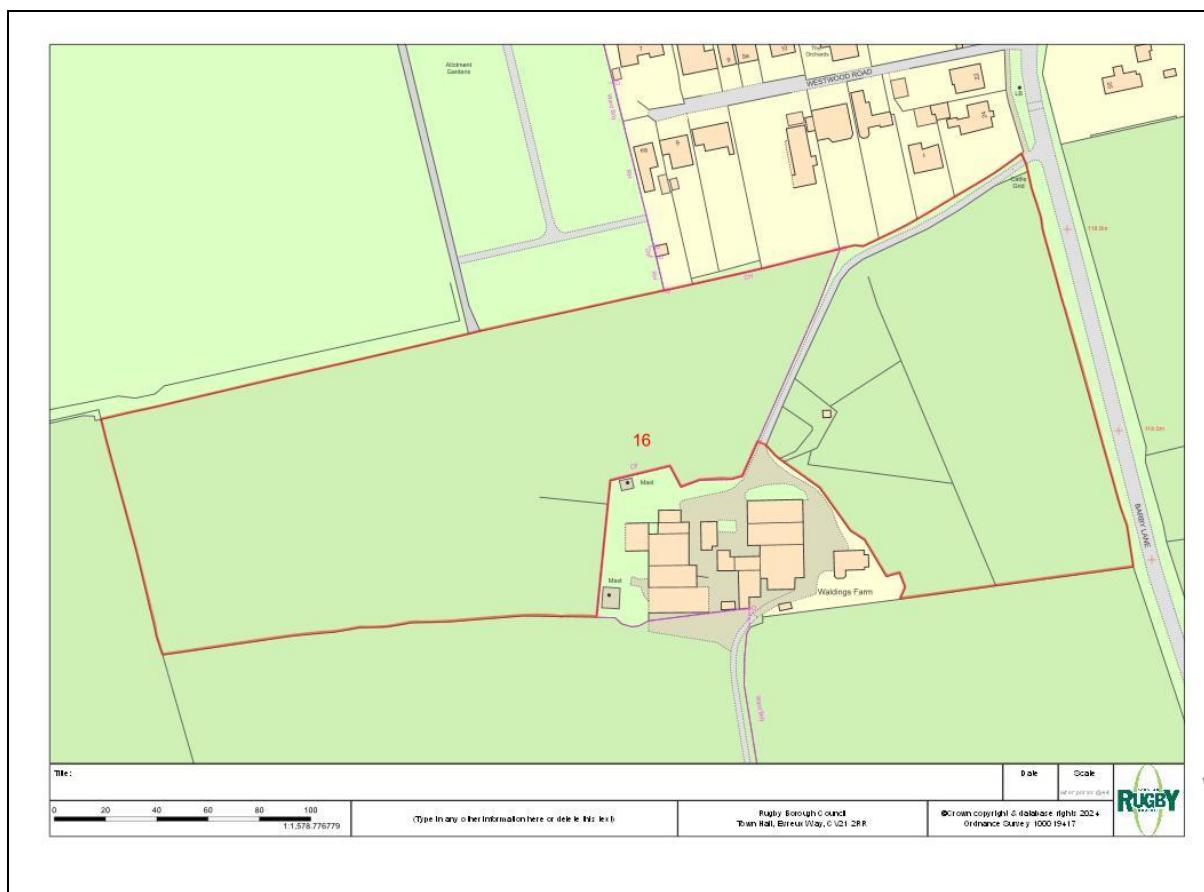
#### Outcome of further assessment: Proposed site allocation

**Reasoning:** The site comprises a large arable field to the north of Antsy Park. There were no designated heritage assets identified within 50 metres of the site nor were there flags for ecological constraints. The site is provisionally within the Grey Belt.

The site is in close location to other employment areas and has potential for moderate accessibility by non-car modes and is proximate to a future workforce in Coventry. The site offers opportunities for R&D and B2 uses. However, the potential for transport constraints on the SRN has been flagged by National Highways.

On balance the site is proposed as a site allocation.

## Site 16: Barby Lane, Hillmorton



**Ward:** Hillmorton Ward, Paddox Ward

**Parish:** Unparished

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 45

Topic area	Evaluation summary
Transport	<p>The site is accessed from Barby Lane, Hillmorton.</p> <p>The site has an average connectivity score of 57 with a maximum of 60, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 231m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would be improved to 1b in the PM period by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 14 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The site has overall Medium landscape sensitivity.</p> <p>This is a medium sized site currently used as pastureland/paddocks which is on the edge of the urban area. The site is influenced by residential development including a school to the north, but looks on to rolling, farmed landscape to the south. The site has some recreational and natural value with a PRoW running north to south linking to the Oxford Canal Walk. The most significant sensitivities likely arise from its intervisibility with the Rainsbrook Valley, a prominent visual receptor which contributes to the scenic character of the area. Views across the Rainsbrook Valley are highly valued by residents.</p> <p>Forms part of proposed Rainsbrook Valley Landscape of Elevated Sensitivity.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Not progressed**

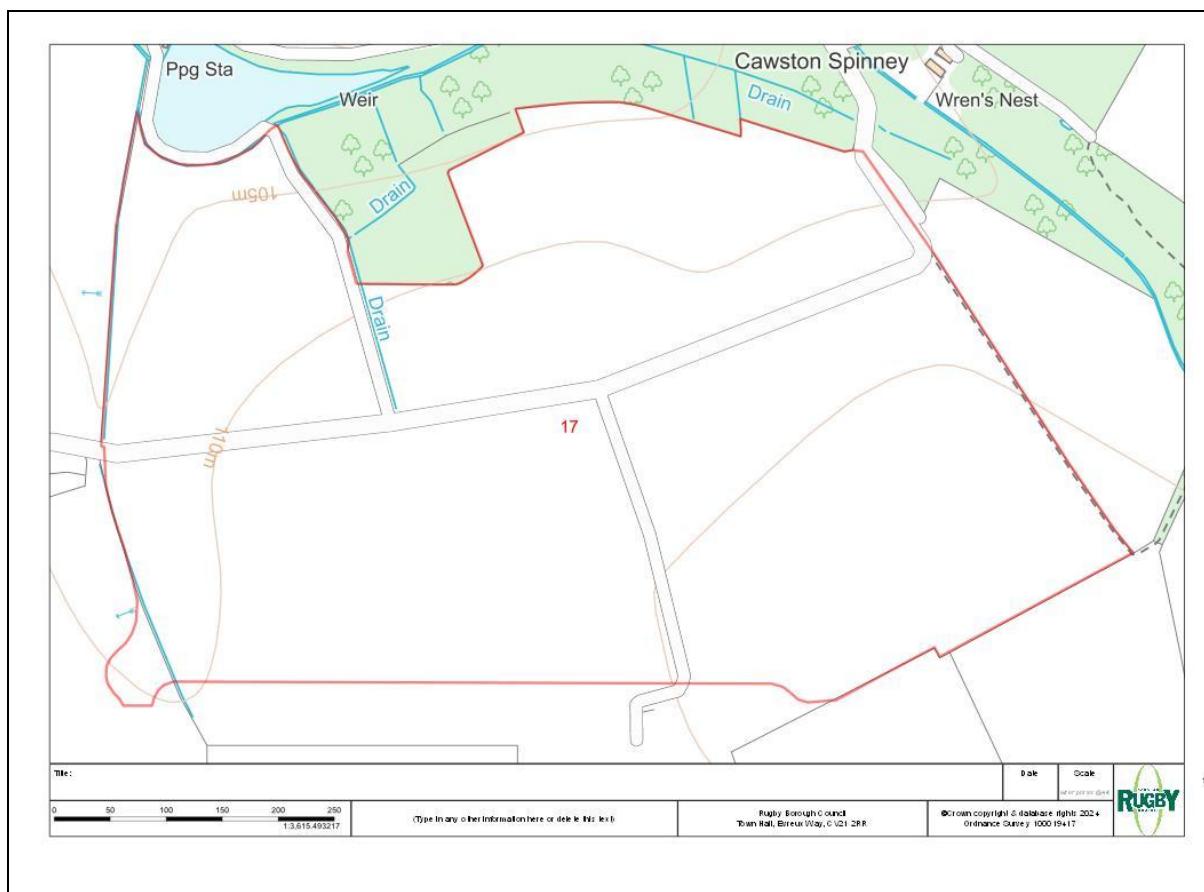
**Reasoning:** This is a medium sized site currently used as pastureland/paddocks which is on the edge of the urban area.

The site has reasonably good accessibility. No heritage or ecology constraints were identified. The site is not within the Green Belt.

The principal sensitivities for the site are its landscape impact. The site forms part of a proposed Area of Enhanced Landscape Sensitivity designated within the plan. Relative to other sites, this

is one of the more sensitive sites in landscape terms. For this reason, the site has not been progressed beyond the Stage 2 Site Assessment.

## Site 17: South West Rugby



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Employment

**Potential yield (employment, sqm):** 129178 (subsequently reduced to 60,000)

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed through Phase 1 of the Symmetry Park development.</p> <p>The site has an average connectivity score of 31 with a maximum of 41, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site access to be situated approx. 600m north of the A45 Thurlaston Interchange roundabout. Likelihood of traffic impacts directly at this junction.</p> <p>In addition, their initial review considers levels of physical highway mitigation required to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p>

	<p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 467m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible. However, this score does not take into account public transport measures that will take place through the wider South West Rugby site allocation.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 96 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 17. Site 17 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Draycote Meadows SSSI through sensitive site design and the adoption of appropriate mitigation measures. The location of ancient woodland adjacent to the northern site boundary requires careful mitigation measures to ensure the habitat is not adversely impacted by hydrological, air quality, urbanisation and recreation effects. Development design and layout should protect and enhance the River Avon and Tributaries LWS and the Cawston Woodlands LWS.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>This large site comprises four arable fields, bounded to the north by ancient and semi-natural woodland 'Cawston Spinney', deciduous woodland priority habitat and Cawston Woodlands LWS. Gently undulating topography rises from north to south, with a pond adjacent to the northwestern corner. A PRoW links 'Cawston Spinney' to the National Cycle Route, supporting recreational use. Existing hedgerows and scattered mature trees contribute to habitat connectivity and enclose the site, although some hedgerows are unmanaged. The dominating warehouse area located adjacent to the southern boundary detracts from the scenic value of the site.</p>

	Mitigations proposed in the illustrative masterplan include management and retention of mature hedgerows and trees, new areas of shrubs, trees and wildflowers within a 15m woodland buffer in the north of the site. The PRoW is to be retained and partially filtered through a soft green edge, with additional footpaths created to maintain access to the woodlands.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Medium.
Opportunities/benefits	Employment (B8).

#### **Outcome of further assessment: Proposed site allocation**

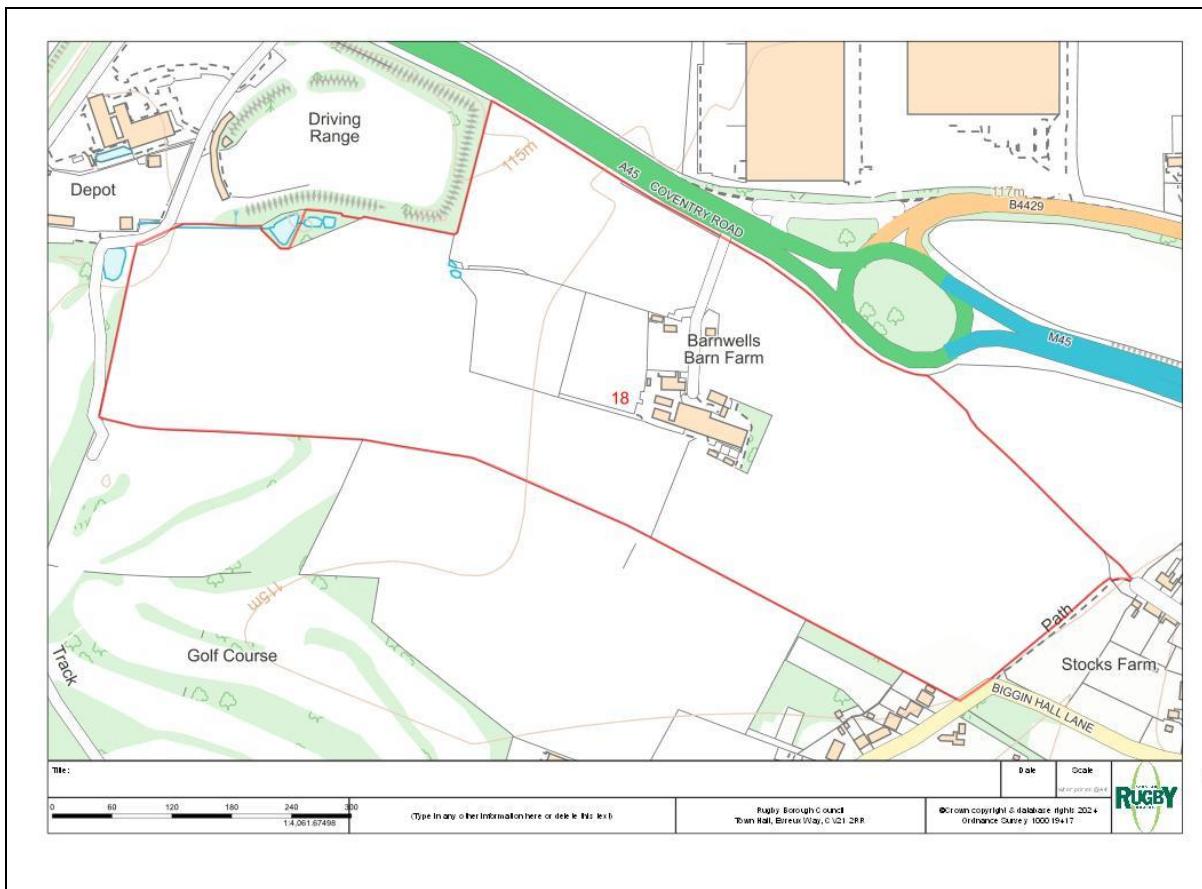
**Reasoning:** The site consists of four arable fields surrounded by Cawston Spinney to the north and Symmetry Park to the south.

The site has relatively poor public transport connections at present however is well connected to the strategic road network and existing employment sites. Public transport will be improved through the wider South West Rugby development.

The site has previously been safeguarded for development. The site is not within the Green Belt. Medium ecological and landscape constraints could be mitigated by design and layout. Accordingly, the total developable area is to be restricted to 60,000 sqm to increase the buffer with Cawston Spinney.

On balance the site is proposed as an allocation site.

## Site 18: Barnwell Farm, Thurlaston



**Ward:** Dunsmore Ward

**Parish:** Thurlaston

**Proposed use:** Employment

**Potential yield (employment, sqm):** 96720

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site would be accessed from a new roundabout junction off the Coventry Road.</p> <p>The site has an average connectivity score of 24 with a maximum of 33, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site is bounded by the A45 to the north, site success likely to be directly from/ close proximity to the A45. Site Access to be modelled. Potential for large trip generation impact.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p>

	<p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment predicted that the site would generate a significant number of trips on an already constrained part of the network at the Thurlaston Interchange. The upcoming Homestead Link Road will include a reconfiguration of the interchange but any additional capacity generated from this is likely to be absorbed by the South West Rugby developments. Additional flows are also predicted on the A45 towards the A45/Toll Bar Interchange which is already constrained. It concluded that given the lack of realistic active travel options and limited bus services, there would likely be significant highway capacity issues caused by this site which could not be easily mitigated.</p> <p>The distance to the nearest bus stop from the site is 76m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 21 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are low ecological constraints at Site 18. Site 18 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon the Draycote Meadows SSSI. It is also necessary to mitigate impacts upon habitat of medium to high distinctiveness (ponds) through sensitive site design and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>While views into the site can be obtained from surrounding road links and the adjacent golf course, these vistas are partially limited by existing hedgerows and vegetation, which provide some screening to reduce visual impacts. The site's rural character and scenic quality contribute to its overall landscape value. Any potential development should carefully consider its design and</p>

	placement to minimise visual disruption and preserve the area's rural character.
Heritage	<p>The site is located west of the historic settlement of Thurlaston and its conservation area, which includes several grade II listed buildings, including The Old Forge and Stanley's Farmhouse.</p> <p>The site makes positive contributions to the setting of the conservation area's setting by nature of it forming part of the settlement's wider, historic rural environment. It is formed of mostly agricultural land with a collection of farm buildings, some of which could have some heritage value (with further analysis required). In particular, the eastern hedgerow boundary frames the horizon in views out from the conservation area looking west and encloses the public right of way that runs along it. There are also views across the site from the other rights of way approaching the village, from the north of the site, and from the direction of the golf course further west. These open views have been infringed upon by prominent, modern commercial sheds, and pervasive road noise from the M45.</p> <p>Potential impacts of development include the intrusion of highly prominent commercial forms of development into the historic landscape surrounding to Thurlaston, featuring within outward views and key approach/departure experiences to/from the historic settlement. The level of potential harm would depend on location, scale and type of buildings, but large-scale commercial development in the eastern half of the site is considered to be of elevated potential to create significant impacts.</p> <p>To mitigate these impacts, measures should ensure no visibility of development in views towards the site's eastern boundary from within the conservation area and its immediate landscape setting to its west. That may include substantial set backs of new built form from the eastern area, and significant screening measures with locally contextual woodland of effective depth, density and height.</p>
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. The site would form part of an area of separation between South West Rugby and Thurlaston proposed in the Areas of Separation Study.
Opportunities/benefits	Employment including small units delivered via WPDG (subsidiary of WCC).

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site is a farm near Thurlaston, surrounded by road links and a golf course.

The surrounding road network has significant congestion, the site is ranks reasonably well in terms of accessibility (but this may reflect MSOA-level factors rather than site-specifics). However, it scores poorly for non-car connectivity and there is no pedestrian access to a bus stop or into Rugby. It is unclear how access by non-car modes can be achieved.

Significant highways impacts have been identified which would affect the already constrained Thurlaston Interchange and are unlikely to be successfully mitigated by the upcoming Homestead Link Road.

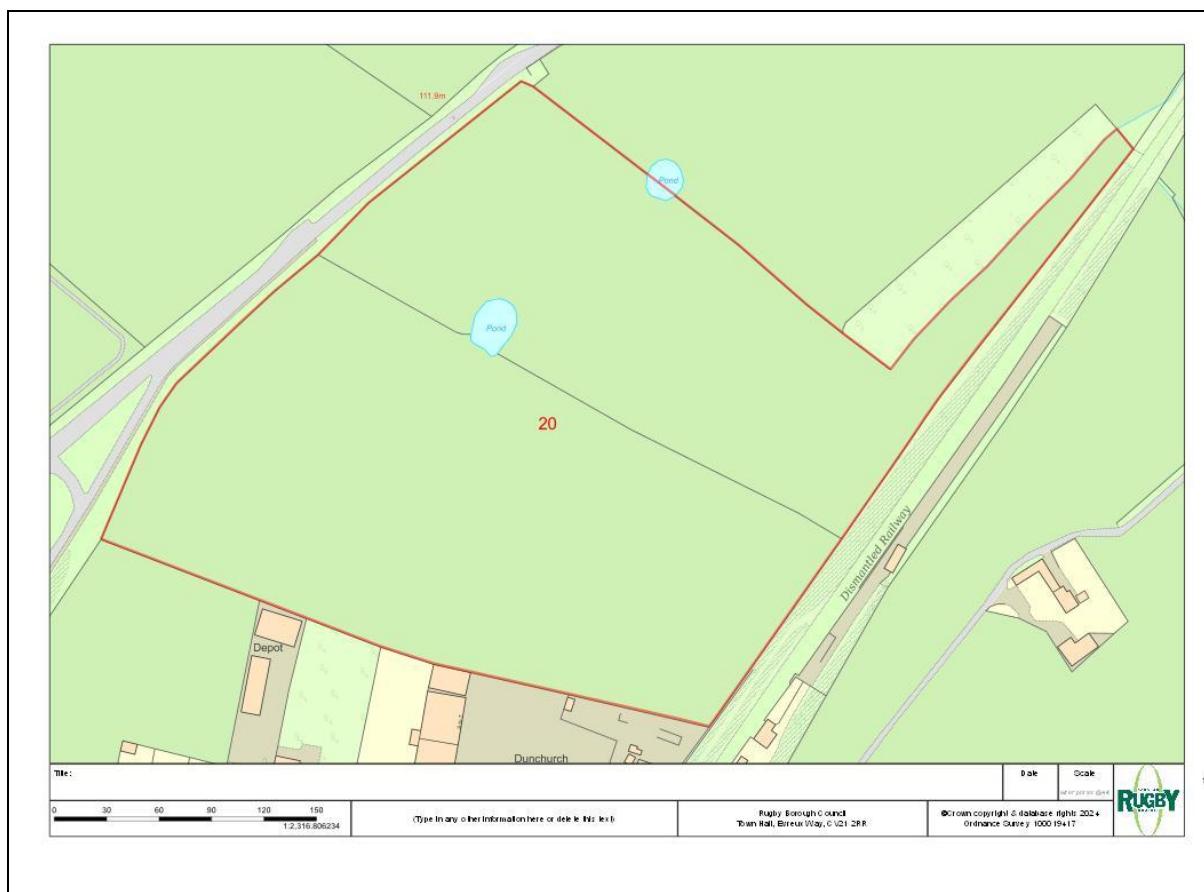
There are low ecological constraints. The site is not within the Green Belt.

There are notable heritage considerations at this site. Development should not be visible from the western boundary and on the approach/departure along the rural lane and eastern footpath to minimise impacts on the Thurlaston conservation area and nearby listed buildings. There are concerns about the impact of the development of this site on the village of Thurlaston, including traffic and congestion.

The site would form part of an area of separation between South West Rugby and Thurlaston proposed in the Areas of Separation Study. This land is identified in that study as important to maintaining the separate identity of the village of Thurlaston.

On balance, the site is not progressed beyond Stage 2 due to the highways and heritage impacts identified and the coalescence/loss of separation that would result.

## Site 20: Blue Boar Farm, Thurlaston



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Employment

**Potential yield (employment, sqm):** 40000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A4071.</p> <p>The site has an average connectivity score of 23 with a maximum of 28, placing it within Band D relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site to be accessed from the A4071 located approx. 300m north of A45. Potential for merge / diverge assessment onto A45. In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Low.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to</p>

	<p>determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 688m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 97 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p> <p>Although not specifically assessed in the Strategic Transport Assessment the site lies close to junctions highlighted in that study including the Blue Boar Interchange, Thurlaston Interchange and Potford Dam roundabout.</p>
Ecology	<p>There are medium ecological constraints at Site 20 given the location of an LWS adjacent to the site and the potential impact pathways to Draycote Meadows SSSI. Site 20 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Draycote Meadows SSSI and Rugby -Leamington Disused Railway LWS, through sensitive site design and the adoption of appropriate mitigation measures. It will also be necessary to mitigate impacts upon habitat of medium to high distinctiveness (ponds) through sensitive site and landscaping design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>The site comprises of arable land with a poor sense of enclosure. Views into the site are possible from the surrounding road links and PRoW within the site. Views from the site include an arable landscape with large prominent warehousing developments which detract from the surrounding landscape quality and add to noise and visual congestion of the surrounding road infrastructure. Note that this site was assessed jointly with sites 58 and 77.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purpose A and a moderate contribution to purpose</p>

	C. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

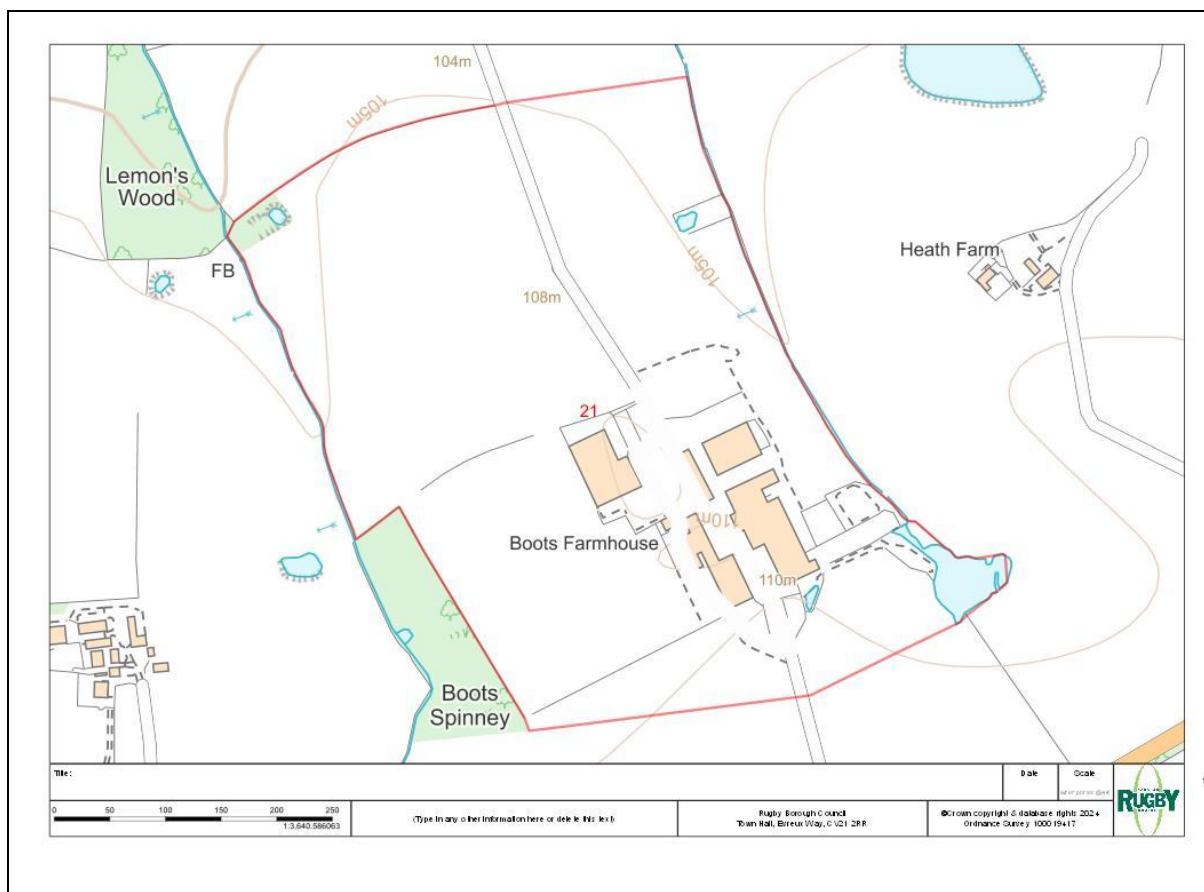
**Reasoning:** The site comprises of arable land between the Rugby relief road and disused railway line.

Accessibility for non-car modes is currently very poor, but likely to improve with the development of South West Rugby.

There were no designated heritage assets identified within 50 metres of the site. There are medium ecological constraints arising from proximity to the LWS and pathways towards an SSSI.

The site has multiple constraints including relatively congested roads and medium ecological constraints. It is also entirely within the Green Belt making a strong contribution to purpose A. The site is therefore not progressed beyond Stage 2.

## Site 21: Boots Farm, Bourton on Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Bourton and Draycote, Frankton

**Proposed use:** Employment

**Potential yield (employment, sqm):** 60000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4453.</p> <p>The site has an average connectivity score of 16 with a maximum of 18, placing it within Band G relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 585m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 57 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 21. Site 21 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Draycote Meadows SSSI through sensitive site design and the adoption of appropriate mitigation measures. The location of ancient woodland adjacent to the western site boundary requires careful mitigation measures to ensure the habitat is not adversely impacted by hydrological, air quality and urbanisation effects through the use of buffers. Small areas of woodland and standing water within the site boundary have the potential to be used as functionally linked land associated with the adjacent Lemon's Wood and Boots Spinney LWS and therefore should be retained and protected where possible within the landscaping and site design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site consists of a commercial/industrial estate associated with potato wholesale, and three medium-sized arable fields to the north of the villages of Frankton and Bourton-on-Dunsmore. The site is set within a gently undulating agricultural landscape that slopes toward nearby rivers. Deciduous woodland priority habitat lies within and adjacent to the site, linking with 'Lemon's Wood and Boots Spinney' LWS. Inward views are dominated by the central industrial estate and outward views characterised by woodland, scattered trees and open farmland. A PRoW runs north to south through the site as well as to the east, with limited potential for visibility from the Grade II Listed Building 'Limekiln Farmhouse' to the north.</p> <p>Development would most appropriately be located within the southernmost section of the site, extending off existing farm and industrial development. Native vegetated boundaries should be retained and historic field boundaries restored to support habitat connectivity to adjacent deciduous and ancient woodland parcels.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site. There is limited possibility for development to be</p>

	visible from Grade II Listed Building 'Limekiln Farmhouse' located 440m to the north of the site.
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment (B2 and E(G)(iii))

**Outcome of further assessment: Not progressed**

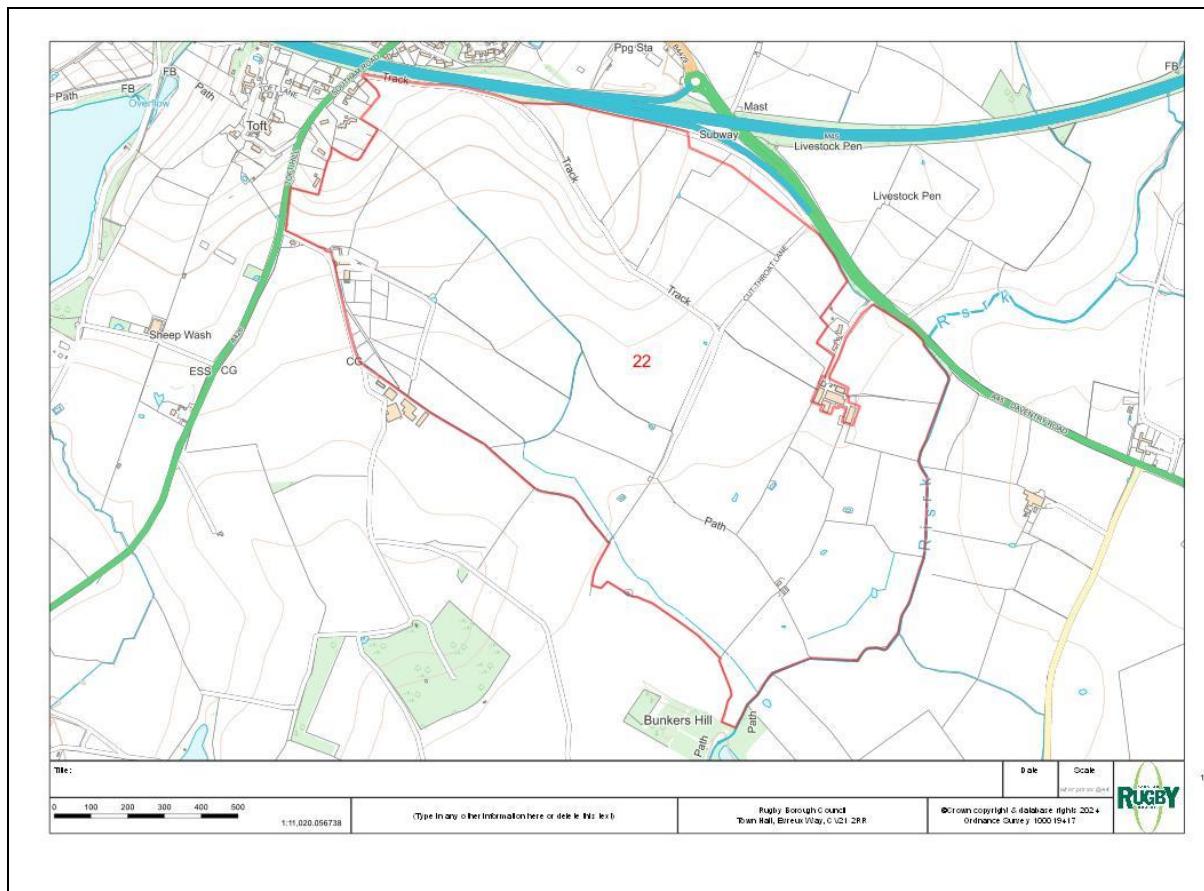
**Reasoning:** The site consists of a commercial/industrial estate and several arable fields to the north of the villages of Frankton and Bourton-on-Dunsmore.

It is in a remote rural location with no realistic pedestrian access to a bus stop or from a residential area and very low connectivity.

There were no designated heritage assets identified within 50 metres of the site. The site has medium ecological constraints and medium/low landscape constraints. The site is entirely within the Grey Belt.

In view of its isolated Grey Belt location, the site is not progressed beyond the stage 2 site assessment. However, the site could be a potential neighbourhood plan option for small-scale rural employment uses.

## Site 22: Land south of the M45, Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Mixed Use

**Potential yield (employment, sqm):** 300000

**Potential yield (residential):** 1500

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A45 or the A426.</p> <p>The site has an average connectivity score of 24 with a maximum of 52, placing it within Band A relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site bounded by the M45 and A45 to the north and northeast. Potential for significant impacts onto the SRN. Diverge Assessment likely required. Potential for mitigation at the M45 / A45 junction off-slip.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p>

	<p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 283m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 22 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p> <p>The Strategic Transport Assessment does not comment specifically on this site, which was not a modelled site, the issues it highlights in terms of the impact of the omission site at Lodge Farm on the Thurlaston Interchange, Dunchurch Crossroads and junctions in southern Rugby would also be applicable to this site.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is High/Medium. This large site comprises a patchwork of arable fields divided and bounded by hedgerows with mature trees. The topography falls to the south, allowing for expansive panoramic views from PRoWs within the site. Views into the site from the surrounding transport infrastructure are predominantly obscured by hedgerows with trees.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment and residential.

**Outcome of further assessment: Not progressed**

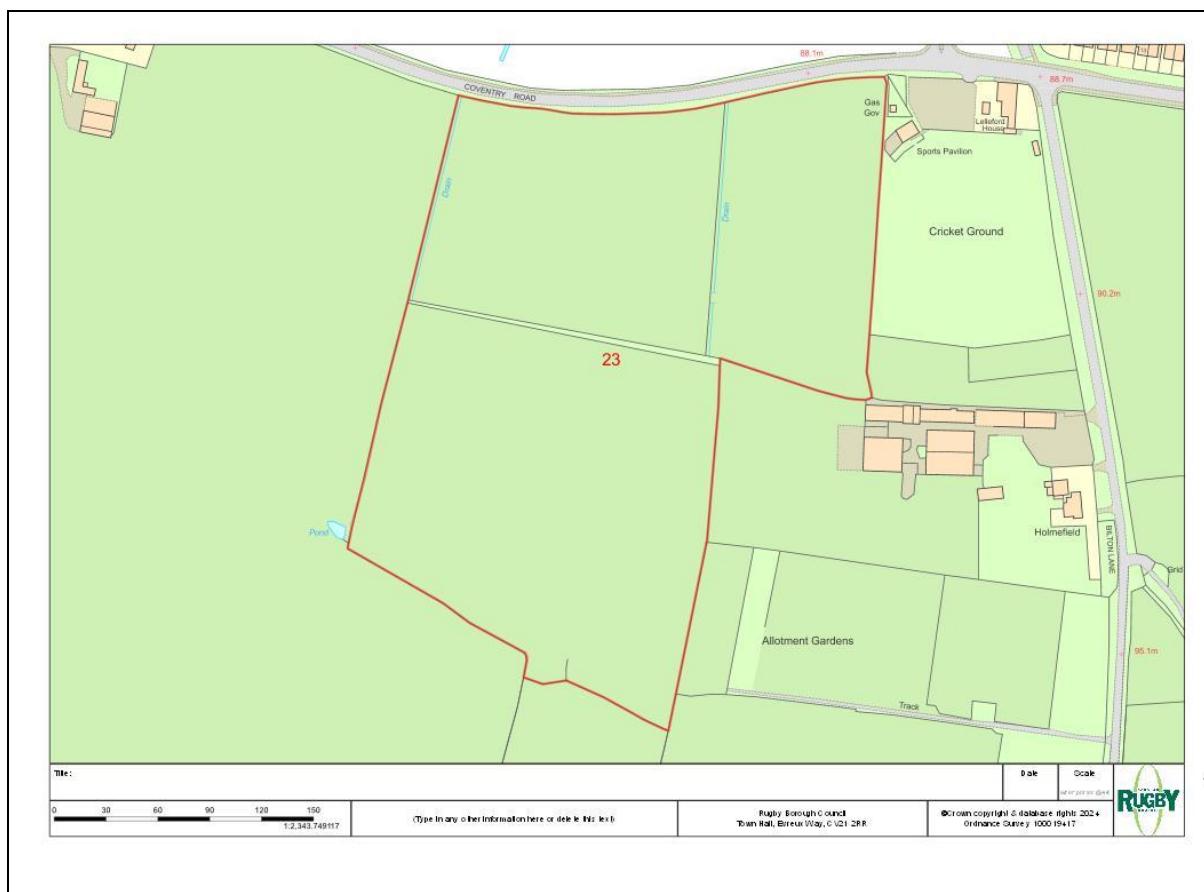
**Reasoning:** This large site comprises a patchwork of arable fields divided and bounded by hedgerows with mature trees.

The MSOA-based assessment undertaken by SLR shows moderate accessibility, but this creates a misleading impression. The site is severed from Dunchurch by the M45. As a large scale proposal this site has potential to improve public transport accessibility. National Highways have expressed a high level of concern about the site. The site has relatively high connectivity in parts but the average site score is low.

Heritage and ecology constraints were not flagged for this site and the site is not within the Green Belt. Landscape sensitivity is assessed as medium/high making this among the most landscape sensitive sites assessed in the borough.

The site is not progressed past the stage 2 site assessment on the basis of its poor connectivity and assessed High/Medium landscape sensitivity.

### Site 23: Land South of Coventry Road, Long Lawford



**Ward:** Wolston and the Lawfords Ward

**Parish:** Long Lawford

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 183

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A428.</p> <p>The site has an average connectivity score of 44 with a maximum of 49, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 127m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 51 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site consists of arable and pastoral fields situated at the urban edge, yet it retains rural scenic character. There are no known notable landscape, cultural heritage, or historic features present within the site. However, it holds recreational value due to the presence of several PRoWs in the surrounding landscape. While views into the site are possible, they are partially filtered by the surrounding transport infrastructure. The presence of transport infrastructure and HGVs detracts from the site's tranquillity.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Medium. School capacity has not been flagged as a constraint in Long Lawford.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Not progressed as standalone site**

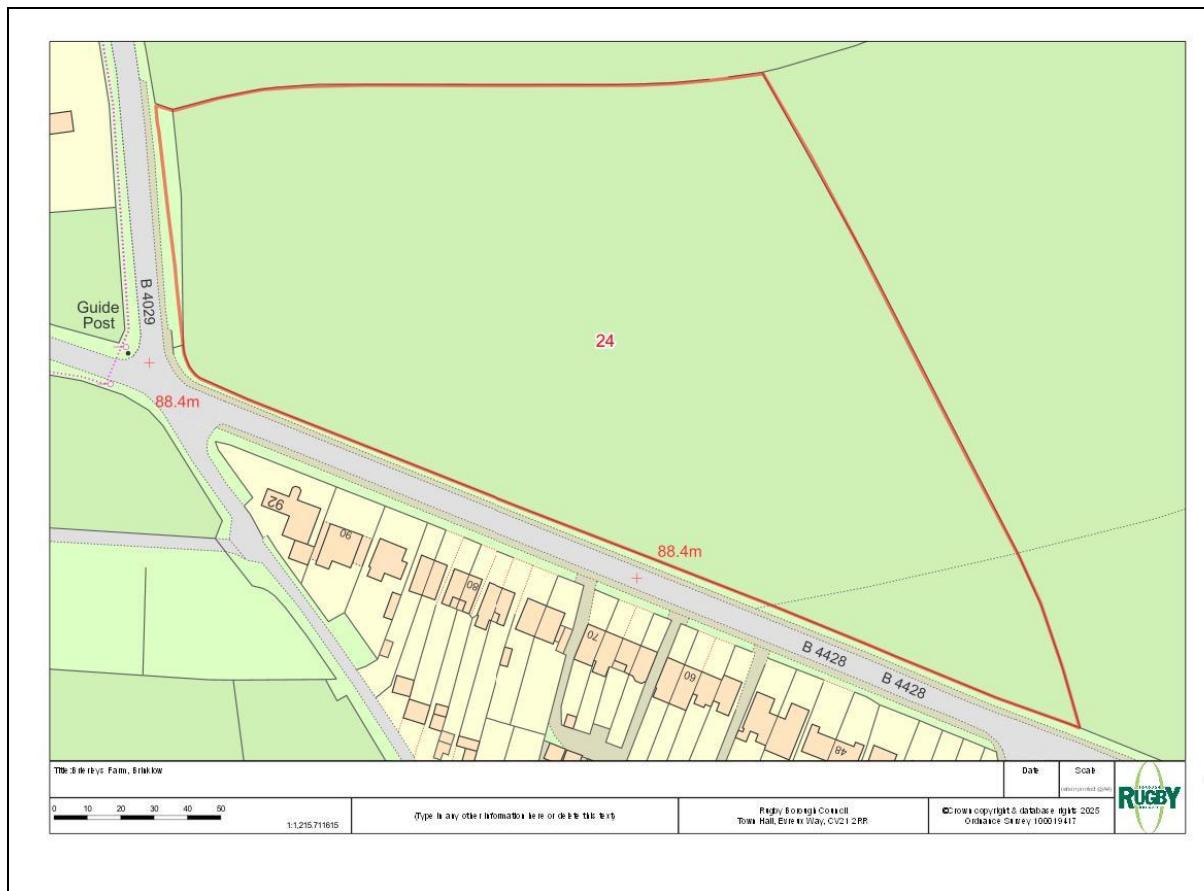
**Reasoning:** The site consists of arable and pastoral fields situated at the urban edge.

The surrounding road network is relatively uncongested. The moderate score in the Vectos assessment based on MSOA-level accessibility does not pick up that the site lies on a good bus route and has potential for pedestrian routes into Long Lawford. It has a high connectivity score, relative to the borough.

Neither ecology nor heritage constraints were identified. The site lies within the Green Belt.

School capacity exists locally. The site would not be suitable for development as a standalone site as this would lead to an incongruous pattern of development. When combined with other sites, it was considered possible to progress beyond the Stage 2 Assessment, please refer to site 316.

## Site 24: Brierleys Farm, Brinklow



**Ward:** Revel and Binley Woods Ward

**Parish:** Brinklow

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 50

Topic area	Evaluation summary
Transport	<p>The site would be accessed by a new junction off Coventry Road (B4428).</p> <p>The site has an average connectivity score of 33 with a maximum of 34, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested. There is a bus stop immediately adjacent to the site.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 84 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest for the type of development proposed, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. It is around 65m from the High Wood LWS at its closest point. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>The site comprises arable fields enclosed by hedgerows that create an open character across a gently sloping valley top falling northwards toward Smite Brook. Views north extend across undeveloped arable land typical of the Dunsmore LCA. Residential development is located to the south, and the site is situated at the urban fringe of Brinklow. Adjacent B-roads and nearby telegraph poles reduce scenic quality. Intervisibility is likely from heritage assets in the Brinklow Conservation Area, including Grade II* Listed Building 'Church of St John the Baptist'. There may be middle-distance views from the elevated Scheduled Monument at Brinklow Castle. The site connects to a local PRoW network giving recreational value and lies close to 'High Wood' LWS comprising ancient and deciduous woodland.</p> <p>Design should be sensitive to the historic setting of Brinklow Conservation Area, in particular where the Dunsmore LCA notes that sensitive design is lacking around some historic villages. PRoW networks should be retained within the site. Development would be most appropriate adjacent to the B4428. There is potential to improve habitat networks connecting with the 'High Wood' LWS.</p>
Heritage	<p>The site is located northwest of Brinklow. While there are no designated heritage assets within the boundary, it is located in the wider setting of Brinklow Conservation Area and its constituent heritage asset.</p> <p>The eastern field contains one example of a noted concentration of ridge and furrow earthworks surrounding Brinklow. These features</p>

	<p>make a collectively significant contribution to the medieval and post-medieval landscape setting of the historic settlement, and its Norman motte and bailey (Brinklow Castle - a scheduled monument).</p> <p>A public footpath runs through the site, linking Coventry Road and Brinklow's historic centre. The footpath affords access to, and views across the local historic landscape. The site also contributes to the rural character of approaches to the historic settlement from the west, along Coventry Road. Views of the landmark tower of the grade II* listed Church of St John the Baptist are experienced from both the footpath and road approaches.</p> <p>The potential impacts of development include the loss of the views across the historic landscape and to the landmark church, damage to or loss of the ridge and furrow earthworks, and a negative effect on the conservation area's setting through poor quality design and delivery. To partly mitigate impacts, development of the eastern parcel should be avoided - preserving the earthworks and some open views)</p> <p>Opportunities for enhancement include restoration of hedgerows and planting native trees, enhancement of the public right of way, and delivery of housing design of both good quality and reflective of local character. Streets and paths could also be oriented to create views of the Church of St John the Baptist within the scheme.</p>
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low. Some primary school capacity is available in Brinklow/Monks Kirby.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises arable fields situated at the urban fringe of Brinklow.

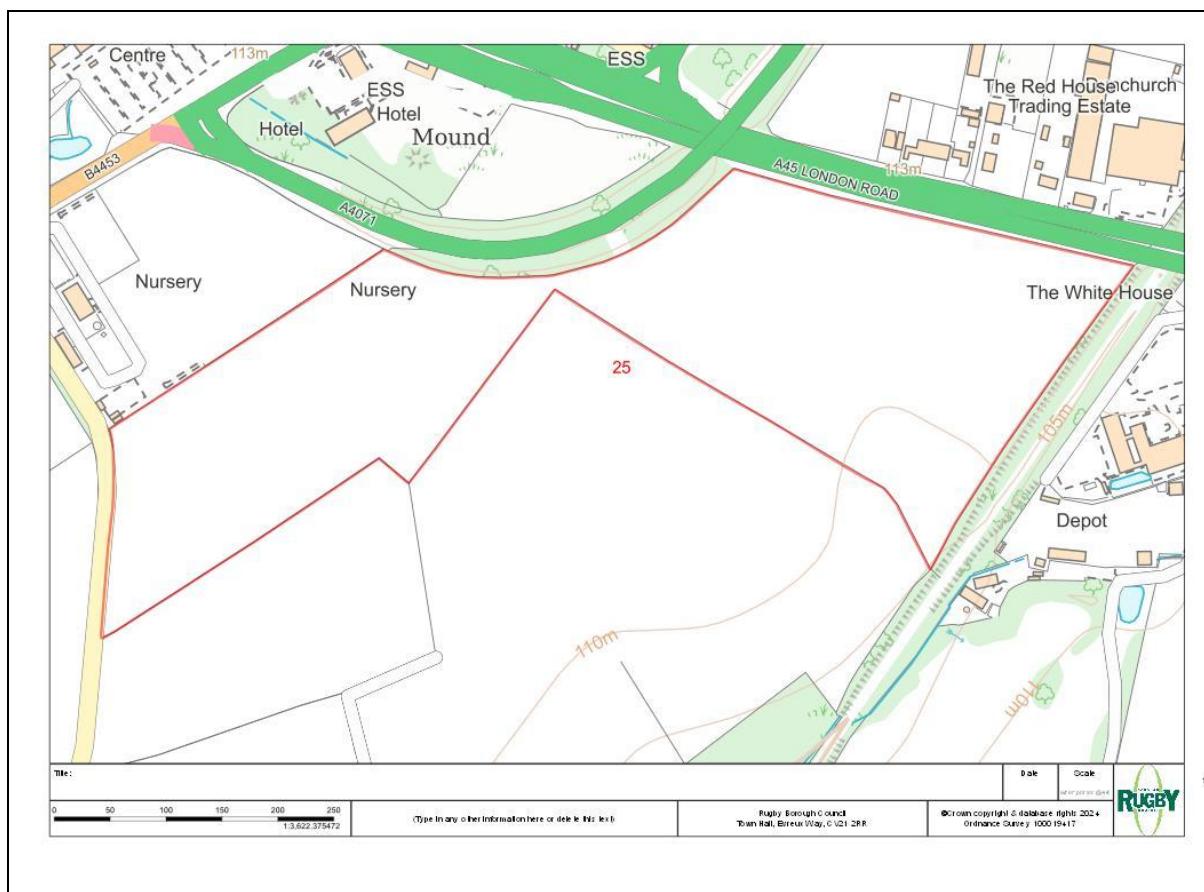
The site benefits from relatively poor assessed accessibility and connectivity but is walkable to services and facilities in Brinklow, albeit more detached than other potential sites at the settlement.

There are no designated heritage assets within the boundary, however it is located in the wider setting of Brinklow Conservation Area. Landscape sensitivity is assessed as Medium. The site is provisionally within the Grey Belt.

Landscape and heritage constraints are the principal consideration.

The site is more removed from the centre of the village and the associated amenities in comparison to other sites as Brinklow, as well as having higher sensitivities. For these reasons it is not progressed beyond Stage 2.

## Site 25: Land South of A45, Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Bourton and Draycote, Thurlaston

**Proposed use:** Employment

**Potential yield (employment, sqm):** 47500

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Draycote Road.</p> <p>The site has an average connectivity score of 20 with a maximum of 25, placing it within Band D relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site access likely taken from the west of the site, approx. 600m travel distance to the A45 via Straight Mile. No land use info provided. Some existing typical traffic delay observed using Google traffic data tool.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p>

	<p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>There is a bus stop 280m from the site.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 98 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 25. Site 25 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Draycote Meadows SSSI and Rugby-Leamington Disused Railway LWS, through sensitive site design and the adoption of appropriate mitigation measures.</p> <p>Development should be concentrated to the west of the site, with a buffer between development and the LWS.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>The site comprises two flat arable fields, enclosed by hedgerows and trees. The site is situated in close proximity to commercial buildings and main roads which are visual and aural detractors to the quality of the landscape at this location.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purposes A and C. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Lorry parking and open storage or employment.</p>

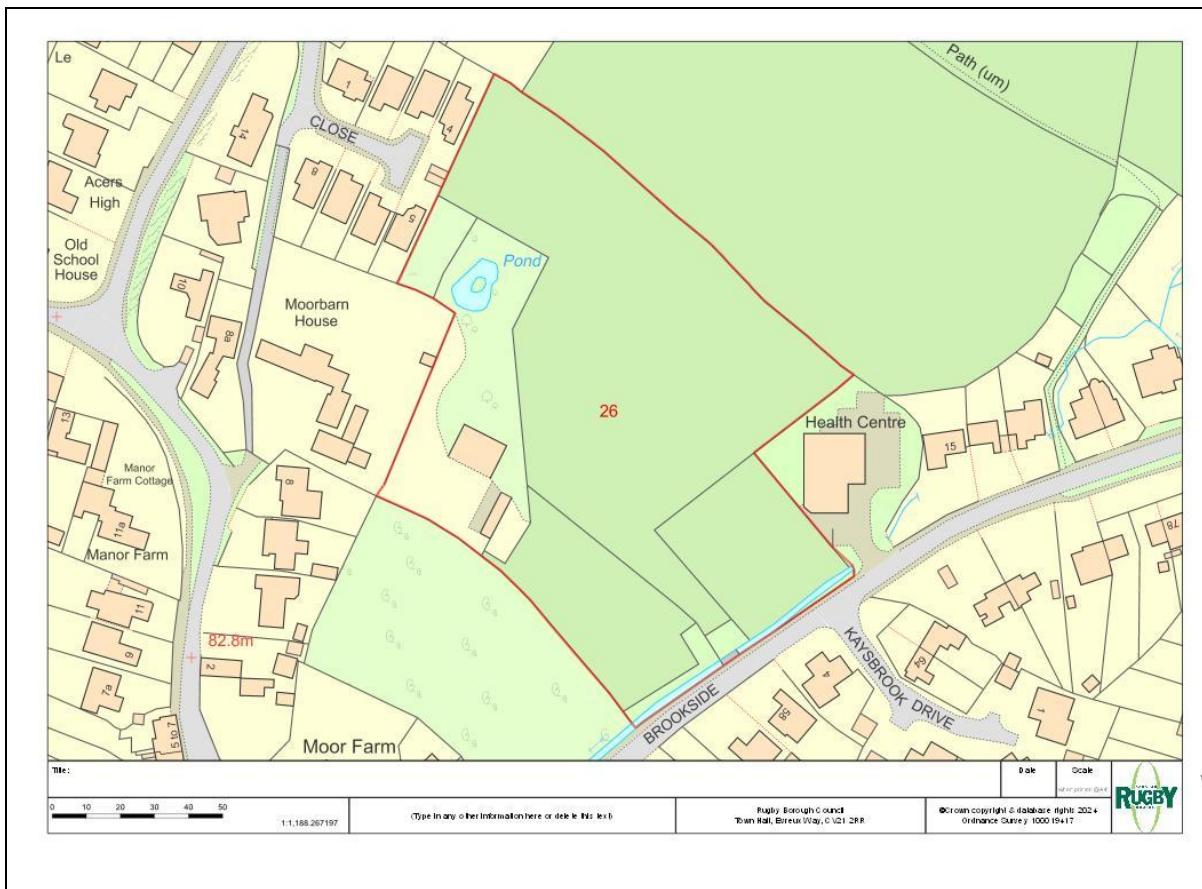
#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises two flat arable fields, enclosed by hedgerows and trees.

There are no potential heritage impacts and medium ecological impacts. Site is within the Green Belt and is assessed to have low landscape sensitivity.

The site has poor public transport connectivity and overall accessibility and it remains unclear how appropriate access to the site would be achieved. For these reasons the site is not progressed.

## Site 26: Brookside, Stretton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Stretton-on-Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 30

Topic area	Evaluation summary
Transport	<p>The site is accessed from Brookside.</p> <p>The site has an average connectivity score of 34 with a maximum of 35, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not express concern in their initial comments. A low traffic count was observed, and the highway condition is fair. The area was noted as being poorly lit and further street lighting would be required. There is existing pedestrian footway on the northside only.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p>

	<p>The distance to the nearest bus stop from the site is 72m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 62 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>This is a relatively small site located in the centre of Stretton-on-Dunsmore (yet outside the settlement boundary) comprised of paddocks/pastureland and a small area of dense woodland. A small section has agricultural buildings and is therefore already developed. The site is enclosed on all sides by trees, shrubs and hedgerows, which heavily limits views to and from the site.</p> <p>Sensitivities are likely to arise from the existing natural value of the site, and potentially from its proximity to the village's conservation area.</p>
Heritage	The site is just outside the Stretton-on-Dunsmore Conservation Area. The agricultural usage and predominantly rural character of the site is likely to contribute positively to the setting of the conservation area. If development were to occur on the site, the retention of boundary hedgerows to Brookside may assist to minimise any potential impact to the setting of the Conservation Area.
Other constraints	The site is provisionally identified as Grey Belt, making a moderate contribution to purpose C. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Medium. The site has notable flood risk constraints, primarily access and egress challenges from the stream running alongside the site. There are significant flow paths on the access road in all flood events including depths of 0.6 to 0.9m for 1 in 30-year events.
Opportunities/benefits	Residential.

### **Outcome of further assessment: Not progressed**

**Reasoning:** This is a relatively small site located in the centre of Stretton-on-Dunsmore (yet outside the settlement boundary) comprised of paddocks/pastureland and a small area of dense woodland.

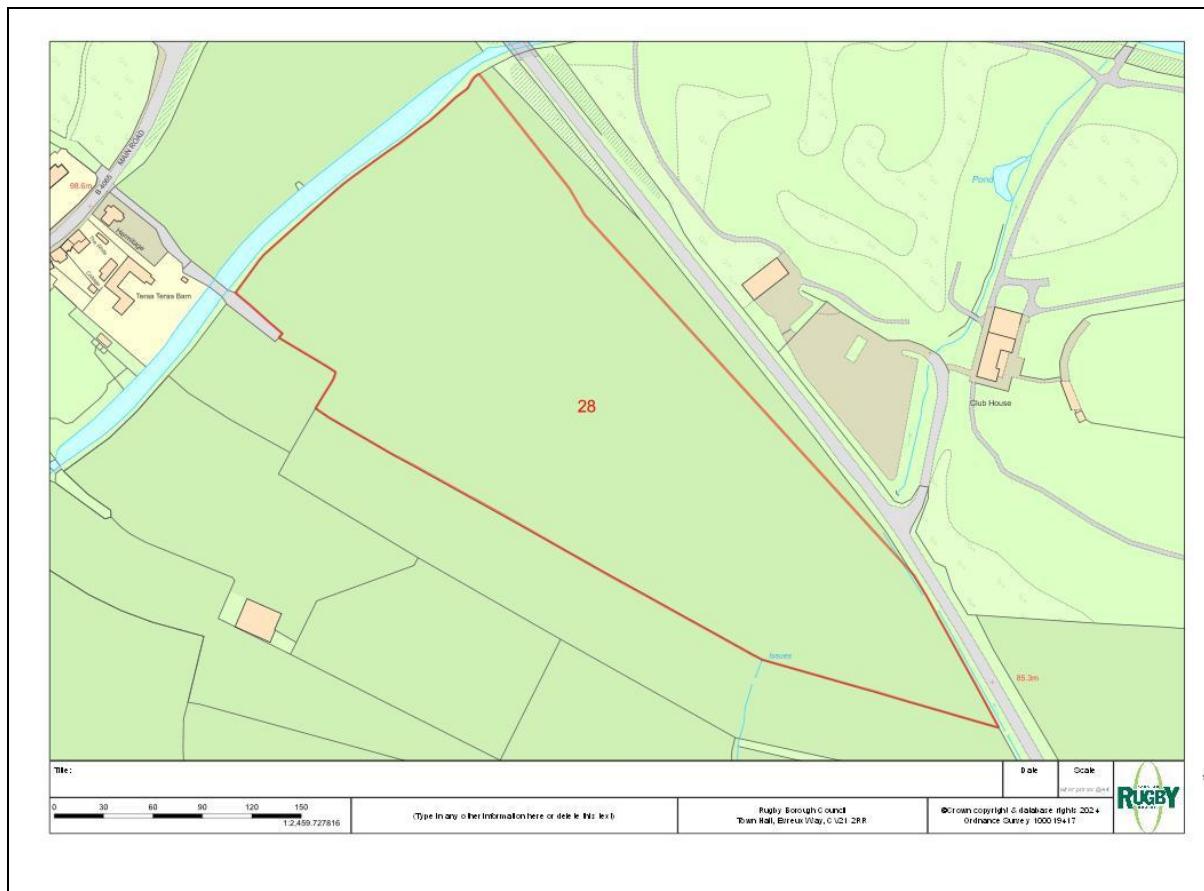
Accessibility is moderate and the site is walkable to the village services and facilities, although it scored relatively poorly for connectivity. Landscape sensitivity is medium/low. No ecology constraints were identified. The site is provisionally within the Grey Belt.

There would be a need to bridge the Brook to provide vehicular access. Significant flood risk challenges across access point which are difficult to mitigate.

The site potentially makes a contribution to the setting of the Stretton-on-Dunsmore Conservation Area.

The site is not progressed beyond Stage 2 due to the significant flood risk concerns affecting access and the potential to harm the setting of the conservation area.

### Site 28: South east of Main St, Ansty



**Ward:** Revel and Binley Woods Ward

**Parish:** Ansty

**Proposed use:** Employment

**Potential yield (employment, sqm):** 18500

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4029.</p> <p>The site has an average connectivity score of 29 with a maximum of 32, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 205m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 66 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 28. Site 28 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Coombe Pool SSSI and Oxford Canal potential LWS, through sensitive site design and the adoption of appropriate mitigation measures. Semi improved neutral grassland covers the entire area of Site 28. It is therefore necessary to survey this site to ensure that this habitat type still dominates and where required mitigate impacts upon habitats of medium to high distinctiveness through sensitive site layout and landscaping design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>The site consists of pastoral fields enclosed by hedgerows, the Oxford Canal and a fence, with views to the north-east largely obscured from surrounding roads by hedgerows. Noise from vehicular traffic along the road on the north-eastern boundary act as an aural detractor. The impact of any development on views to and from Ansty Hall and on its setting are important considerations for any development on the site.</p>
Heritage	<p>The site is located east of Ansty, near two grade II* listed buildings: Ansty Hall and the Church of St James.</p> <p>Ansty Hall is most likely to be affected by development. It is a country house dating from 1678, and sits on the crest of the hill and is prominent in views both from, and across the site. This includes views from the public right of way which crosses the site, and featuring as a landmark in southern approaches along the B4029. The site forms part of the agricultural land which constitutes the surviving, rural setting of Ansty Hall; however there has been some intrusion of modern road and infrastructure development. Potential impacts include loss of historic agricultural features, which could dilute the rural character of Ansty Hall and its setting, and erosion of views both to, and from the asset.</p>

	<p>To mitigate these impacts, retention and restoration of historic landscape characteristics should be undertaken to enhance the rural setting. The design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape. Development could be arranged to preserve key views from the B4029.</p> <p>The proposed employment use may exacerbate impacts, and a housing allocation may offer great opportunity for mitigation through sensitive design.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

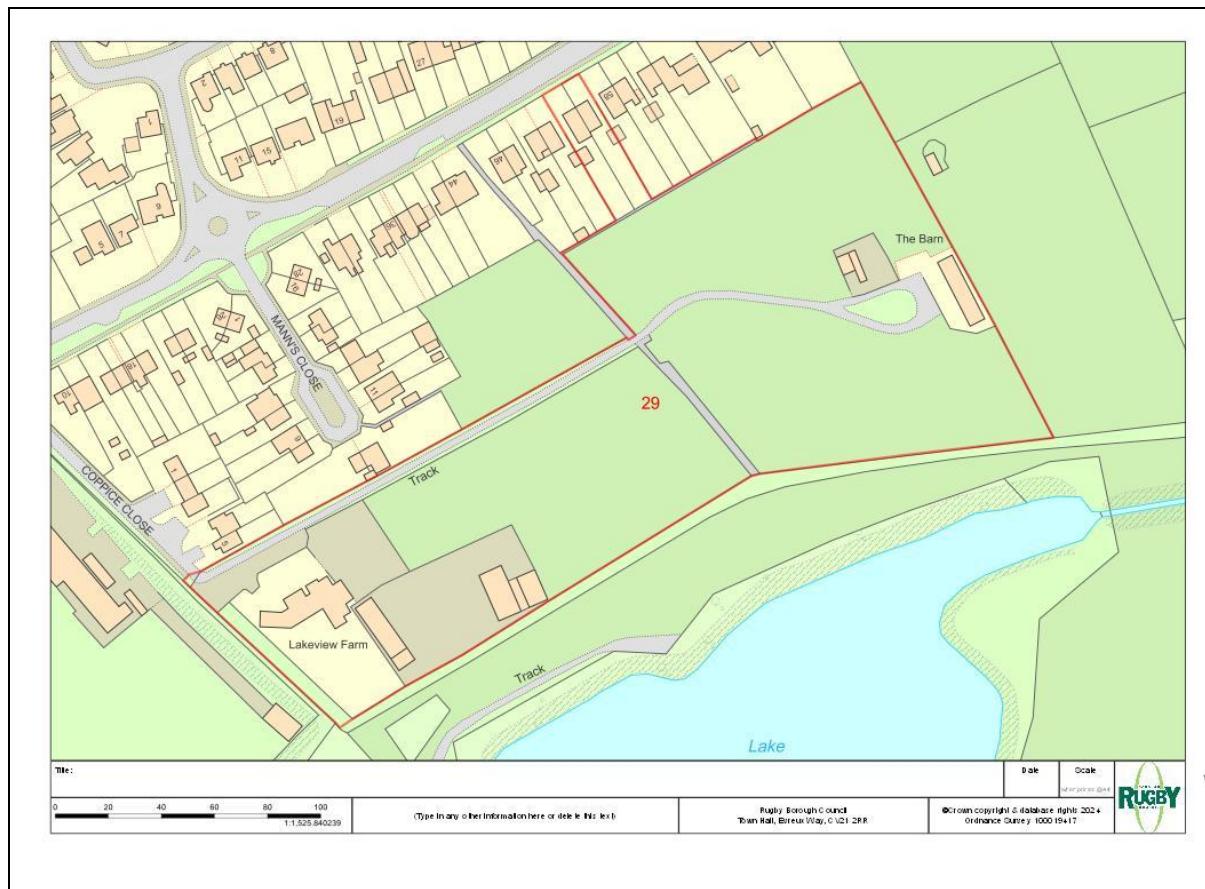
**Reasoning:** The site consists of pastoral fields enclosed by hedgerows, the Oxford Canal and a fence.

The site is within the Green Belt.

Msoa-based accessibility is moderate but the site lacks a direct link to the SRN, requiring vehicles servicing the site to navigate local village roads. Connectivity score is relatively poor. The site is also significantly constrained in terms of heritage and landscape concerns (assessed as medium making it one of the more landscape sensitive sites overall) and has medium ecological constraints.

The site is not being progressed beyond the Stage 2 Site Assessment.

## Site 29: Land to the South of Leamington Road, Ryton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 83

Topic area	Evaluation summary
Transport	<p>The site is accessed from Leamington Road via an existing property.</p> <p>The site has an average connectivity score of 36 with a maximum of 39, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 10m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 34 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are low ecological constraints on Site 29. It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI or Ryton Wood SSSI from any development at Site 29 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. This site has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon any SSSI as there are no other ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>This is a relatively small site on the southern edge of Ryton-on-Dunsmore comprised of two arable fields, each with residential dwellings and agricultural outbuildings, separated by a PRoW. The site is flat and largely enclosed with adjacent residential development and nearby roads, giving it limited scenic quality. There is clear intervisibility with neighbouring dwellings and a community orchard (from which an important view is identified in the Neighbourhood plan), but views are primarily defined by boundary vegetation and nearby built form. Although the site has minimal landscape value, sensitivities are likely to arise from these aforementioned visual factors.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site. A registered park and garden (Ryton House) is around 60m to the north of the site, potential impacts upon which were not assessed at this stage.</p>
Other constraints	<p>The site is provisionally within the Grey Belt, making a moderate contribution to purposes A, B and C. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	Residential.

**Outcome of further assessment: Not progressed**

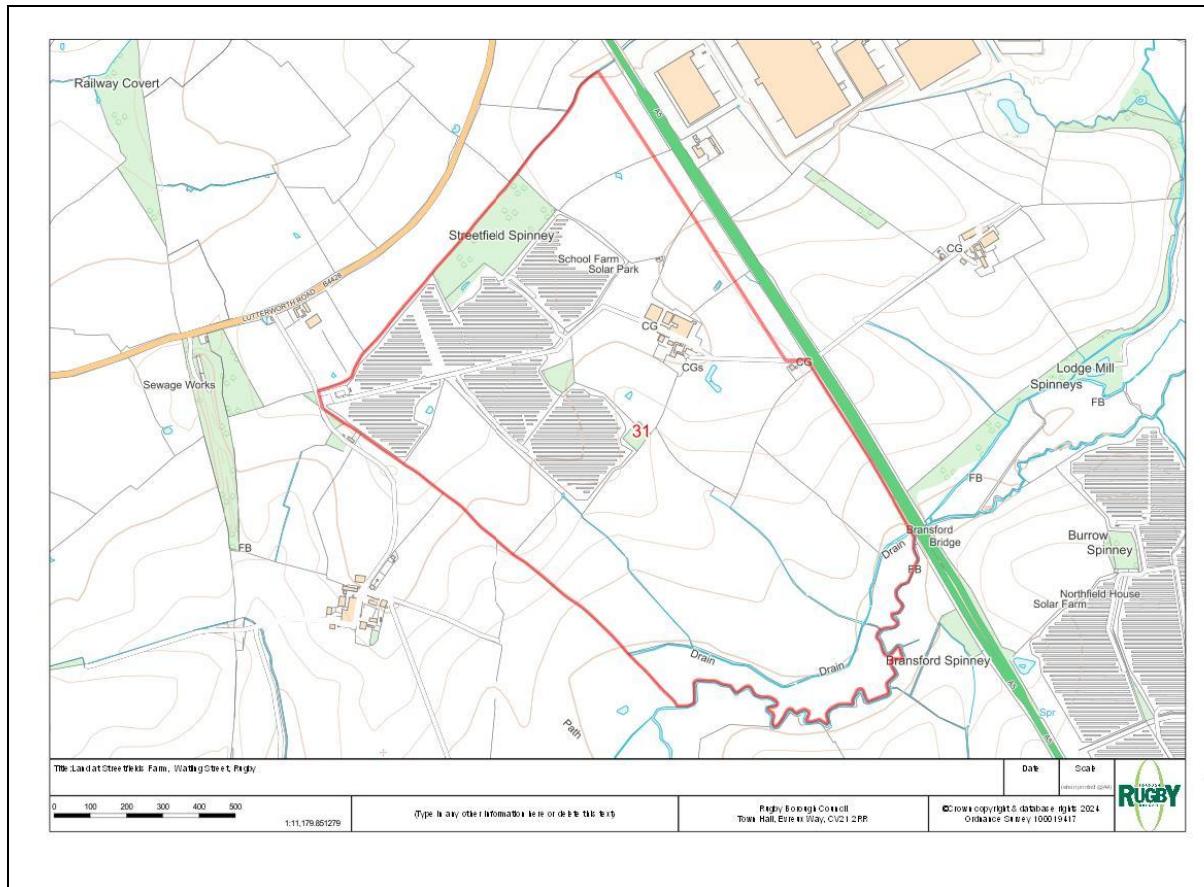
**Reasoning:** This is a relatively small site on the southern edge of Ryton-on-Dunsmore comprised of two fields, each with residential dwellings and agricultural outbuildings, separated by a PROW.

The surrounding road network is relatively uncongested, and the site is reasonably accessible, and heritage and ecology constraints have not been identified. The site would be walkable to services and facilities in the village.

The site has medium/low landscape sensitivity. Development of the site would, as backland development, be unsatisfactory in design terms. It is unclear if suitable vehicular access to the site could be delivered.

The site has not been progressed beyond the Stage 2 Site Assessment.

## Site 31: Land at Streetfields Farm, Watling Street, Rugby



**Ward:** Revel and Binley Woods Ward

**Parish:** Monks Kirby

**Proposed use:** Employment

**Potential yield (employment, sqm):** 450000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Watling Street.</p> <p>The site has an average connectivity score of 12 with a maximum of 19, placing it within Band F relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 835m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 121 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest and is not comprised of more than 20% medium to high distinctiveness habitat. However, the site does have an LWS (Streetfield Spinney) within its boundary. It is recommended that sensitive design and site layout, established in consultation with Natural England, avoid and ensure the protection of ecologically sensitive features associated with the LWS.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>This large site comprises a patchwork of arable and pastoral fields, divided and bounded by hedgerows with trees. Key landscape features include the rising topography, the River Swift and pockets of deciduous woodland including Streetfield Spinney, which enhance the site's landscape character and visual qualities. The rural character of the site is undermined by the strong presence of nearby transport infrastructure and large commercial buildings at the Magna Park which detract from the site's overall aural and visual qualities.</p>
Heritage	<p>The site is primarily agricultural but includes large areas of recently installed solar arrays. The grade II listed farmstead of 'Streethouse Farm' is located within. It is recorded as being of early 19th century date, but the surrounding, and well-preserved ridge and furrow earthworks, and HER records of Iron Age or Roman activity suggests the locality has much earlier origins. The surrounding landscape's rural character contributes positively to its setting, albeit with some existing impact from the solar arrays, the A5, and nearby Magna Park. Potential impacts include the loss of historic farmstead buildings and spaces and erosion of their historic rural setting. To avoid harm and deliver enhancements: the farmstead should be retained and reused; a significant buffer provided that preserves the key elements of setting and the adjacent ridge and furrow earthworks; and a green infrastructure strategy delivered that enables greater access to and appreciation of the heritage assets by the public.</p>

Other constraints	The site is not within the Green Belt. No data was obtained relating to constraints for foul water drainage or surface water drainage.
Opportunities/benefits	Employment

**Outcome of further assessment: Not progressed**

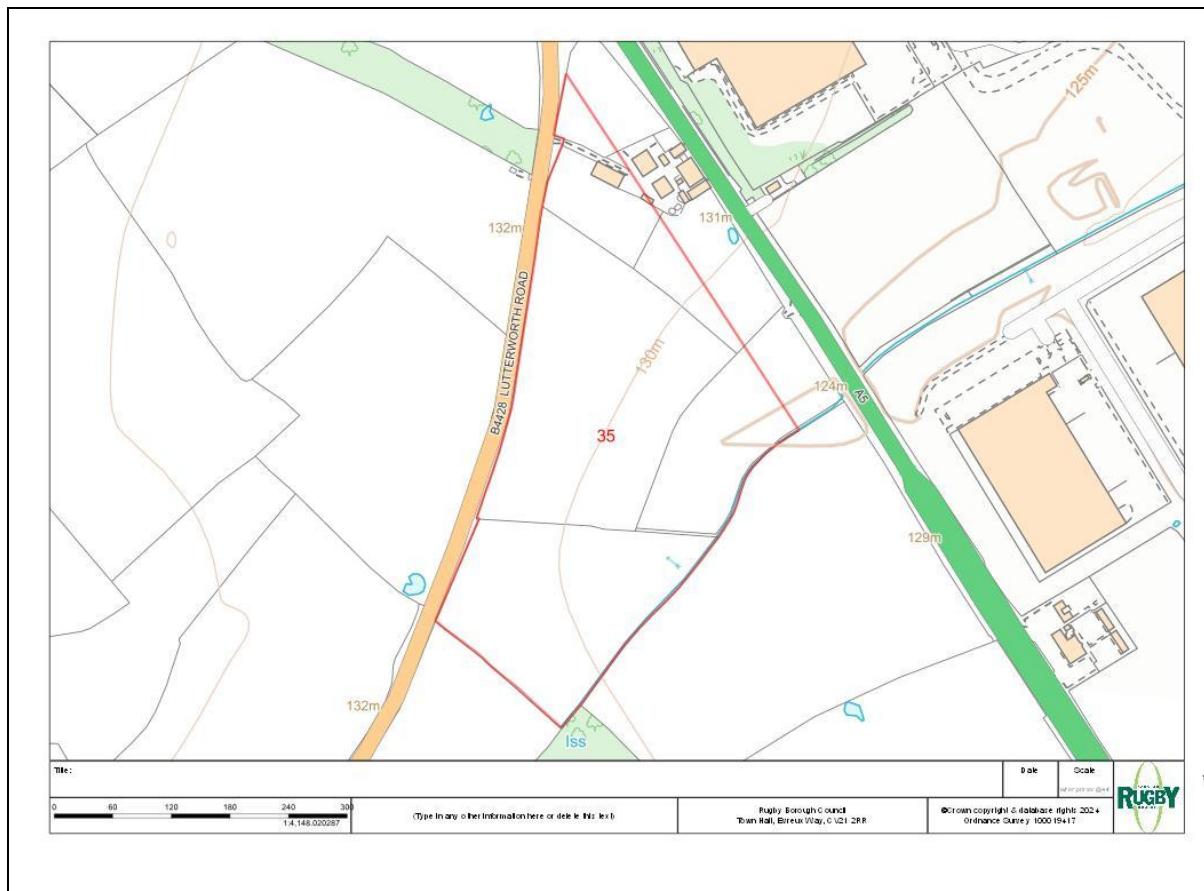
**Reasoning:** This large site comprises a patchwork of arable and pastoral fields, divided and bounded by hedgerows with trees. Grade II listed Streetfield Farmhouse and attached buildings sit in the middle of the site, with non-designated heritage constraints also identified.

Other than a limited frontage with Magna Park, the site does not relate to existing built development, and it would be distant from its future workforce. Accessibility and connectivity by non-car modes is very poor.

Landscape sensitivities are assessed a medium and are therefore higher than many other sites assessed and there are heritage constraints.

For these combined reasons, the site has not been progressed beyond the Stage 2 Site Assessment.

### Site 35: Cross in Hand Farm, Monks Kirby



**Ward:** Revel and Binley Woods Ward

**Parish:** Monks Kirby, Willey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 50000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4428.</p> <p>The site has an average connectivity score of 16 with a maximum of 18, placing it within Band G relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Likely accessed from Lutterworth Road for direct connection to the A5 via Cross in Hand Roundabout. Modelling of junction required, including impacts of committed development with Cross in Hand Farm (Site 36) and North of Coal Pit Lane (Site 57) and Land Opposite MP Lutterworth (Site 106).</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 390m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 85 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. However, the site is adjacent to the Streetfield Spinney LWS. It is recommended that sensitive design and site layout, established in consultation with Natural England, avoid and ensure the protection of ecologically sensitive features associated with the LWS. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>Assessed as part of site 325.</p> <p>The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east. There are no known cultural heritage or historic features within the site and views from and into the surrounding RPGs are unlikely to be affected by the development. The site is of recreational value due to the location of PRoWs within and surrounding the site. Views into the site are filtered from the surrounding transport infrastructure. The A5 and B4027 and surrounding warehousing development detracts from the tranquillity and visual value of the site.</p>

Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment (B2, B8 and E)

**Outcome of further assessment: Not progressed**

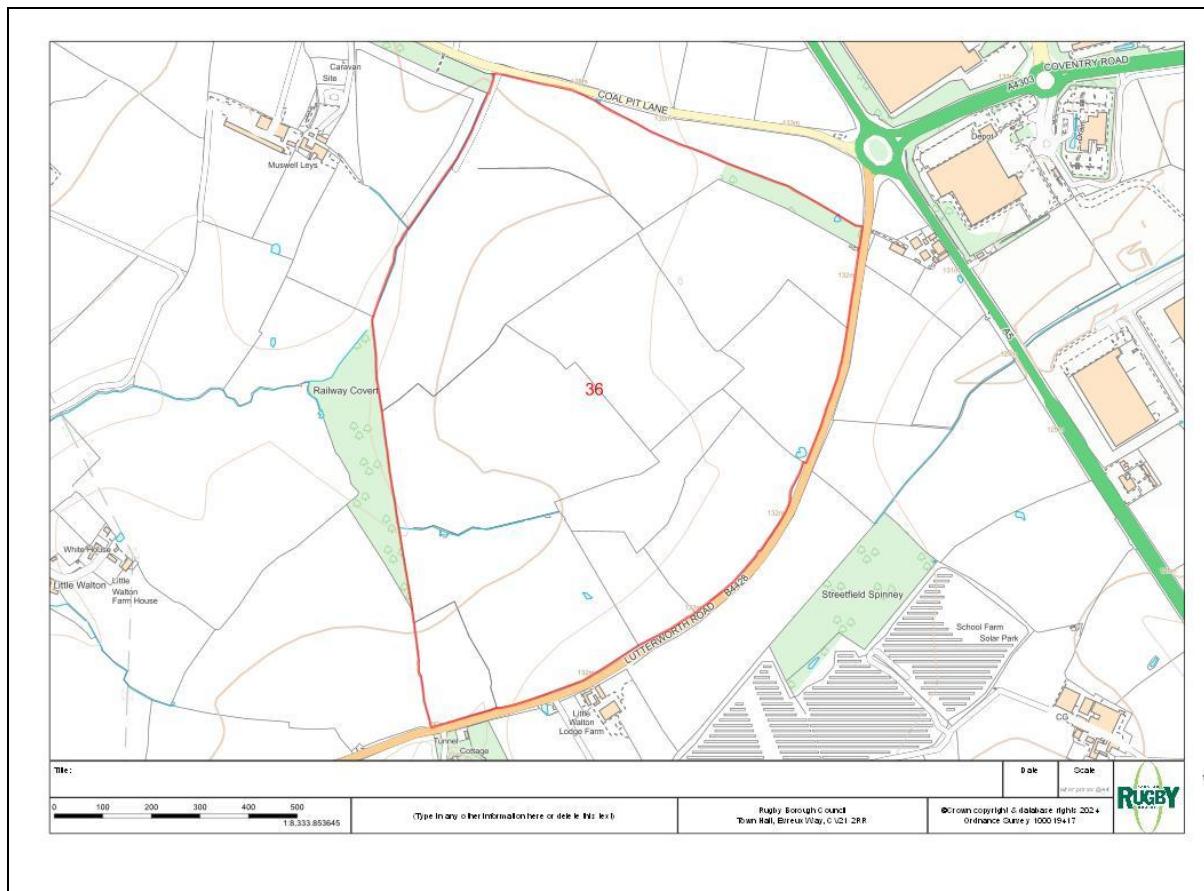
**Reasoning:** The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east.

Neither heritage nor ecology constraints have been identified. The site is not in the Green Belt.

The surrounding road network is relatively uncongested, however access to the site by non-car modes is poor, it scores very low for connectivity, and the site is not proximate to its future workforce.

The site was not suitable to develop as a standalone and was assessed as part of site option 325. See the separate proforma in relation to site 325.

## Site 36: Cross-in-Hand Farm, Willey



**Ward:** Revel and Binley Woods Ward

**Parish:** Monks Kirby, Willey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 290600

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site would be accessed from new arrangements from Lutterworth Road.</p> <p>The site has an average connectivity score of 14 with a maximum of 19, placing it within Band G relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Likely accessed from Lutterworth Road and/or coalpit Lane for direct connection to the A5 via Cross in Hand Roundabout. Modelling of junction required, including impacts of committed development with Cross in Hand Farm (Site 35) and North of Coal Pit Lane (Site 57) and Land Opposite MP Lutterworth (Site 106). In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 443m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 86 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. However, the site is within circa 20m of Gill's Corner LWS. It is recommended that sensitive design and site layout, established in consultation with Natural England, avoid and ensure the protection of ecologically sensitive features associated with the LWS. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>Assessed as part of site 325.</p> <p>The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east. There are no known cultural heritage or historic features within the site and views from and into the surrounding RPGs are unlikely to be affected by the development. The site is of recreational value due to the location of PRoWs within and surrounding the site. Views into the site are filtered from the surrounding transport infrastructure. The A5 and B4027 and surrounding warehousing development detracts from the tranquillity and visual value of the site.</p>

Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	Only a small part of the site is within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment (B2, B8 and E)

**Outcome of further assessment: Not progressed**

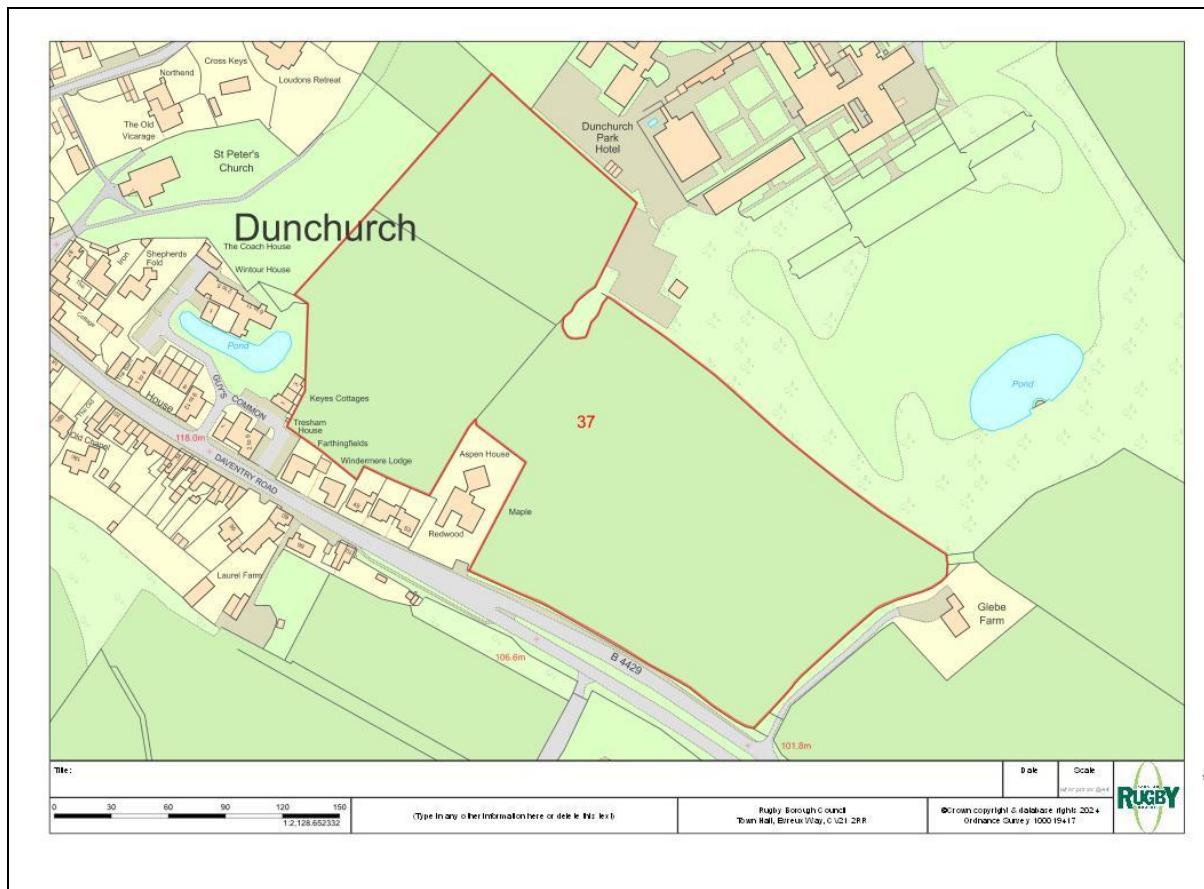
**Reasoning:** The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east.

The surrounding road network is relatively uncongested, however access to the site by non-car modes is poor and the site is not proximate to its future workforce. The site is mostly not in the Green Belt.

Neither heritage nor ecology constraints have been identified. Landscape sensitivity is Medium/Low.

The site could lead to an incongruous pattern of development if developed as a standalone and so is also assessed as part of combined site 325. See the separate proforma in relation to site 325

## Site 37: Daventry Road, Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 120

Topic area	Evaluation summary
Transport	<p>The site is accessed from Daventry Road.</p> <p>The site has an average connectivity score of 52 with a maximum of 58, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 132m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would be improved to 1b by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 15 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>The site consists of a pastoral field enclosed by hedgerows. The western section of the site is distinguished from the eastern section due to its proximity to the church/churchyard and increased tranquillity due to its greater distance from the roads. These aspects, along with the expansive views from east to west, and the recreational value derived from the PROW make the site more sensitive to change.</p>
Heritage	<p>The site is located on the eastern edge of Dunchurch, an historic settlement, elements of which are designated within the Dunchurch Conservation Area.</p> <p>Immediately north is the grade II Dunchurch Lodge Registered Park and Garden. A dense woodland boundary limits intervisibility in eastern areas (of the site), but this thins further west, affording some glimpse views.</p> <p>The grade II* listed Church of St Peter immediately to the west, with the graveyard sharing a boundary with the site, and crossed by a public right of way. Views from the churchyard include the site's western parcels, and contribute to the historic rural setting, and capacity for tranquil commemoration.</p> <p>The southern boundary is adjacent to Daventry Road, a now modern road of a character that has impacted the approach into the settlement. A dense hedgerow currently limits visibility to/from the site.</p>

	The wider setting of the site includes Dunchurch historic settlements, and swathes of agricultural land. The site is largely visually contained from these, but a public right of way crosses the south-eastern corner, leading to the agricultural landscape. Potential impacts include erosion of the rural setting and tranquillity of the churchyard, intrusion on the Dunchurch Lodge Park, and erosion of the Conservation Area's character through low poor quality development in its setting. To avoid harm, development could be limited to certain areas, planting reinforced, and woodland buffers created. Enhancements could include restoring local landscape features, bespoke housing design aligned with local precedents, and improving public rights of way connections to both the historic settlement and landscape.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

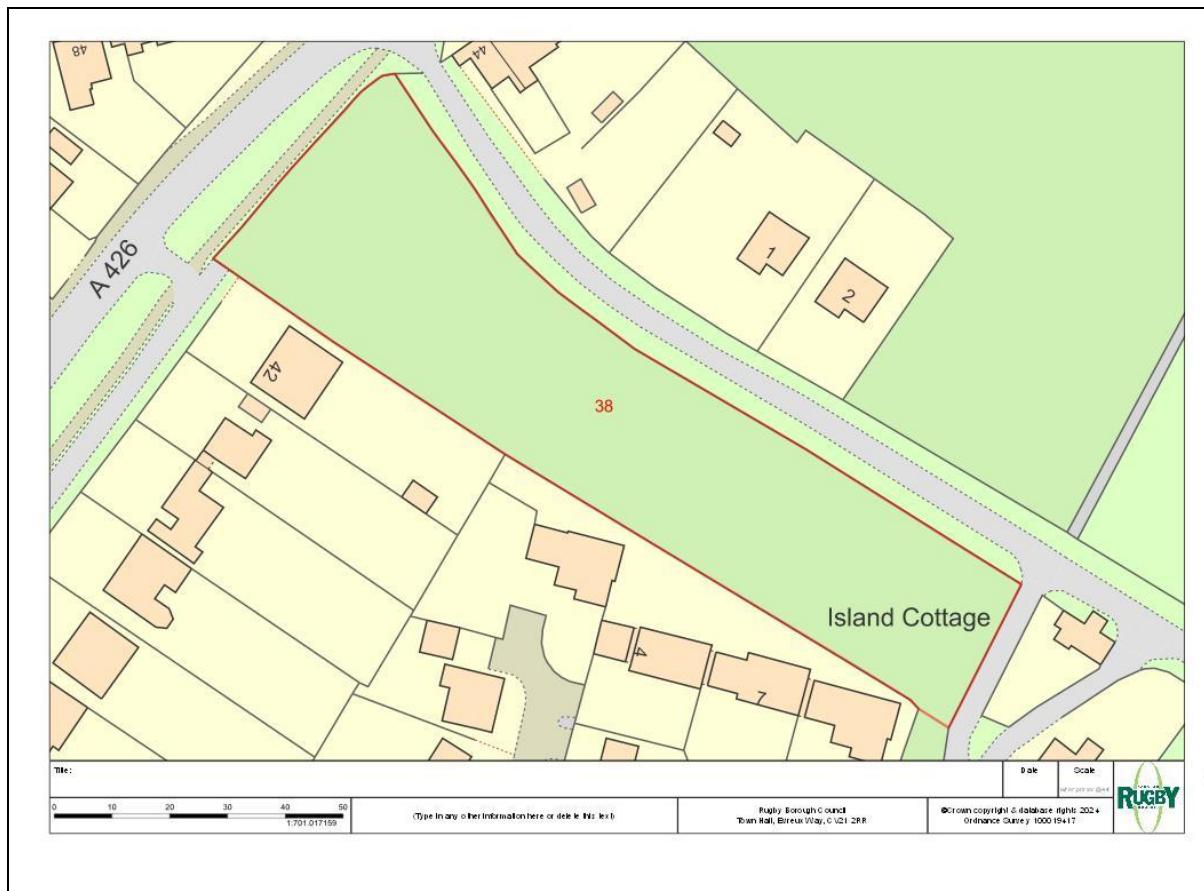
**Outcome of further assessment: Not progressed**

**Reasoning:** The site consists of a pastoral field enclosed by hedgerows.

The surrounding road network is considered congested, but the site benefits from good levels of accessibility for non-car modes. Ecology constraints were not identified and the site is not within the Green Belt.

The principal constraints are landscape and heritage. Immediately north is the grade II Dunchurch Lodge Registered Park and Garden. The grade II\* listed Church of St Peter immediately to the west, with the graveyard sharing a boundary with the site. Development of the site would have an impact on the character of the surrounding landscape and heritage assets. The site has not been progressed beyond the Stage 2 Site Assessment.

### Site 38: Drive Field, Bilton Grange School, Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 10

Topic area	Evaluation summary
Transport	<p>The site is accessed from The Drive.</p> <p>The site has an average connectivity score of 58 with a maximum of 59, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 20m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1b for the AM period and 1a for PM which would be improved to be 1b for both periods by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 11 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is High/Medium.</p> <p>This is a very small site that is currently amenity green space running alongside the driveway to Bilton Grange School, located to the north of Dunchurch. It has a flat, unremarkable landform resembling a lawned garden and forms a landscape buffer between new development and Bilton Grange School. The site is within the settlement edge of Dunchurch and is in close proximity to existing residential dwellings to the south. The A426 and National Cycle Route 41 lie to the west. A historic, tree-lined driveway with Grade II Listed Buildings to the north. Sensitivities will primarily arise from its proximity to listed heritage assets and landscape features such as boundary pine and lime trees which contribute positively to local character.</p> <p>The site is unlikely to be appropriate for development. The design and density of development would need to be appropriate to the historic setting. Pine and lime trees should be retained and additional planting of native species should be prioritised along the northern and eastern boundaries to screen from Bilton Grange School.</p>
Heritage	<p>The site is located on the north-eastern edge of Dunchurch, and near the Dunchurch Conservation Area.</p> <p>While there are no designated heritage assets (including listed buildings) within the site boundary, it borders the Rugby Road Lodge at Bilton Grange and the Inner Lodge at Bilton Grange. Both are grade II listed buildings comprising mid-19th century estate cottages that mark the approach to the Bilton Grange Registered Park and Garden. The Registered Park and Garden includes gardens</p>

	<p>and pleasure grounds set in a park accompanying a country house designed by A W N Pugin.</p> <p>The site currently serves as amenity space that frames the lodges and the entrance to Bilton Grange and separates the nearby modern housing development from The Drive.</p> <p>Key concerns include the erosion of the setting of the Registered Park and Garden and its associated listed buildings, and the intrusion of modern development into views of and from Bilton Grange and the lodges.</p> <p>To mitigate these impacts, any development would require sensitive design that preserves the lodges as prominent features of the approach to Bilton Grange. Design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.</p> <p>We anticipate that mitigation of heritage impacts will prove challenging, given the sensitivity of the site and the density of development required to deliver the indicative allocation.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low. ALC mapping suggests the site lies within an area of grade 2 (very high quality) agricultural land, although this may no longer be the case due to existing development on either side.</p>
Opportunities/benefits	Residential.

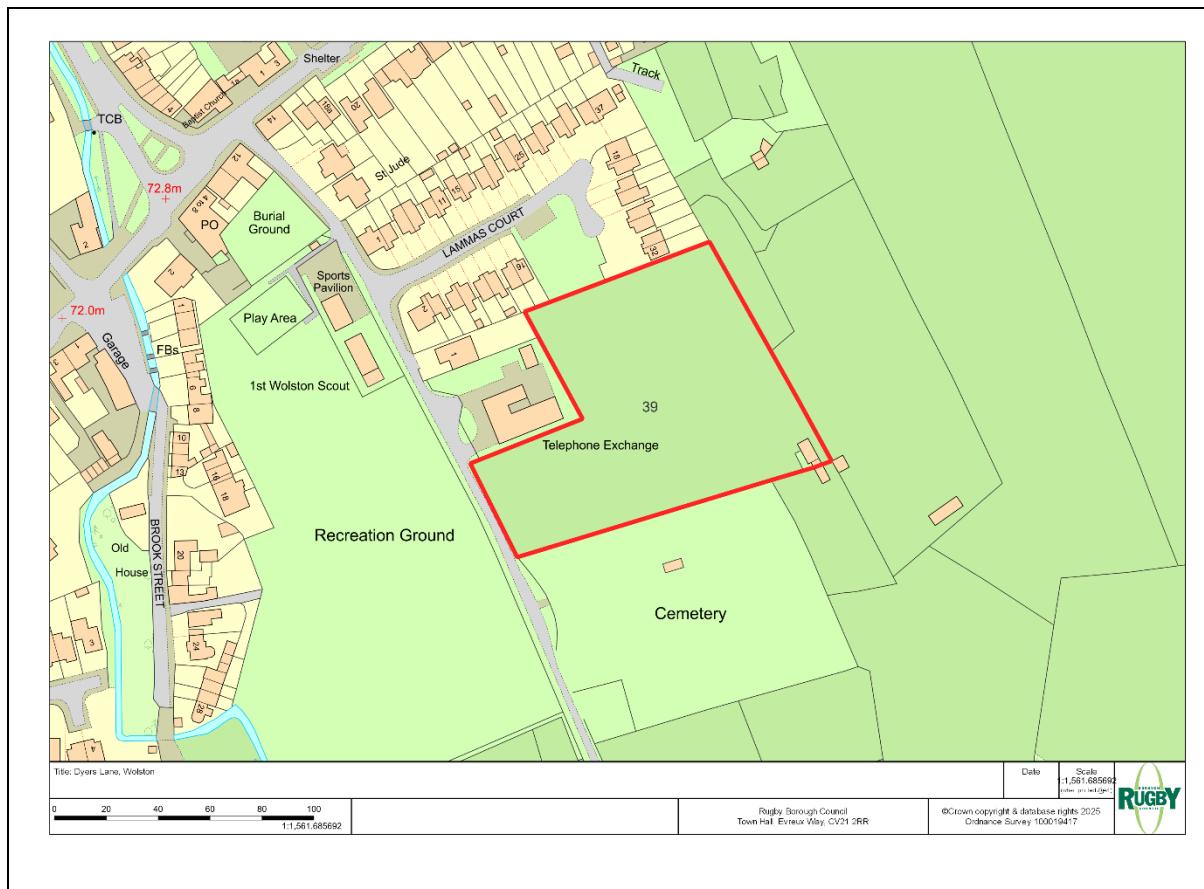
#### **Outcome of further assessment: Not progressed**

**Reasoning:** This is a very small site that is currently amenity green space running alongside the driveway to Bilton Grange School, located to the north of Dunchurch.

The site benefits from relatively good accessibility and connectivity, is not within the Green Belt and ecology constraints have not been identified. However, there are significant heritage and landscape constraints which are challenging to mitigate.

For these reasons, the site has not been progressed past the Stage 2 Site Assessment.

## Site 39: Dyers Lane, Wolston



**Ward:** Wolston and the Lawfords Ward

**Parish:** Wolston

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 15

Topic area	Evaluation summary
Transport	<p>The site is accessed from Dyers Lane.</p> <p>The site has an average connectivity score of 39 with a maximum of 40, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment identified that in conjunction with other sites this location may increase pressures at Bretford Bridge but the individual impact of this site would be limited.</p>

	<p>The distance to the nearest bus stop from the site is 117m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 81 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>This is a small site comprising a single field of pastureland on the southern edge of Wolston. It is bordered by residential dwellings, a cemetery, and a single-track road. The landscape has minimal value in its current form due to surrounding development, and views into the site are limited to the houses and road that directly border it. Sensitivities are only likely to arise from the relative tranquillity of the area with the land acting as a buffer to preserve the setting of the cemetery and associated small chapel.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose A. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. Known capacity constraints at the village primary school.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Proposed site allocation**

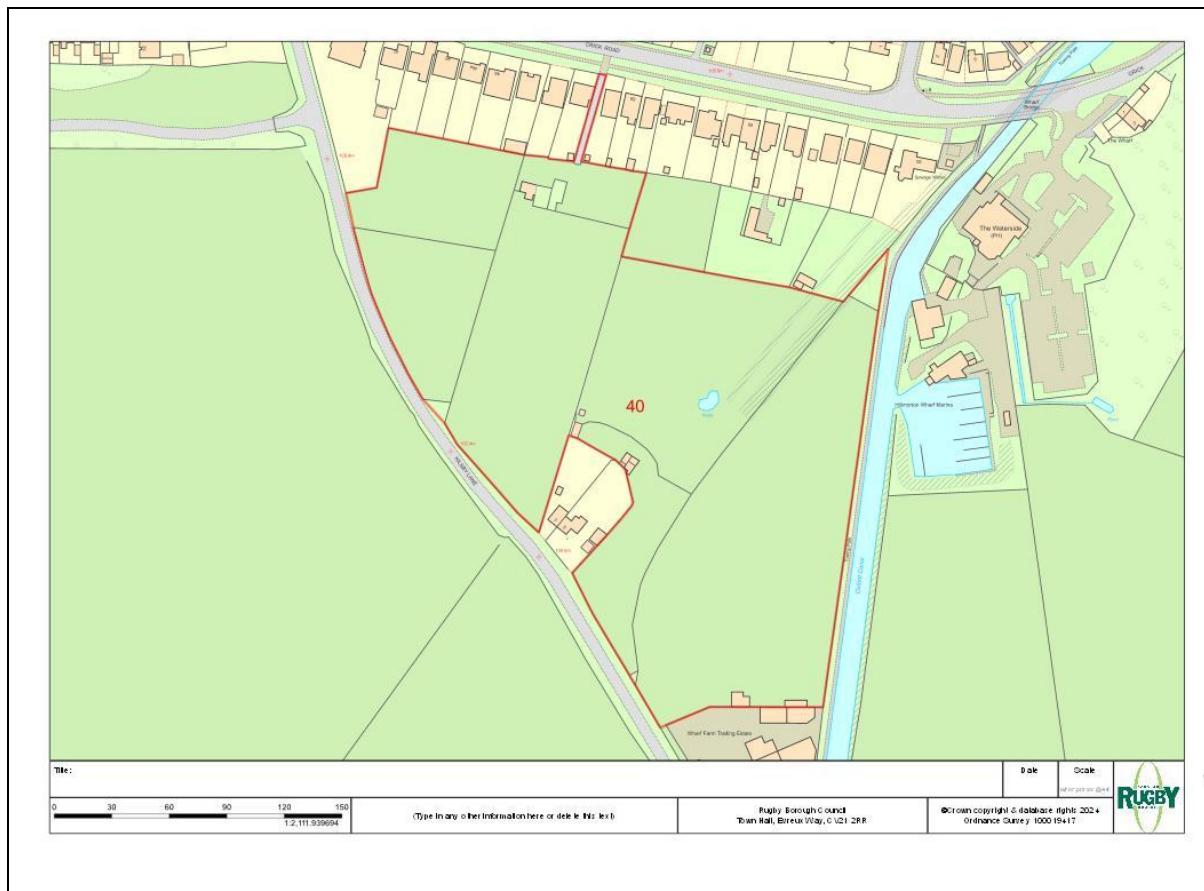
**Reasoning:** This is a small site comprising a single field of pastureland on the southern edge of Wolston.

Although scoring poorly for accessibility in the SLR assessment, the site is close to Wolston village centre and walkable to the services and facilities there, giving it a reasonable

connectivity score for the borough. Landscape sensitivity is low and neither ecology nor heritage constraints have been identified. The site is provisionally in the Grey Belt.

No significant constraints have been identified, beyond a narrow access. The site is therefore a proposed allocation.

## Site 40: East of Kilsby Lane, Hillmorton



**Ward:** Hillmorton Ward

**Parish:** Unparished

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 125

Topic area	Evaluation summary
Transport	<p>The site is accessed from Kilsby Lane.</p> <p>The site has an average connectivity score of 47 with a maximum of 54, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>An assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 64m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 48 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>This is a medium sized site comprised of several grassland fields on the southern edge of Hillmorton, just outside the settlement boundary of Rugby town. The site is gently sloping and has no remarkable landform features. It is overlooked by residential dwellings to the north, and there are expansive views southwards from the higher points of the site. These aspects are what give rise to some limited sensitivities. Grade II Listed Building 'Wharf Farmhouse' lies in close proximity to the south of the site with limited intervisibility.</p> <p>Views into the site from Kilsby Lane can be obscured by increased native tree and hedgerow planting. The proposed development should be obscured from the Grade II Listed Building to the south. Walkways should be established which interconnect with the Oxford Canal Walk.</p> <p>Forms part of proposed Rainsbrook Valley Landscape of Elevated Sensitivity.</p>
Heritage	<p>The site lies southeast of Hillmorton, Rugby. There are no designated nor non-designated heritage assets within its boundary. The Oxford Canal runs immediately west and, while not designated in this stretch, it is an immediate continuation of a conservation area located within the neighbouring local authority, and is considered to contribute strongly to its setting, accordingly. In summer, views between the site and canal are significantly screened by a mature hedgerow, enhancing the waterway's sense of enclosure and historic character. These views may be more open in winter months.</p>

	<p>Northeast of the site is The Waterside public house, a likely non-designated heritage asset, and to the south is Wharf Farmhouse, a grade II listed building. In summer there was limited visual relationship between these assets and the site, although its open, rural character makes some, slight contribution to understanding their original, rural landscape setting.</p> <p>There is potential harm from hedgerow loss and overly prominent development adjacent the canal side. Opportunities for enhancements include retaining and reinforcing the hedgerow and improving capacity to access and enjoy the historic waterway.</p> <p>Proactive engagement with the Canal and Rivers Trust is encouraged.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	Residential.

**Outcome of further assessment: Not progressed**

**Reasoning:** This is a medium sized site comprised of several grassland fields on the southern edge of Hillmorton, just outside the settlement boundary of Rugby town.

The surrounding road network has medium levels of congestion, the site is ranked 15 for Public Transport Accessibility Levels, and the overall accessibility of the site is medium based on the SLR ranking. Connectivity is relatively high. Accessibility can be expected to improve considerably with the opening of Rugby Parkway station.

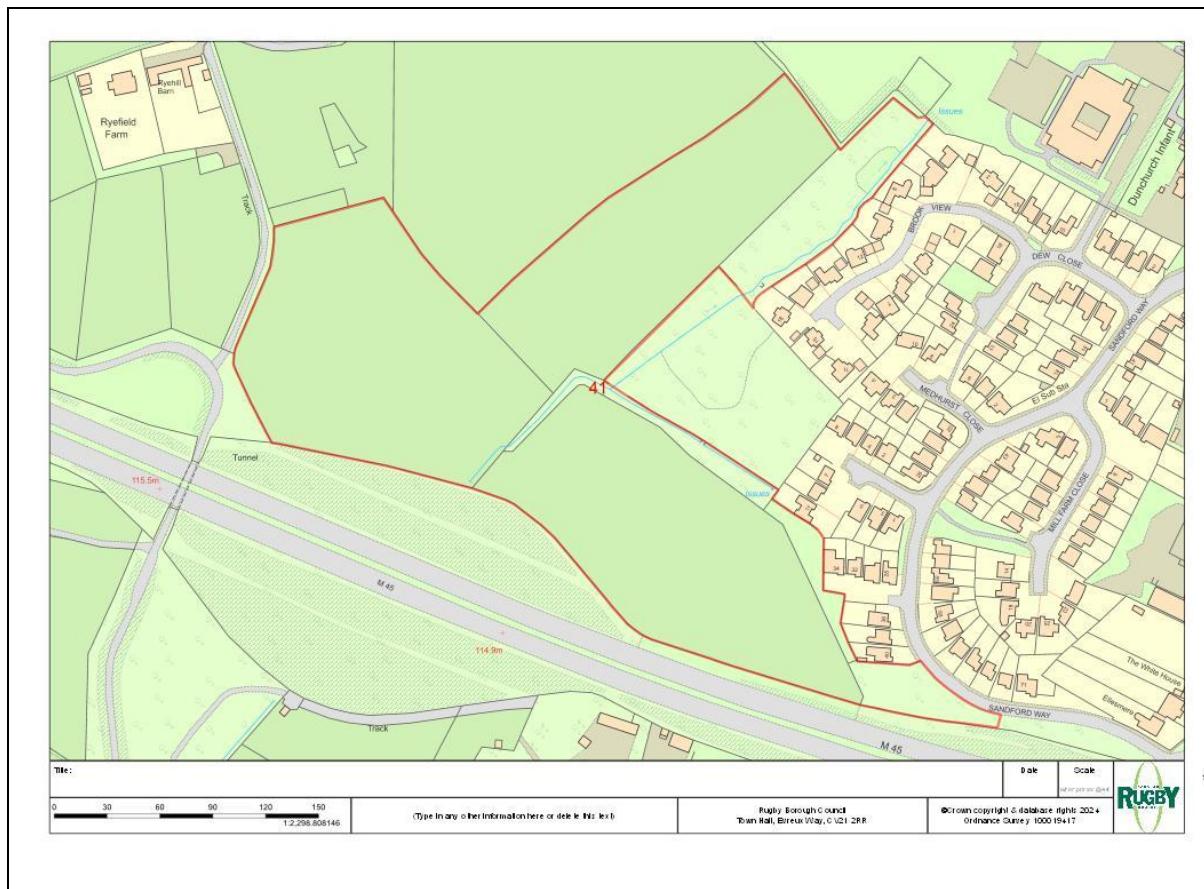
Ecology constraints were not identified, and the site is not within the Green Belt.

Heritage constraints relate mainly to the Oxford Canal to the immediate west. Although it is not designated as a conservation area within Rugby, the canal forms part of a continuation of conservation area within neighbouring local authorities and the development could impact on the setting of these designated areas.

The development of the site could be viewed as a incongruous finger of development extending south of the established settlement boundary rather than a compact pattern of development. There are therefore morphological concerns.

Landscape is a further key consideration within the Rainsbrook Valley. The site forms part of a proposed Area of Elevated Landscape Sensitivity designated within the plan. Based on these heritage and landscape considerations, the site is not progressed beyond Stage 2.

## Site 41: Sandford Way, Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 122

Topic area	Evaluation summary
Transport	<p>The site is accessed from Sandford Way.</p> <p>The site has an average connectivity score of 47 with a maximum of 52, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 170m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would be improved to 1b AM by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 23 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site comprises arable and pastoral fields located at the fringe of Dunchurch, situated between the M45 and B4027. There are no known cultural heritage or historic features within the site and views from and into the surrounding RPGs are unlikely to be affected by development. The site holds high recreational value due to the location of a number of PRoWs within and surrounding the site. Views into the site are filtered from the surrounding transport infrastructure. Views into the site are filtered by the surrounding transport infrastructure, with the M45 and B4027, however tranquillity remains relatively high. Note that this site was assessed jointly with sites 42 and 97.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. School capacity in Dunchurch is limited. Site forms part of a proposed separation area between Dunchurch and Rugby.
Opportunities/benefits	Residential.

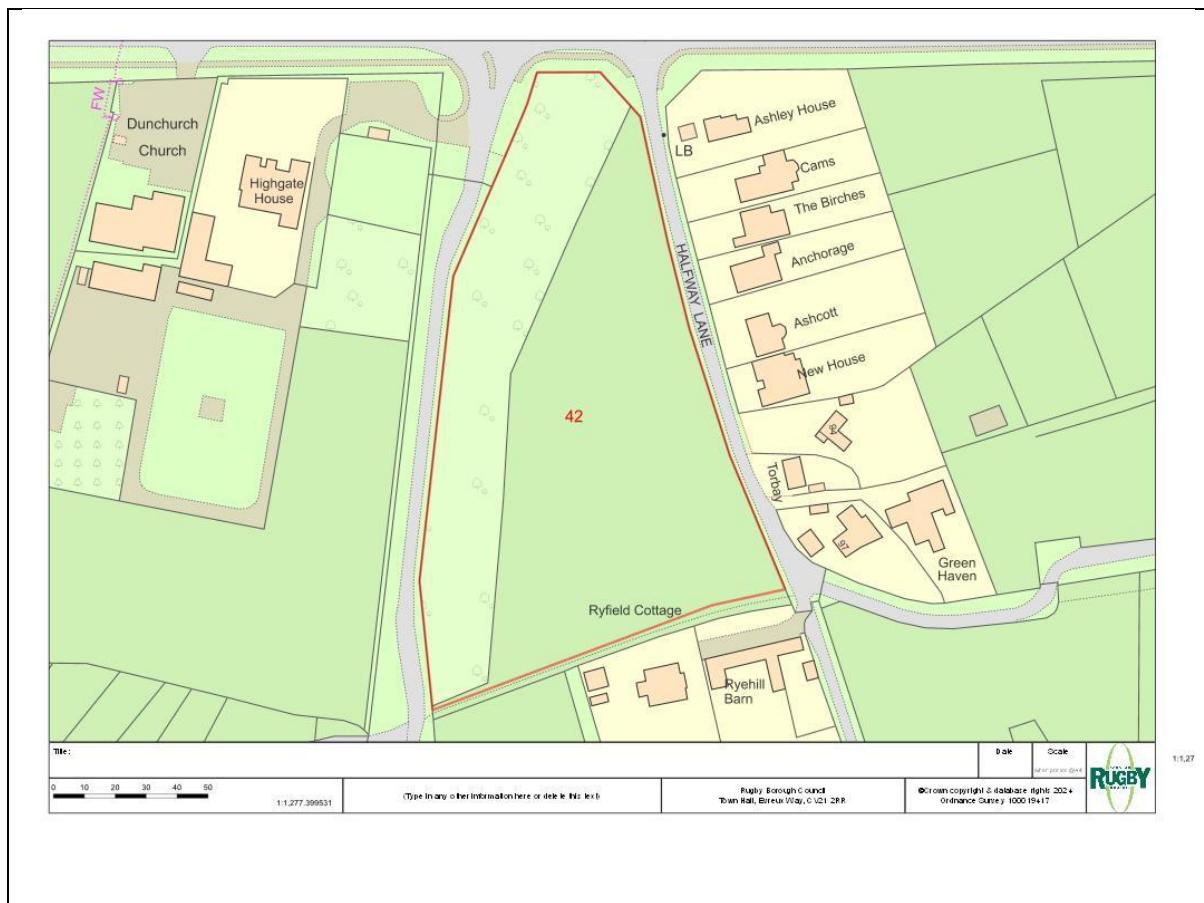
#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises fields located at the fringe of Dunchurch, situated between the M45 and B4027.

The site benefits from good accessibility and proximity to the village, although the surrounding road network is relatively congested. Neither ecology nor heritage constraints have been identified, and the site is not within the Green Belt

Warwickshire County Council consider access from Sandford Way to be unsuitable. Therefore the site is not being taken forward in this format. See also site 97.

## Site 42: Rye Hill, Rugby (Site A)



**Ward:** Dunsmore

**Parish:** Dunchurch

**Proposed use:** Residential

**Potential yield (employment, sqm):**

**Potential yield (residential):** 20 dwellings

Topic area	Evaluation summary
Transport	<p>The site is accessed from Halfway Lane and Coventry Road. The distance to the nearest bus stop from the site is 600m.</p> <p>The site has an average connectivity score of 48 with a maximum of 46, placing it within Band A relative to the borough as a whole.</p> <p>The site was not included in the SLR transport and accessibility assessment.</p>
Ecology	<p>The site is located within the outer IRZ for two SSSIs and is within 500m of the Draycote Water LWS. Further assessment may be required with input from Natural England to mitigate any adverse impacts.</p>
Landscape	

Heritage	There are no designated heritage assets within 50m of the site. The site lies within 300m of a Grade II Listed Building and is situated between the Thurlaston and the Dunchurch Conservation Areas, although is removed from both areas.
Other constraints	The site is not within the Green Belt. Site forms part of a proposed separation area between South West Rugby and Dunchurch.
Opportunities/benefits	Residential including bungalows

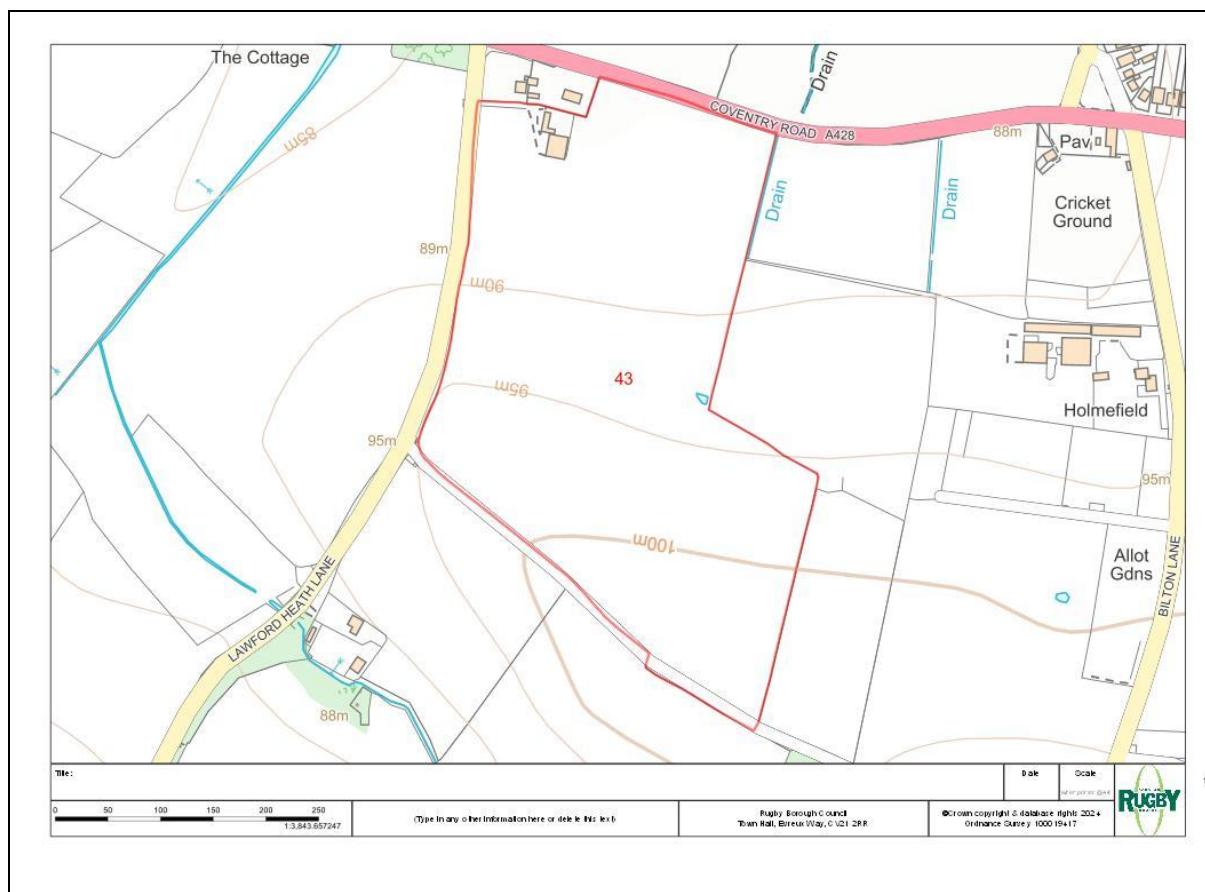
**Outcome of further assessment: Not progressed**

**Reasoning:** The site is a smaller cut comprising land parcel A of a two-parcel site. There are relatively low ecological constraints and heritage constraints. The wooded area within the site boundary would be retained in the site layout.

The housing mix proposed includes bungalows, in keeping with the housing character on the adjacent residential street.

It has relatively good connectivity due to proximity to services in Dunchurch. However, the site is removed from the Dunchurch settlement boundary and would constitute an incongruous pattern of development. Also concerns about piecemeal development within proposed separation area. For these reasons the site is not progressed.

## **Site 43: East of Lawford Heath Lane, Long Lawford**



## **Ward: Wolston and the Lawfords Ward**

## Parish: Long Lawford

### **Proposed use: Residential**

**Potential yield (employment, sqm): 0**

**Potential yield (residential): 296**

Topic area	Evaluation summary
Transport	<p>The site is accessed from Lawford Heath Lane.</p> <p>The site has an average connectivity score of 43 with a maximum of 49, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 58m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 52 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site consists of arable and pastoral fields situated at the urban edge, yet it retains rural scenic character. There are no known notable landscape, cultural heritage, or historic features present within the site. However, it holds recreational value due to the presence of several PRoWs in the surrounding landscape. While views into the site are possible, they are partially filtered by the surrounding transport infrastructure. The presence of transport infrastructure and HGVs detracts from the site's tranquillity.</p>
Heritage	<p>The site is located at the southern edge of Long Lawford, and envelopes Avon Lodge, a grade II listed 18th-century farmhouse. The asset is a good example of its type, and retains some associated historic working buildings. One is an L-plan 19th century working building located within the site that, while it appears to be heavily altered, may be of heritage interest, and a 'curtilage listed' structure. Further investigation would be required prior to, and to inform site redevelopment.</p> <p>The site's large agricultural fields contribute to the farmhouse's setting, albeit to a somewhat diluted degree due to their 20th century amalgamation and character. The farmhouse's visibility from its surroundings is limited by hedgerows and tree planting, but glimpses allude to its presence and architectural interest.</p> <p>Potential impacts include the erosion of the farmhouse's rural setting through loss of the historic L-Plan range, the redevelopment of fields, further loss of historic hedgerows.</p> <p>Mitigation can be achieved through: the considered layout of the redevelopment, to ensure the farmhouse remains singular and distinctive in its surroundings; creation of a pedestrian connection linking local public rights of way to improve public appreciation;</p>

	providing a buffer to the farmstead; and potential retention and reuse of the historic L-plan working buildings should they be found to be of heritage interest.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Medium. School capacity constraints were not identified.
Opportunities/benefits	Residential.

**Outcome of further assessment: Not progressed as standalone site**

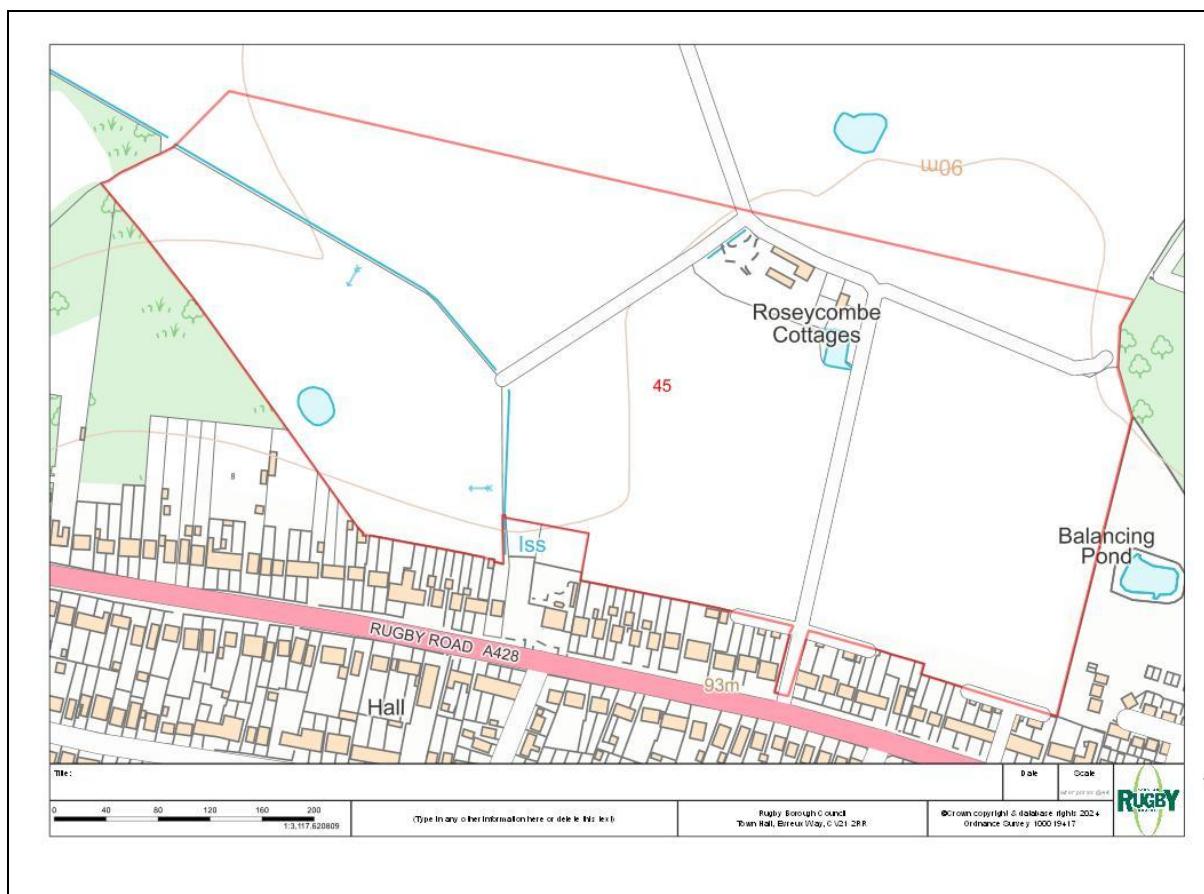
**Reasoning:** The site consists of arable and pastoral fields situated at the urban edge.

The surrounding road network is relatively uncongested. The moderate score in the Vectos assessment based on MSOA-level accessibility does not pick up that the site lies on a good bus route and has potential for pedestrian routes into Long Lawford. This is demonstrated by the relatively high connectivity score.

Ecology constraints were not identified but Grade II listed Avon Lodge is immediately to the north of the site boundary. The site lies within the Green Belt.

School capacity exists locally. The site would not be suitable for development as a standalone site as this would lead to an incongruous pattern of development. It was assessed as part of the larger strategic site 316 and proposed as a site allocation.

## Site 45: Rugby Road, Binley Woods



**Ward:** Revel and Binley Woods Ward

**Parish:** Binley Woods

**Proposed use:** Mixed Use

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 364

Topic area	Evaluation summary
Transport	<p>The site is accessed from Rugby Road (A428).</p> <p>The site has an average connectivity score of 48 with a maximum of 56, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 51m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 20 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 45. It is necessary to demonstrate that there will be no adverse impacts on Combe Pool SSSI and Brandon Marsh SSSI from any development at Site 45 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Areas of standing water and watercourses within the site boundary should be retained, protected and enhanced through sensitive site design and the adoption of appropriate mitigation measures. The location of ancient woodland and New Close and Birchley Wood LWS adjacent to the eastern site boundary requires careful mitigation to ensure this habitat is not adversely impacted by hydrological, air quality, urbanisation and recreation effects through the use of buffers.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>The site comprises three small, mostly flat agricultural fields, with small sections of adjacent fields to the north. Telegraph poles traverse the site, while ponds and stream enhance its visual and ecological interest. The south of the site is of more urban character with a pub and residential development along the southern boundary. Sensitivity largely arises from the rural north side. An adjacent area of ancient woodland and deciduous woodland priority habitat comprises 'New Close and Birchley Wood' LWS. Views into the site are likely from the two nearby Grade II Listed Buildings. There is also potential filtered visibility from the associated track leading to 'Combe Abbey'.</p> <p>All existing native vegetation should be retained and enhanced to help screen views to and from the site and sustain habitat corridors to adjacent woodland. Any proposed development should be concentrated along the southern edge, adjacent to the current</p>

	residential area. Provisions should be made to ensure access to the 'Rugby Football Ground'.
Heritage	Two Grade II Listed Buildings 'Old Lodge Farmhouse' and 'Old Lodge Farm' located to the north of the site with likely intervisibility and contribution to their setting. There may be middle-distance intervisibility from the track leading to registered park and garden 'Combe Abbey'.
Other constraints	The site is within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Medium.
Opportunities/benefits	Residential.

**Outcome of further assessment: Not progressed**

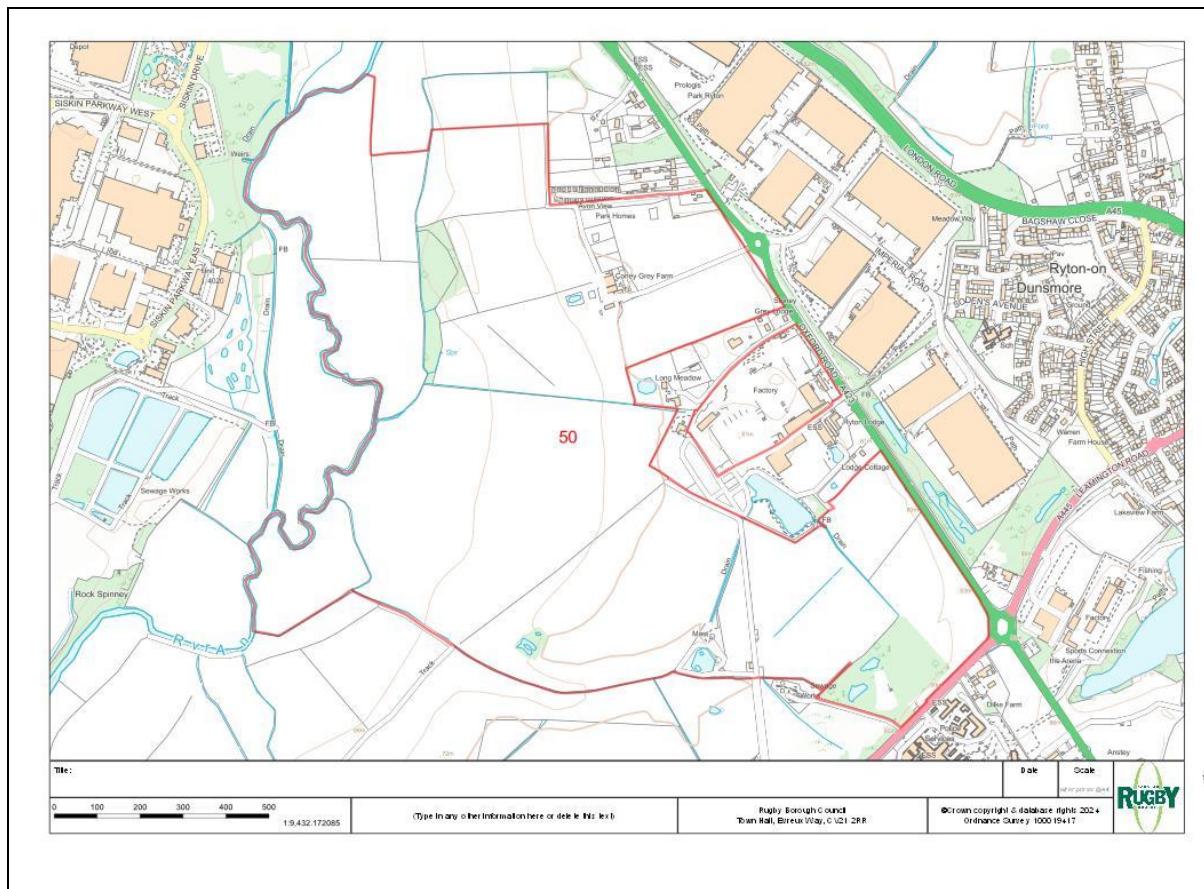
**Reasoning:** The site extends over several large fields and includes tracks, a farmhouse and some ponds.

The site benefits from reasonably high levels of accessibility and connectivity with a good bus route through Binley Woods and the potential for pedestrian access to services and facilities in the village.

Heritage constraints were not identified but there are medium ecological and landscape constraints. The site lies within the Green Belt and is currently safeguarded for mineral extraction.

The site does not have suitable access for the development proposed and it is unclear how this could be achieved given the constraints of the site. The site has not been progressed beyond the Stage 2 Site Assessment.

## Site 50: Prologis Park Ryton West, Ryton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore

**Proposed use:** Employment

**Potential yield (employment, sqm):** 278000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Oxford Road (new fourth arm and new roundabout).</p> <p>The site has an average connectivity score of 31 with a maximum of 43, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site likely to be accessed approximately 600m from the SRN at the A45. Potential for significant impacts on the SRN, especially due to employment trips from Coventry via the Tollbar End roundabout. Improvements to the A423 junction may be required, and cumulative impact along with Mountpark Ryton (Site 61) and London Road, Ryton (Site 71) would be required.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 6, with 1 being the most congested and 6 being less congested.</p> <p>There is a bus stop immediately adjacent to the site.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 35 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are high ecological constraints at Site 50. Given the location of Ryton Wood SSSI within 500m of the site, there are significant constraints to the development at this site and other alternative sites for development should be considered in the first instance. Where alternatives site locations are not feasible, it is recommended that sensitive design and site layout avoid and ensure the protection of ecologically sensitive features associated with Ryton Wood SSSI, River Avon and Tributaries LWS, Featherstone Farm Fields potential LWS and Siskin Drive Bird Sanctuary LWS. This should be undertaken in consultation with Natural England. It is necessary to demonstrate that there will be no adverse impacts on Ryton Wood SSSI from any development at Site 50 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. The River Avon's floodplain also extends into the site. Development should avoid and protect these areas of the site through careful site layout and design. Mitigation may include the incorporation of a wildlife corridor along the River Avon and buffer zones. Opportunities to include these areas into innovative sustainable nature-based drainage solutions should be sought which may also assist with flood mitigation.</p>

	A supplementary Technical Note from Enzygo, commissioned by the site promoter, states that the development would not result in land fragmentation and that all possible hydrological and air quality impacts can be suitably mitigated with additional survey and consultation work. The ECA maintains its stance on the high ecological constraints in the absence of further evidence from the supplementary Technical Note.
Landscape	The landscape sensitivity of the site is assessed as Medium/Low. Situated on Coventry's urban fringe between existing warehousing developments and key transport infrastructure, the site is visually and audibly influenced by surrounding infrastructure. Nevertheless, it holds recreational value due to the presence of PRoWs within the site, including the Centenary Way, Coventry Way and Shakespeare's Avon Way. Development would align with the existing landscape, filling an evident gap between current warehousing developments. However, the priority habitat to the north, woodland areas, key recreational routes, and scenic views towards the wooded landscapes to the south and southwest contribute to the site's aesthetic and recreational value.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. The site's western boundary is flood zone 3 and 2.
Opportunities/benefits	Employment land (inc. small units delivered by WCC), training hub, community park, and lorry park.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises fields between Oxford Road and the River Avon.

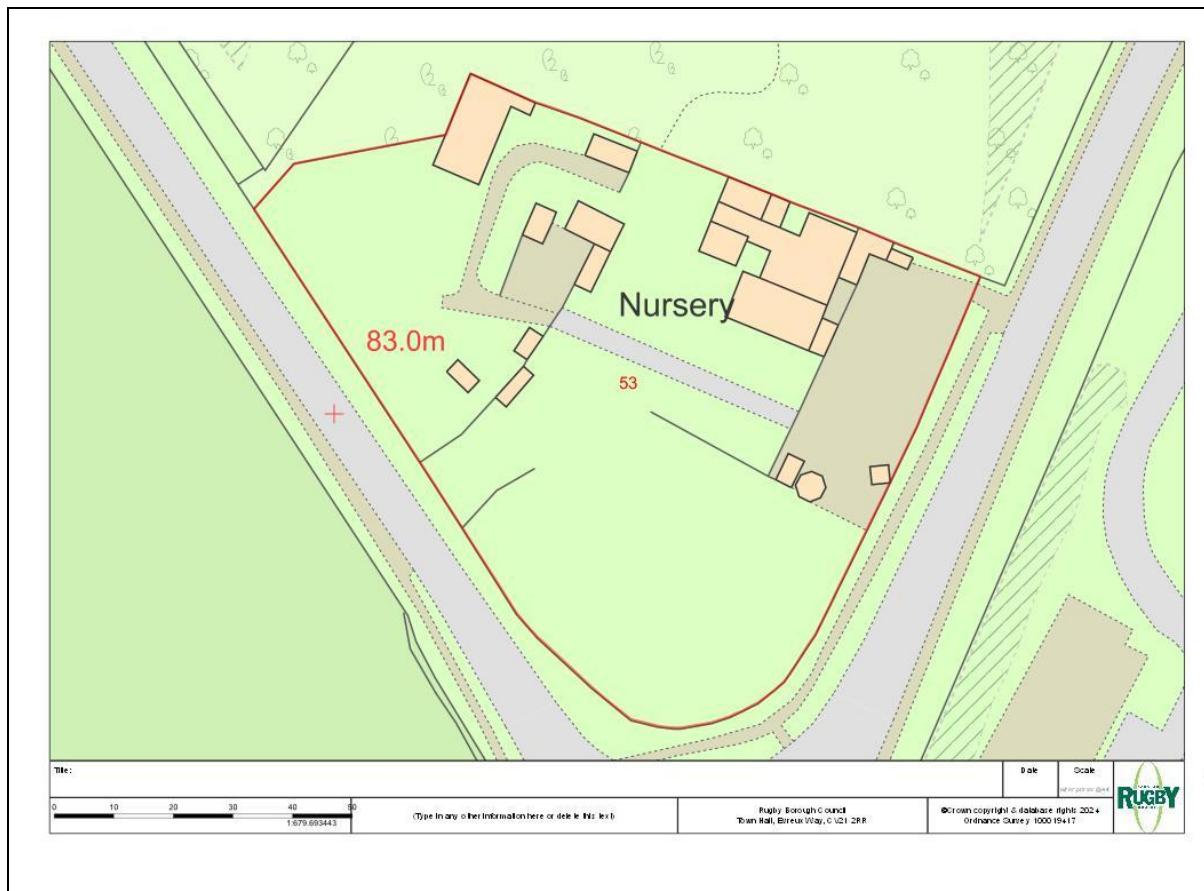
There were no designated heritage assets identified within 50 metres of the site.

There are high ecological constraints due to the location of Ryton Wood SSSI within 500m of the site and is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Ecological constraints are high but it remains a possibility that these can be effectively mitigated by design. Part of the site is in high risk flood zones 2 and 3 but this could also be mitigated by site layout and design.

The site offers opportunities to deliver small units, a training hub, lorry park and community park.

The site is proximate to a future workforce in Coventry and the site has moderate connectivity and accessibility. However National Highways have flagged concerns in terms of impacts on the SRN and the Strategic Transport Assessment has identified significant impacts at the Tollbar End roundabout which could not be easily mitigated. This presents a risk to site deliverability and on this basis the site is not progressed beyond Stage 2.

### Site 53: Oxford Road, Ryton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 3750

**Potential yield (residential):** 21

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A445.</p> <p>The site has an average connectivity score of 39 with a maximum of 40, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 31m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 36 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are high ecological constraints at Site 53. Given the location of Ryton Wood SSSI within 500m of the site, there are significant constraints to the development at this site and other alternative sites for development should be considered in the first instance. Where alternatives site locations are not feasible, it is recommended that sensitive design and site layout avoid and ensure the protection of ecologically sensitive features associated with Ryton Wood SSSI and Warren Farm LWS. This should be undertaken in consultation with Natural England. It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI from any development at Site 53 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low. This is a small site located to the south of Ryton-on-Dunsmore, next to two A roads (Oxford and Leamington Road). It is enclosed by trees and shrubs that restrict the views into and out of the site, except for the boundary with Leamington Road. Most of the site, which has an unremarkable landform is already developed. Minimal sensitivities are likely to arise from development.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is provisionally identified as Grey Belt, making a moderate contribution to purposes A, B and C. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Employment and residential.</p>

**Outcome of further assessment: Not progressed**

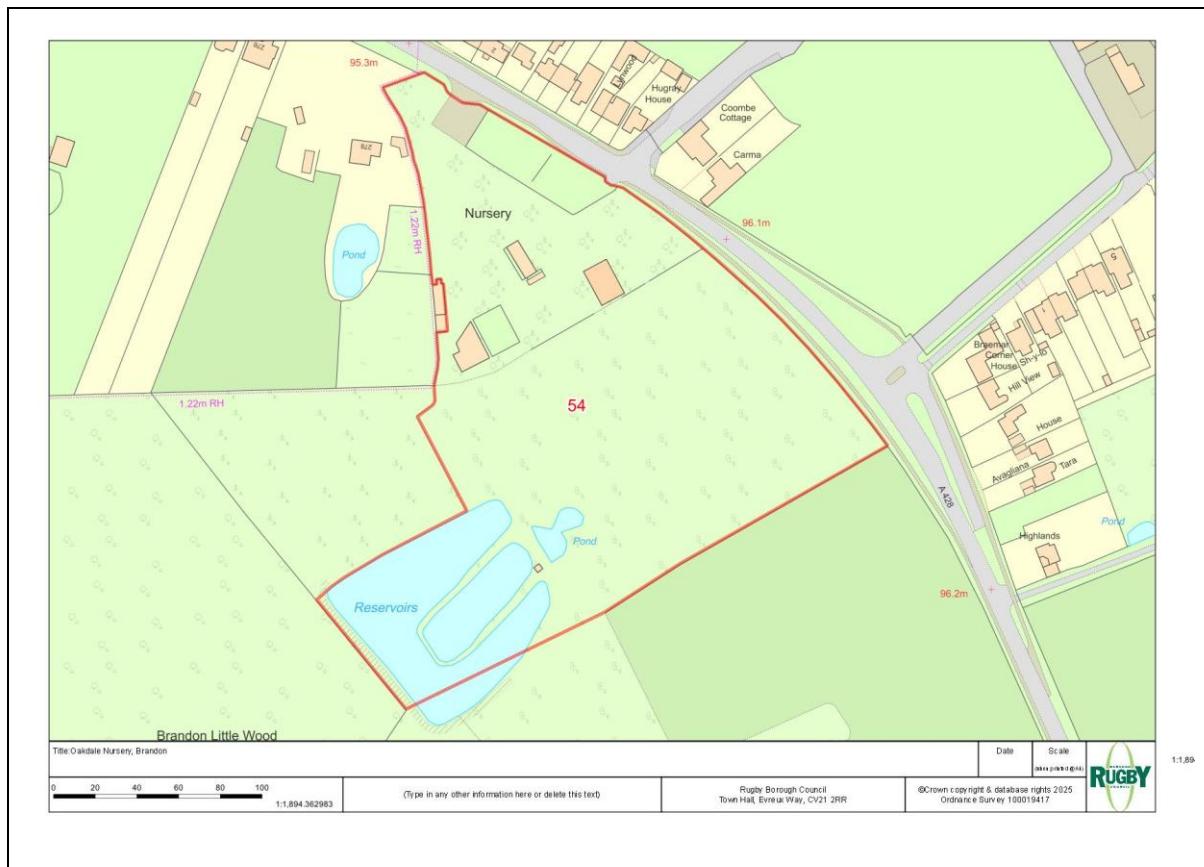
**Reasoning:** This is a small site located to the south of Ryton-on-Dunsmore, next to two A roads (Oxford and Leamington Road).

The surrounding road network is relatively uncongested, and the site has moderate levels of transport accessibility.

There were no designated heritage assets identified within 50 metres of the site, but the site has high ecological constraints and the site is provisionally within the Grey Belt.

The site is not well related to residential development and would be unsuitable for residential. It is therefore not progressed beyond Stage 2. However, it could be an option for a small-scale employment site for allocation in a neighbourhood plan.

## Site 54: Oakdale Nursery, Brandon



**Ward:** Wolston and the Lawfords

**Parish:** Brandon and Bretford

**Proposed use:** Residential

**Potential yield (employment, sqm):**

**Potential yield (residential):** 43 dwellings

Topic area	Evaluation summary
Transport	The site is accessed from A428 Rugby Road. The site has an average connectivity score of 45 with a maximum of 49, placing it within Band A relative to the borough as a whole. The site was not included in the SLR transport and accessibility assessment.
Ecology	There are medium ecological constraints at Site 54 due to the location of irreplaceable habitat ancient woodland and LWS Brandon Little Woods immediately adjacent to the site. Standing water and semi-natural broadleaved woodland are also located within the site. 17.9% of total site area is classed as habitat of medium to high distinctiveness. The site lies within the IRZ of three SSSIs – Combe Pool, Brandon Marsh, and Ryton and Brandon Gravel Pits but the proposed use would not require input from Natural England for this IRZ. Careful mitigation through buffer zones is required to ensure ancient woodland and Brandon Little Wood are not adversely

	impacted by hydrological, air quality, urbanisation and recreation effects. Development is most appropriate adjacent to the northwestern boundary alongside the A428.
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site is a former horticultural nursery and garden centre, now a brownfield area dominated by overgrown vegetation, scattered trees, and scrub. It is largely flat with a slight dip to the southwest, where standing water is present, and contains a derelict brick structure. The site is enclosed by vegetation, providing visual screening from surrounding residential areas and listed buildings, as well as the adjacent A428, although traffic noise remains noticeable. It lies on the urban fringe near Binley Woods and connects ecologically to nearby ancient woodland and deciduous woodland priority habitat, including 'Brandon Little Wood' LWS to the southwest.</p> <p>Any native boundary vegetation should be retained, as well as areas of vegetation within the site which should be managed. Habitat corridors should be maintained. Standing water may be suitable to integrate for use for sustainable urban drainage systems.</p> <p>Development should be in keeping with the wooded character of Dunsmore Parklands LCA.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site. The Grade II Listed Building in Brandon Little Woods is within 400m of the site but line of sight is obscured by the woods.
Other constraints	Approximately 60% of the site is within the Green Belt, making a strong contribution to purposes A and C and a moderate contribution to purpose B. The remainder of the site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose A.
Opportunities/benefits	Residential

#### Outcome of further assessment: Proposed site allocation

**Reasoning:** The site is adjacent to existing development and the edge of Binley Woods lying close to Binley Woods Primary School, although it is removed from the Binley Woods and Brandon settlement boundaries.

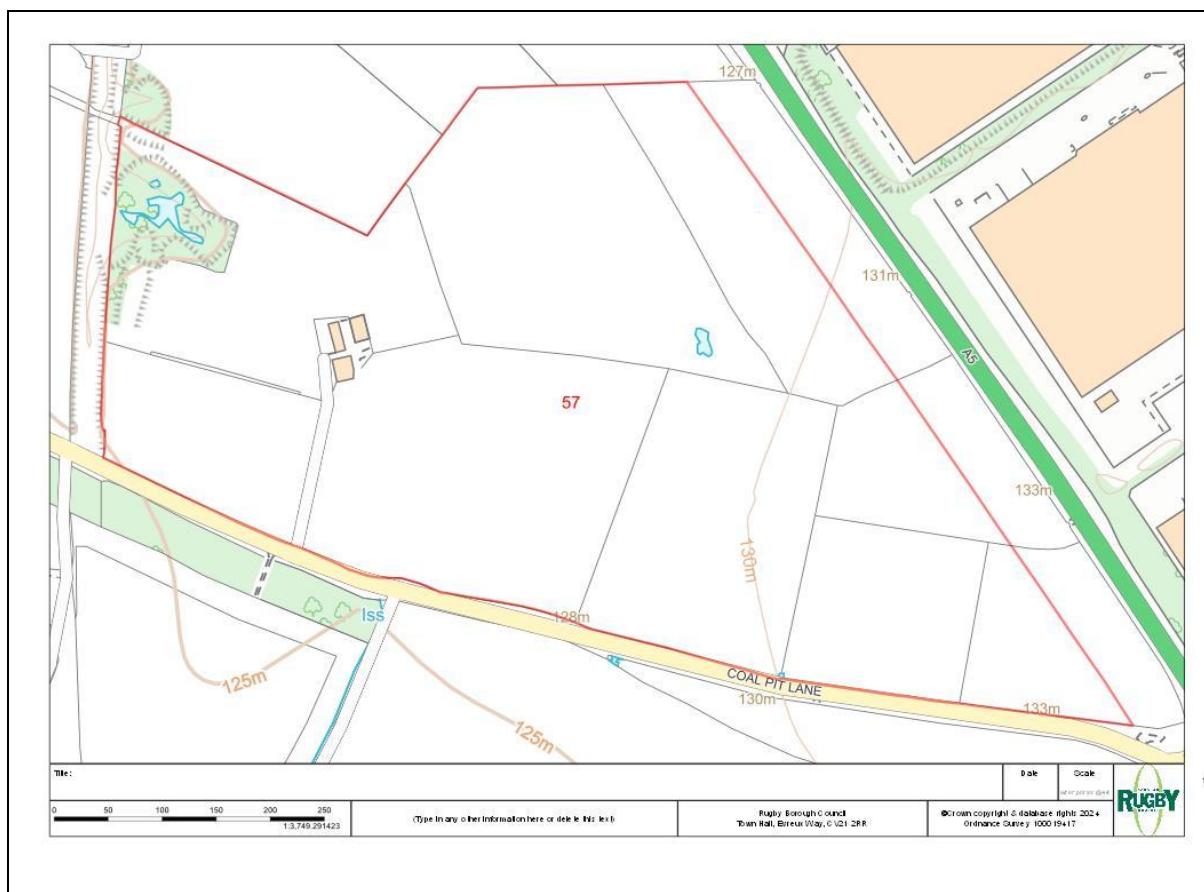
The main constraints relate to ecology which would require some mitigation to minimise adverse impacts on habitats adjacent to the site. There are Medium/Low landscape constraints. Part of the site also houses standing water.

Part of the site is provisionally identified as Grey Belt, with the remainder in the Green Belt.

It has a relatively high connectivity score and access via non-car modes would be feasible to services in Binley Woods such as the primary school. It is located alongside existing residential development and is partially previously developed land.

The site is a proposed allocation due to its proximity to key amenities, presence of previously developed land on site, and potential to mitigate against key constraints.

## Site 57: North of Coal Pit Lane



**Ward:** Revel and Binley Woods Ward

**Parish:** Willey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 100000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A5.</p> <p>The site has an average connectivity score of 17 with a maximum of 23, placing it within Band E relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site bounded by A5 to the northeast. Likely accessed from Coal Pit Lane for direct connection to the A5 via Cross in Hand Roundabout. Modelling of junction required, including impacts of committed development with Cross in Hand Farm (Sites 35 and 36) and Land Opposite MP Lutterworth (Site 106). Peak hour trip gen is low, due to B8 warehousing staff shift timings and HGV trips outside of peak hours.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic</p>

	<p>road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Low.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 353m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 87 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium/Low. The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east. There are no known cultural heritage or historic features within the site and views from and into the surrounding RPGs are unlikely to be affected by the development. The site is of recreational value due to the location of PRoWs within and surrounding the site. Views into the site are filtered from the surrounding transport infrastructure. The A5 and B4027 and surrounding warehousing development detracts from the tranquillity and visual value of the site.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

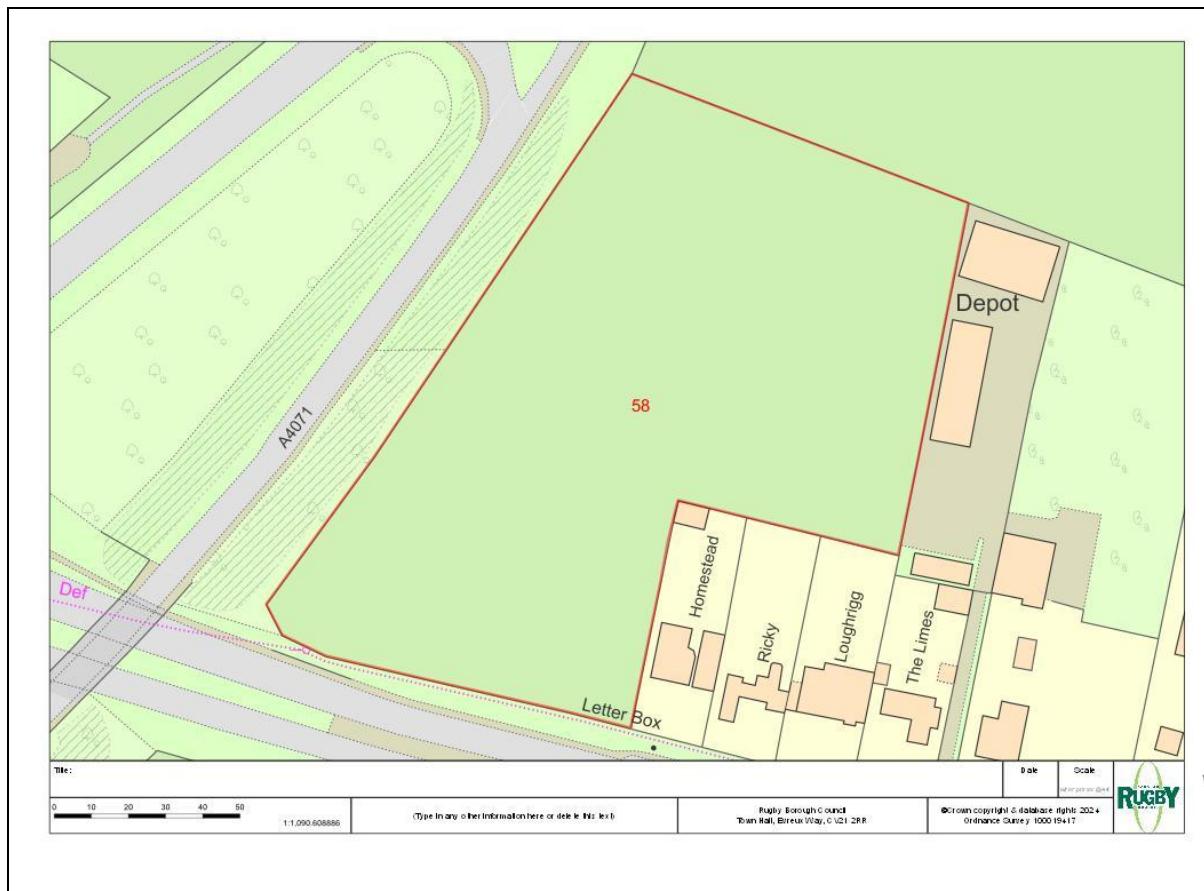
**Reasoning:** The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east.

The site is not in the Green Belt. Neither heritage nor ecology constraints have been identified.

The surrounding road network is relatively uncongested, however access to the site by non-car modes is poor and the site is not proximate to its future workforce.

The site would likely need to be brought forward together with site 106 to avoid piecemeal development. It was assessed alongside sites 35 and 36 as a larger strategic site 325. See the separate proforma in relation to site 325.

## Site 58: North of A45, Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Employment

**Potential yield (employment, sqm):** 9000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A4071.</p> <p>The site has an average connectivity score of 24 with a maximum of 25, placing it within Band D relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site likely to be accessed from the A4071 directly north of the A45. Small site of 1.8Ha, unlikely to cause a significant impact on the SRN in the area. Cumulative impact with other sites will require consideration.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Low.</p>

	<p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 627m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 99 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are low ecological constraints at Site 58. It is necessary to demonstrate that there will be no adverse impacts on Draycote Meadows SSSI from any development at Site 58 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects</p>
Landscape	<p>The overall landscape sensitivity of the site is Low. The site comprises of arable land with a poor sense of enclosure. Views into the site are possible from the surrounding road links and PRoW within the site. Views from the site include an arable landscape with large prominent warehousing developments which detract from the surrounding landscape quality and add to noise and visual congestion of the surrounding road infrastructure. Note that this site was assessed jointly with sites 20 and 77.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purpose A and a moderate contribution to purpose C. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. E</p>
Opportunities/benefits	<p>Employment (B2, B8 and E).</p>

**Outcome of further assessment: Not progressed**

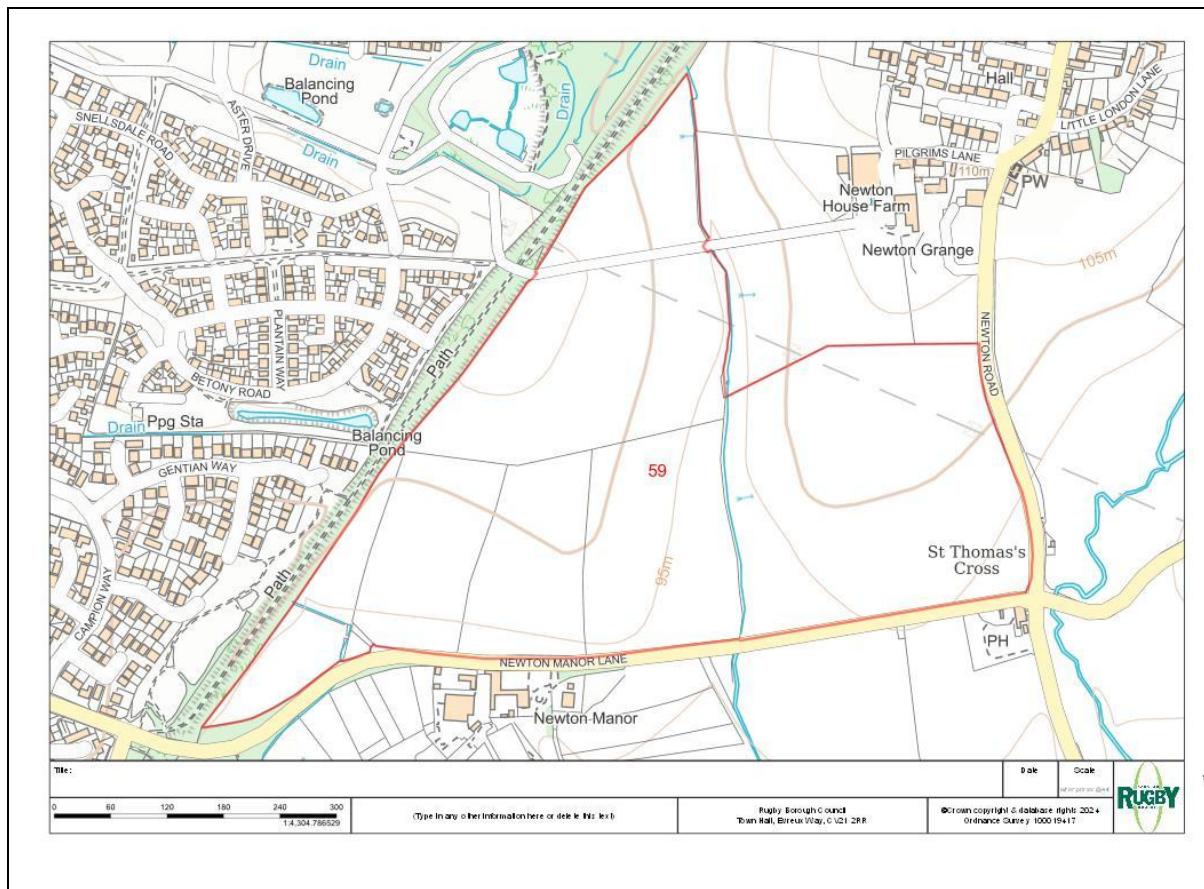
**Reasoning:** The site comprises a single field north of the A45.

The site has low ecology and landscape sensitivity, and no heritage constraints have been identified. However, the site lies within the Green Belt.

The surrounding road network has high levels of congestion, the site is ranked very poorly in terms of its accessibility by non-car modes. Overall accessibility in this area will be improved by the South West Rugby development. However, it is also unclear how safe and suitable access to the site could be achieved unless the site were to be developed together with land to the north.

For these reasons, the site has not been progressed beyond the Stage 2 Site Assessment.

## Site 59: Newton Manor Lane, Rugby



**Ward:** Clifton, Newton and Churchover Ward

**Parish:** Newton and Biggin

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 240

Topic area	Evaluation summary
Transport	<p>The site is accessed from Newton Manor Road (new junctions).</p> <p>The site has an average connectivity score of 47 with a maximum of 56, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 98m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would be improved to 1b by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 37 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 59. It is necessary to demonstrate that there will be no adverse impacts on Cave's Inn Pit SSSI from any development at Site 59 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 59 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Ashlawn Cutting LNR, River Avon and Tributaries LWS (which run through the site) and Great Central Walk North LWS (which is adjacent to the site) through sensitive site design and layout and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The overall landscape sensitivity is Medium/Low.</p> <p>This is a large site composed of seven fields located between Brownsover/Coton Park and Newton. The site's sense of remoteness and rural setting is partly diminished by constant noise and movement from traffic along nearby roads, in addition to pylons and telegraph poles within the site. Nevertheless, hedgerows partially obstruct views to and from the site and preserve a rural character. The site slopes from northwest to southeast and is bordered by the 'Great Central Walk' PRoW and the 'Ashlawn Cutting' LNR to the west, with Newton Manor Lane to the south. Sensitivity to change is most likely to arise from the PRoW and natural or semi-natural elements of the site (including a river tributary).</p> <p>Rural views from Newton Manor Lane are likely to be altered by the proposed development but this can be softened where existing native vegetation is retained and improved. The PRoW is to be retained and provide views to a small wildlife area of ponds and orchard. It is recommended the potential development considers</p>

	the landscape guidelines for the High Cross Plateau LCA. This included protecting the semi-rural setting and planting new native trees to reduce habitat fragmentation.
Heritage	There were no designated heritage assets identified within 50 metres of the site. However, probable ridge and furrow, likely connected to Biggin abandoned medieval settlement, has been identified on the easternmost field proposed for educational purposes.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. The watercourse that runs through the site comprises Flood Zone 2 with a larger area of Flood Zone 3 where it meets the site's southern boundary.
Opportunities/benefits	Residential with potential for a secondary school site.

#### **Outcome of further assessment: Proposed site allocation**

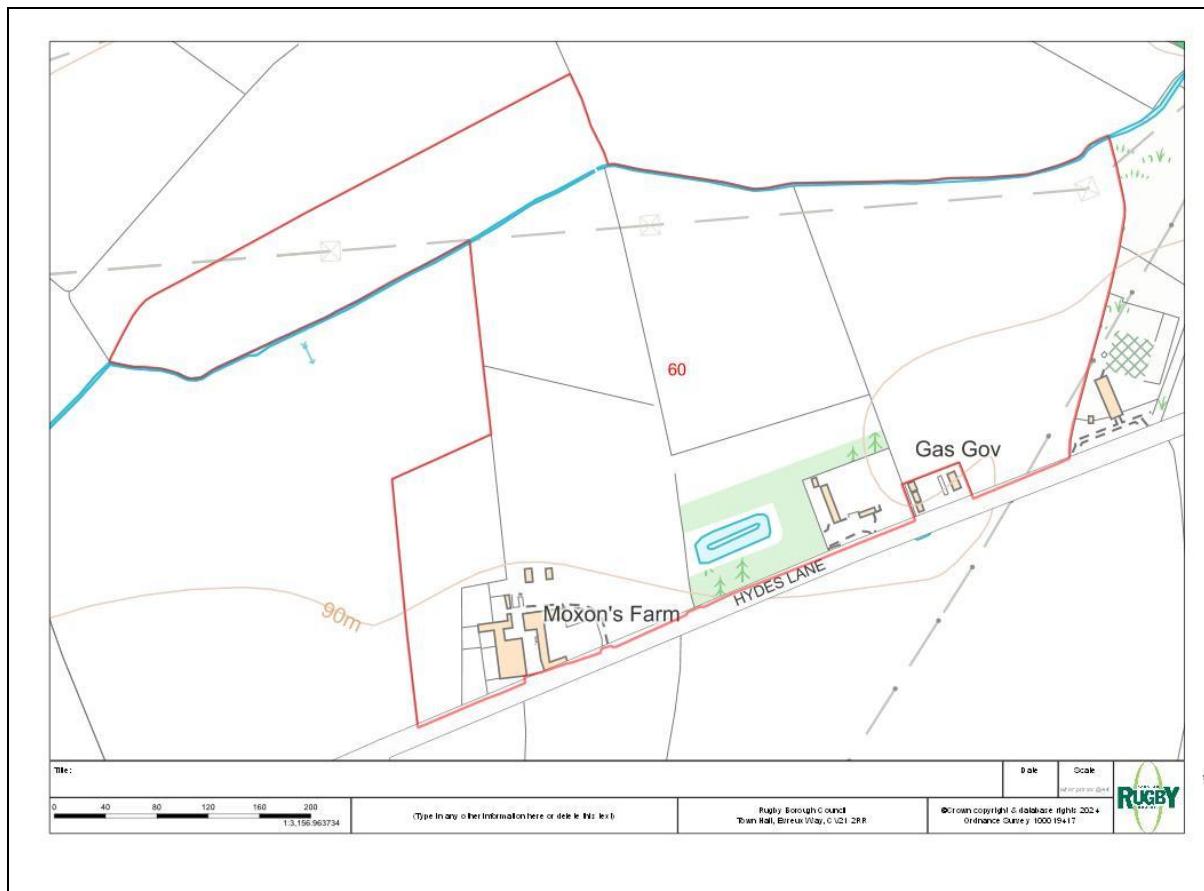
**Reasoning:** This is a large site composed of seven fields located between Brownsover/Coton Park and Newton.

The site has medium ecological sensitivity and medium/low landscape sensitivity. Designated heritage constraints have not been identified, although ridge and furrow was observed.

The surrounding road network has relatively low levels of congestion and the site ranks comparatively well for accessibility by non-car modes. It is within walking distance of amenities in Brownsover.

For these reasons the site is a proposed site allocation.

## Site 60: Moxtons Farm, Hinckley



**Ward:** Wolvey and Shilton Ward

**Parish:** Stretton Baskerville

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 48000

**Potential yield (residential):** 252

Topic area	Evaluation summary
Transport	<p>The site is accessed from Hydes Lane.</p> <p>The site has an average connectivity score of 36 with a maximum of 48, placing it within Band A relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments, and provided: Site to be accessed from Hydes Lane, a minimum of 400m southwest of the junction of Hydes Lane / A5. This access to the A5 is sub-standard with a single lane approach on Hyde Lane, and two-way access from the A5. This junction will currently be very lightly trafficked, therefore potential for improvements to be required at this A5 junction.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 530m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 109 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton. The presence of several PRoWs within and surrounding the site provides recreational value. Views into the site from Hydes Lane and the A5 are possible, with the latter impacting the visual and audial quality of the landscape. The Ashby-de-la-Zouch Canal contributes positively by offering recreational opportunities for walkers and boaters, while priority habitat located to the south of the site further underscores its ecological significance. Note that this site was assessed jointly with sites 289, 139 and 98.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purposes A, B and C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Employment and residential.</p>

### **Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton.

The surrounding road network has medium levels of congestion, most of the site has poor accessibility by non-car modes albeit it is proximate to Hinckley. The site is close to a known congestion hotspot on the A5.

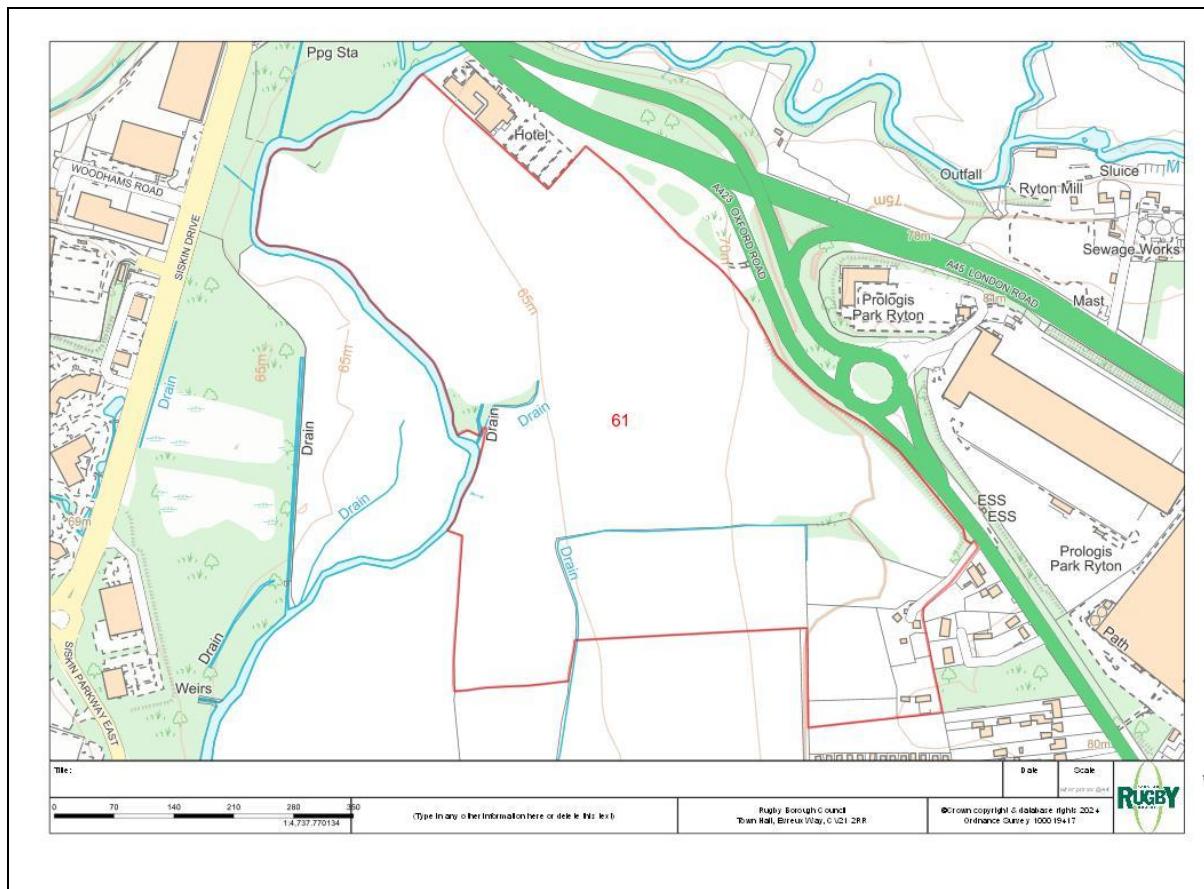
Heritage and ecology constraints have not been identified.

This site could not be developed as a standalone site as that would create an incongruous pattern of development detached from existing built form.

The site lies within the Green Belt in a particularly sensitive location in a narrow gap between Hinckley and Nuneaton and contributes strongly to three Green Belt purposes. The site's Green Belt sensitivity, highways concerns and its incongruity as a standalone protrusion from the settlement boundary are the principal reasons for not progressing the site.

For thorough consideration, the site was merged with others to create a larger site, site 321. However the site is not progressed beyond the Stage 2 Site Assessment.

## Site 61: Mountpark Ryton, Ryton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore

**Proposed use:** Employment

**Potential yield (employment, sqm):** 72000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Oxford Road.</p> <p>The site has an average connectivity score of 42 with a maximum of 51, placing it within Band A relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site is bounded to the north by the SRN and would be likely to be accessed via a new arm from the A423 Oxford / Hillman Way roundabout. Potential for significant impacts on the SRN, especially due to employment trips from Coventry via the Tollbar End roundabout. Improvements to the A423 junction may be required, and cumulative impact along with the Prologis Park Ryton West (Site 50) and London Road, Ryton (Site 71) would require consideration as part of any future assessment.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested. There is a bus stop immediately adjacent to the site.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 38 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 61. It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI from any development at Site 61 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 61 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon River Avon and Tributaries LWS (which run through the site) and Siskin Drive Bird Sanctuary LWS (which is adjacent to the site) through sensitive site design and layout and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The landscape sensitivity of the site is assessed as Medium/Low.</p> <p>Situated on Coventry's urban fringe between existing warehousing developments and key transport infrastructure, the site is visually and audibly influenced by surrounding infrastructure. Nevertheless, it holds recreational value due to the presence of PRoWs within the site, including the Centenary Way, Coventry Way and Shakespeare's Avon Way. Development would align with the existing landscape, filling an evident gap between current warehousing developments.</p>

	However, the priority habitat to the north, woodland areas, key recreational routes, and scenic views towards the wooded landscapes to the south and southwest contribute to the site's aesthetic and recreational value.
Heritage	There were no designated heritage assets identified within 50 metres of the site. A grade II listed building (Ryton Bridge) is located around 60m from the northern tip of the site, potential impacts upon which have not been assessed at this stage.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. The site's western boundary is flood zone 3 and 2.
Opportunities/benefits	Employment land and community park.

**Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises land between Oxford Road and the River Avon.

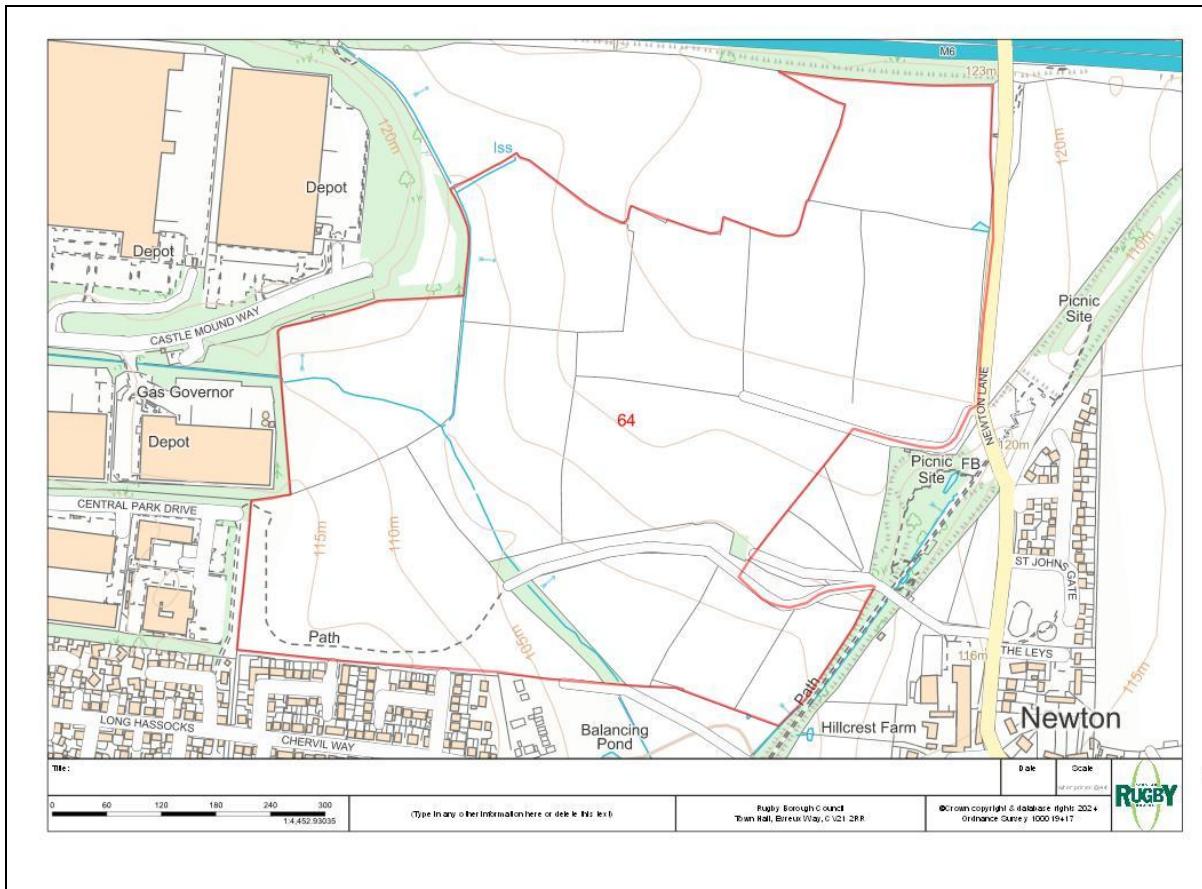
There were no designated heritage assets identified within 50 metres of the site.

There are medium ecological constraints due to the location of Ryton Wood SSSI within 500m of the site. It lies within the Green Belt.

The site offers opportunities to deliver a community park.

The site is proximate to a future workforce in Coventry and the site has moderate connectivity and accessibility. However National Highways have flagged concerns in terms of impacts on the SRN and the Strategic Transport Assessment has identified significant impacts at the Tollbar End roundabout which could not be easily mitigated. This presents a risk to site deliverability and on this basis the site is not progressed beyond Stage 2.

## Site 64: Coton Park East, Central Park Drive, Rugby



**Ward:** Clifton, Newton and Churchover Ward, Coton and Boughton Ward

**Parish:** Churchover, Newton and Biggin, Unparished

**Proposed use:** Employment

**Potential yield (employment, sqm):** 115000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Central Park Drive.</p> <p>The site has an average connectivity score of 40 with a maximum of 49, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 175m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 39 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 64.</p> <p>It is necessary to demonstrate that there will be no adverse impacts on Cave's Inn Pit SSSI from any development at Site 64 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 64 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Ashlawn Cutting LNR (adjacent to the site), River Avon and Tributaries LWS (which runs through the site) and Great Central Walk North LWS (adjacent to the site) through sensitive site design and layout and the adoption of appropriate mitigation measures. Areas of woodland and river habitat on site should be protected and enhanced through a planting scheme and site design.</p>
Landscape	<p>The overall landscape sensitivity is Medium/Low.</p> <p>The site consists of nine fields which appear to be grassland/pastureland, divided by hedgerows and trees. Undulating topography associated with the 'River Avon and Tributaries' LWS is present within the site. Adjacent ecological assets include the Fives Arches wildlife site and associated bridge, and the 'Ashlawn Cutting' LNR and 'Great Central Walk North' LWS with associated deciduous woodland priority habitat delineating the site to the east. The M6 borders the site to the north, while Coton Park industrial area lies to the west, producing prominent auditory and visual detractors. A PRoW network crosses the site providing short-distance views towards adjacent residential, employment and infrastructural development, linking to the adjacent PRoW.</p>

	It is recommended that potential development considers the landscape guidelines for the High Cross Plateau LCA, including planting new native trees to reduce habitat fragmentation.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. The site comprises largely Grade 2 (very good quality) agricultural land.
Opportunities/benefits	Employment. Land for school playing fields and forest school.

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** The site consists of nine fields which appear to be grassland/pastureland on the Rugby urban fringe.

The site benefits from relatively strong accessibility and connectivity. The site does not have identified heritage constraints and has medium ecological constraints. The site is not within the Green Belt but is Grade 2 agricultural land. Landscape sensitivity is assessed as Medium/Low.

The site has relatively low constraints and is an existing development allocation within the current Local Plan.

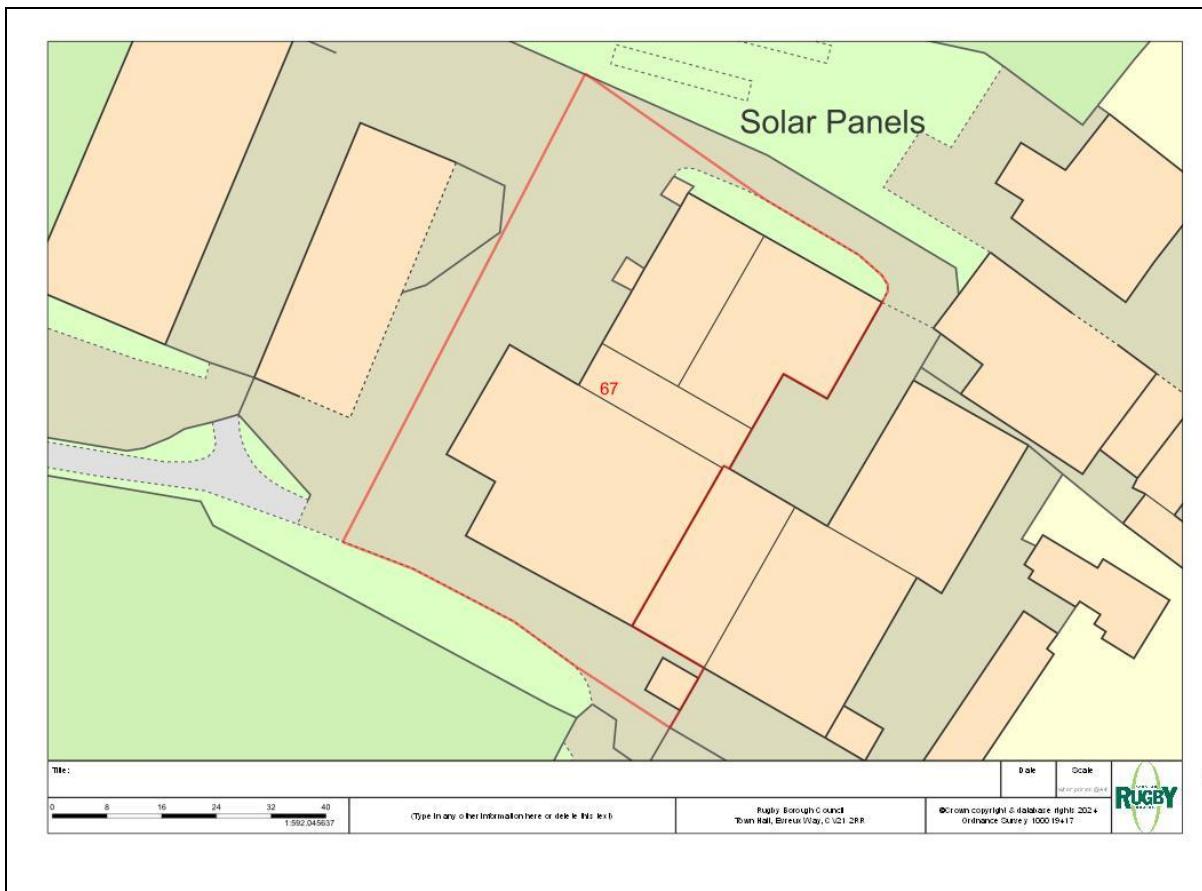
Despite being allocated for residential within the 2019 and having outline planning permission the site has not come forward for residential. The site is accessed through an existing employment area. The site has been promoted for employment development by an employment developer through the local plan process and is no longer available for residential development.

There is an opportunity to provide playing fields and a forest school for the adjacent Rugby Free Primary School as part of the development.

In comparison to residential development of the site, employment development would be likely to result in fewer vehicle movement particularly at peak time.

For these reasons the site is a proposed site allocation.

## Site 67: Manor Barns, Wibtoft



**Ward:** Revel and Binley Woods Ward

**Parish:** Wibtoft

**Proposed use:** Employment

**Potential yield (employment, sqm):** 1800

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Green Lane.</p> <p>The site has an average connectivity score of 17 with a maximum of 18, placing it within Band G relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 6, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 323m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 122 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity is Low. The site is part of a larger location which contains agricultural or formerly agricultural buildings. Given its brownfield nature, the site has minimal landscape value, and views to and from the site are quite limited
Heritage	The site consists of modern farm buildings within wider setting of Grade II listed Manor Farmhouse. Whilst significant adverse impacts could likely be avoided upon the farmhouse, the change of use to the farmyard may alter the farm yard character. If development were to occur on the site a specific design policy to retain the rural and agricultural character of the farmhouse setting my mitigate harm.
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment.

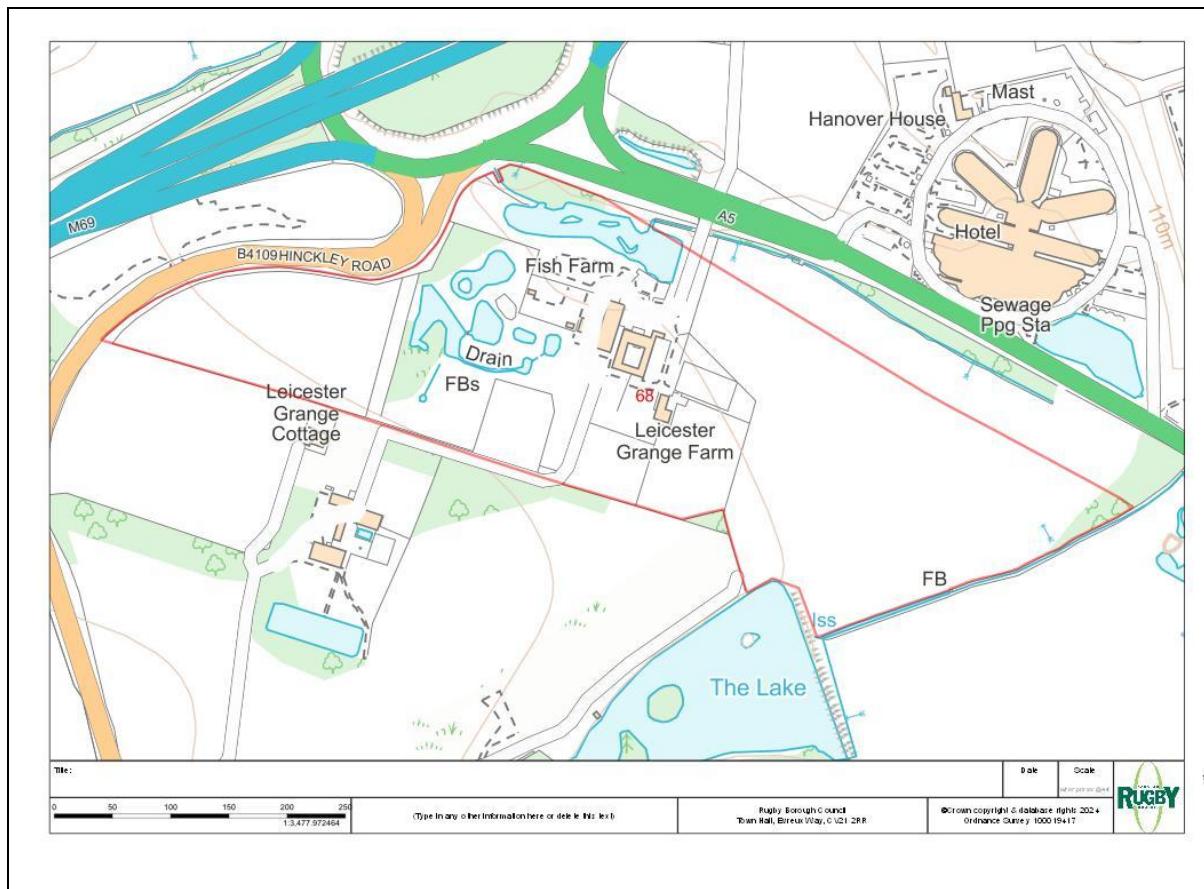
#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site is part of a larger location which contains agricultural or formerly agricultural buildings.

No landscape or ecological constraints have been identified. The site is within 50m of a Grade II listed building so has some potential heritage constraints. The site lies within the Grey Belt and has very poor accessibility and connectivity by non-car modes.

In view of its relatively isolated Grey Belt location the site is not progressed beyond the stage 2 site assessment. However, the site could be a potential neighbourhood plan option for small-scale rural employment uses.

## Site 68: M69 Junction 1



**Ward:** Wolvey and Shilton Ward

**Parish:** Wolvey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 48960

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A5.</p> <p>The site has an average connectivity score of 32 with a maximum of 42, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site bounded by M69 Junction 1 to the north. Potential for access from the B4109 Hinckley Road for connection to the SRN at M69 or access via the A5. Potential to impact the M69 J1, especially given its proximity to Coventry, Hinckley and Leicester for employment trips.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 575m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 110 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 68 given the location of a potential LWS (Ash Pole Spinney) within the site. It is necessary to demonstrate that there will be no adverse impacts on Burbage Woods and Aston Firs SSSI from any development at Site 68 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England.</p> <p>Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 68 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Ashpole Spinney potential LWS through sensitive site design and the adoption of appropriate mitigation measures. Habitat of medium to high distinctiveness should be retained on site within a planting scheme and enhanced.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low. The site comprises arable and pastoral land and a restaurant enclosed by hedgerows and tall trees. Views into the site are obscured from surrounding the road links. The surrounding trees provide a strong sense of enclosure, however vehicular noise is an</p>

	audial detractor. The site has some rural qualities, however warehousing development is prevalent along the A5.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment (B2, B8 and E).

**Outcome of further assessment: Not progressed**

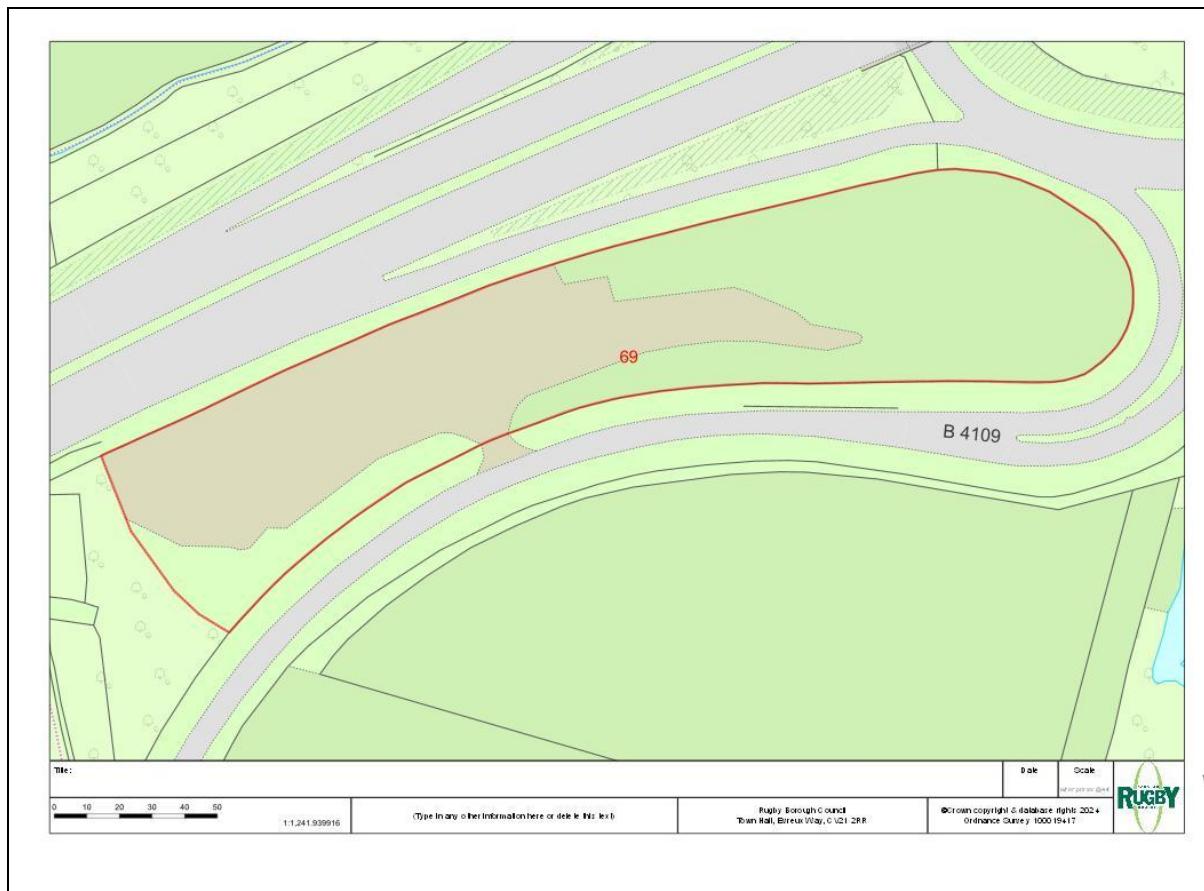
**Reasoning:** The site comprises arable and pastoral land and a restaurant enclosed by hedgerows and tall trees.

The surrounding road network has medium levels of congestion, the site is ranked moderately in terms of connectivity, but actual accessibility by non-car modes is poor with little to no pedestrian, bicycle or public transport access. The site is also quite poorly related to a future workforce.

Heritage constraints have not been identified, and landscape sensitivity is low, but there are medium ecology constraints, and the site is within the Green Belt.

Overall, in view of the poor accessibility and other constraints the site is not being progressed beyond the Stage 2 Assessment.

## Site 69: Land between Hinckley Road and the M69, Hinckley



**Ward:** Wolvey and Shilton Ward

**Parish:** Wolvey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 8300

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4109.</p> <p>The site has an average connectivity score of 21 with a maximum of 43, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 605m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 111 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity is Low. The site, which is enclosed by the M69 and the Hinckley Road, is laid to hardstanding and currently being used as a storage area. It has very little landscape or visual value and therefore is considered to have minimal sensitivity to change
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment including lorry parking.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site, which is enclosed by the M69 and the Hinckley Road, is laid to hardstanding and currently being used as a storage area.

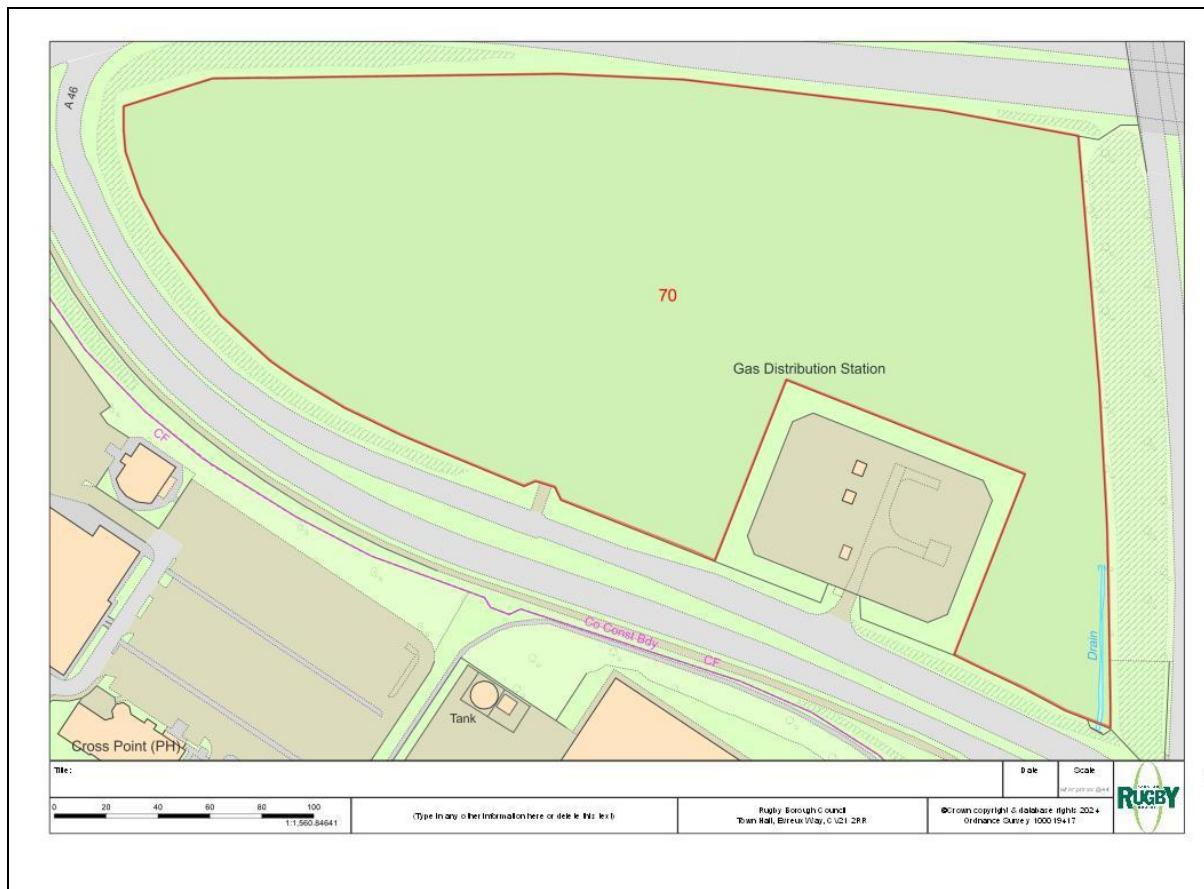
Landscape sensitivity is low and neither ecology nor heritage constraints are identified. The site is entirely within the Green Belt.

As this is brownfield land it could be suitable for relatively small scale employment/lorry parking.

The surrounding road network is considered congested, most of the site is ranked very poorly for accessibility by non-car modes. Access by these modes does not appear possible. The site is also reasonably poorly accessible to a future workforce.

In view of these constraints, the site is not progressed beyond Stage 2.

## Site 70: Land south of M6 Jctn 2, Ansty



**Ward:** Revel and Binley Woods Ward

**Parish:** Ansty

**Proposed use:** Employment

**Potential yield (employment, sqm):** 18000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site would be accessed from a new access onto the A46.</p> <p>The site has an average connectivity score of 54 with a maximum of 59, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 290m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 56 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest for the type of development proposed, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Low. The site is bound by ramps taking traffic between the M6 and M69 at the Ansty Interchange. The site's character is dominated by noise and movement from traffic along nearby roads.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purpose A and a moderate contribution to purposes B and C. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. Gas pipeline on site.
Opportunities/benefits	Employment (B2, B8 and E).

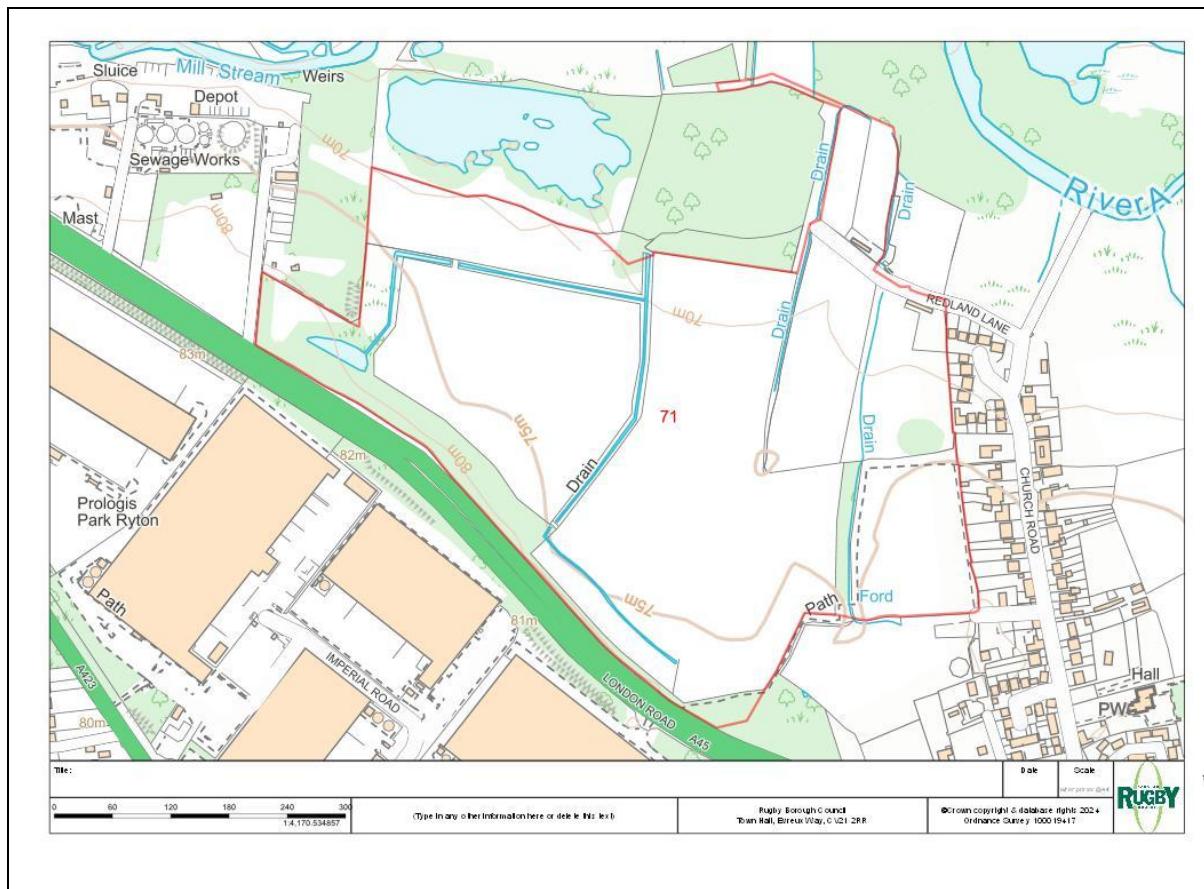
#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site is bound by ramps taking traffic between the M6 and M69 at the Ansty Interchange.

The site scores well for connectivity as a plot but there is no pedestrian or bicycle access, and it is unclear whether vehicular access can be achieved given that this would require a traffic light controlled junction on the slip road between M6 Junction 2 and the A46a. The site is proximate to a future workforce in Coventry.

Although not subject to other constraints, beyond Green Belt, the accessibility constraints mean that the site has not been progressed.

## Site 71: London Road, Ryton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore

**Proposed use:** Employment

**Potential yield (employment, sqm):** 85560

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A45.</p> <p>The site has an average connectivity score of 36 with a maximum of 42, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site is bounded by the A45 to the south and would be likely to be accessed via the A45. Therefore potential for significant impacts on the SRN, especially due employment trips from Coventry via the Tollbar End roundabout. Cumulative impact along with the Prologis Park Ryton West (Site 50) and Mountpark Ryton (Site 61) would be required.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 6, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 202m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 40 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are high ecological constraints at Site 71. In addition to woodland and neutral grassland, it also includes mixed scrub, willow scrub, watercourses, a pond and native species-rich hedgerows. Ecological appraisals provided by the site promoter have also identified potential for the site to support a range of protected species including great crested newts, breeding birds, bats and badgers. An Ecological Impact Assessment is recommended to determine this in more detail. Given the presence of Ryton and Brandon Gravel Pits SSSI within the site boundary, the location of Brandon Marsh SSSI immediately adjacent to the site, the location of LWSs within (River Avon and Tributaries) and adjacent (Steetley Meadows) to the site and coverage of more than 40% of the site with habitat of medium to high distinctiveness, it is concluded that there are considerable constraints to the development of Site 71. It is therefore recommended that alternative sites be identified which may be more ecologically suitable for development of this scale.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. The site consists of pastoral fields enclosed by hedgerows with tall trees and areas of woodland, with views largely obscured from surrounding roads. The surrounding trees create a strong sense of enclosure, although noise from vehicular traffic along the A45 acts as an aural detractor. A geological SSSI is located within the site and priority habitats are found to the north at Brandon Marsh</p>

	Nature Reserve. Located at the urban edge of Ryton-on-Dunsmore, the site is adjacent to warehousing developments along the A45 which are partially visible from PRoWs within the site.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment (B2 and B8).

**Outcome of further assessment: Not progressed**

**Reasoning:** The site consists of pastoral fields enclosed by hedgerows with tall trees and areas of woodland.

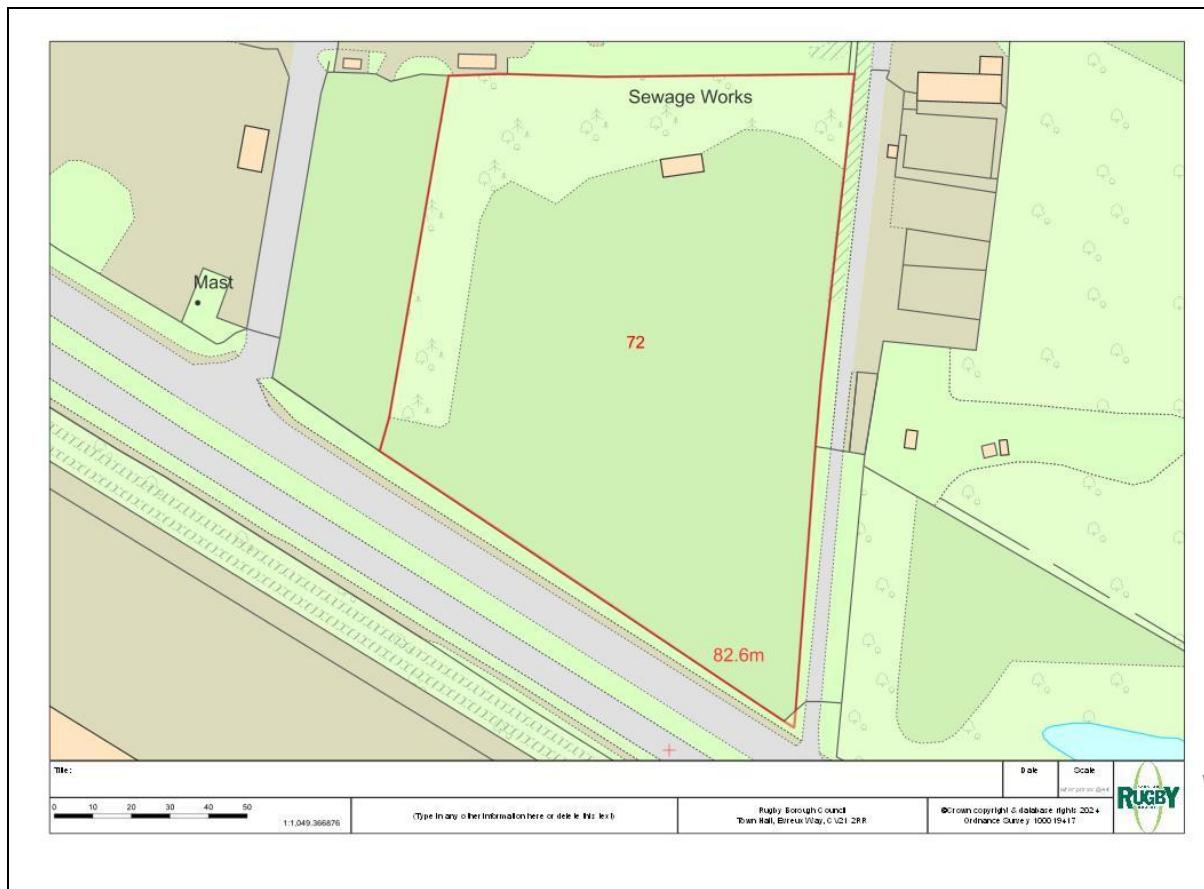
The surrounding road network is relatively uncongested, and the site has moderate accessibility. The site is proximate to a future workforce in Coventry.

There are no heritage constraints identified, and landscape sensitivity is medium/low. The site is within the Green Belt.

There are high ecological constraints with the Ryton and Brandon Gravel Pits Site of Special Scientific Interest within the site boundary, and the location of Brandon Marsh SSSI immediately adjacent to the site, the location of LWSs within and adjacent to the site and coverage of more than 40% of the site with habitat of medium to high distinctiveness.

In view of the high ecology constraints the site is not progressed past the Stage 2 Assessment.

## Site 72: Land north of London Road, Ryton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore

**Proposed use:** Employment

**Potential yield (employment, sqm):** 7300

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A45.</p> <p>The site has an average connectivity score of 40 with a maximum of 42, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 6, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 280m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 101 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 72. It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI and Ryton and Brandon Gravel Pits SSSI from any development at Site 72 to ensure compliance with national legislation and policy.</p> <p>This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Mapping data suggests that habitats of medium to high distinctiveness cover 100% of the site. It is recommended that the site be re-surveyed to confirm the extent of these habitat types and to help define constraints to development. Development should retain and protect as much of this habitat as possible through integration within a planting scheme and sensitive site design and layout.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site is comprised by a small field partially enclosed by trees and vegetation. The site is surrounded by industrial uses, including sewage works to the north, a scrapyard to the east and west, and the A45 and warehousing to the south. Ecological assets lie almost adjacent to the site including an SSSI, LWS and deciduous woodland priority habitat where scenic value is increased by a rolling, vegetated hinterland. This is, however, diminished by the wider industrial infrastructure and traffic presence. There are no cultural heritage or historic features within the site or surrounding landscape. There are no public rights of way.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purpose A and moderate contribution to purposes B and C. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

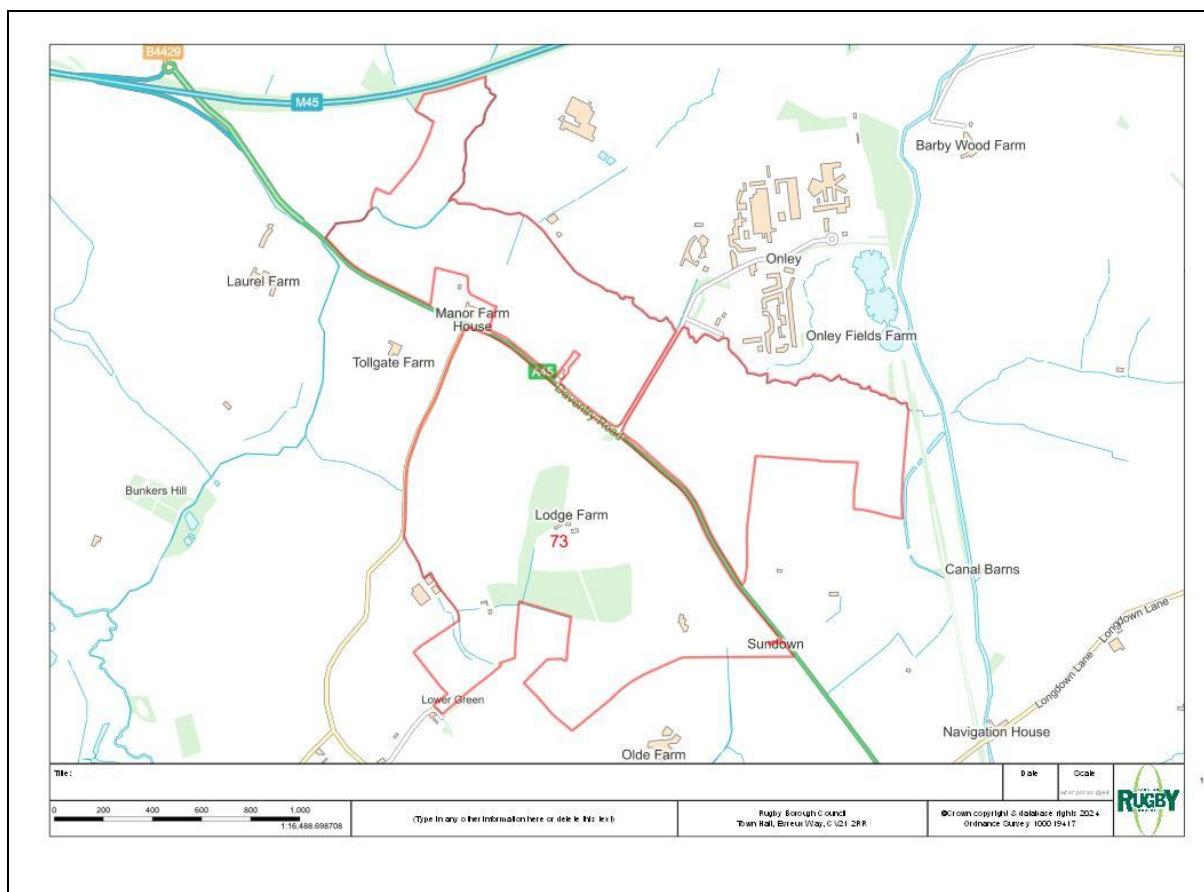
**Reasoning:** The site is comprised by a small field partially enclosed by trees and vegetation.

The surrounding road network is relatively uncongested, but accessibility by non-car modes is relatively poor and there is no realistic pedestrian/cycle access. It is not clear how safe vehicular access can be achieved. The site is proximate to a future workforce in Coventry.

Heritage constraints have not been identified. There are medium ecological constraints, medium/low landscape constraints, and the site is within the Green Belt.

In view of the combined constraints, site is not being progressed beyond the Stage 2 Assessment.

## Site 73: Lodge Farm, off Daventry Road, Rugby



**Ward:** Dunsmore Ward, Leam Valley Ward

**Parish:** Dunchurch, Grandborough, Willoughby

**Proposed use:** Residential

**Potential yield (employment, sqm):** 16000

**Potential yield (residential):** 2680

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A45.</p> <p>The site has an average connectivity score of 15 with a maximum of 27, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site located approximately 2km southeast of the SRN, with access via the A45. Potential for significant residential trip generation onto the SRN for journeys to Rugby and Coventry. Also potential for significant impact on the A45 Thurlaston Interchange for u-turning traffic for eastbound trips, as no eastbound merge is provided at the A45 / M45 junction for access eastwards to the M1.</p> <p>Site is also very rural in location, with very limited potential for access by sustainable modes, with heavy reliance on the private car anticipated. Cumulative Impacts with other nearby sites.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested. There is a bus stop immediately adjacent to the site.</p> <p>The Strategic Transport Assessment identified that allocation of Site 73 would require significant highway infrastructure works to mitigate against unacceptable queue impacts. At a minimum these would include A45/M45 Thurlaston Interchange, Dunchurch Crossroads (right turn ban), and A5/A428 Halfway House Roundabout. It was adjudged that these schemes, alongside the downgrading of the B4429 through Dunchurch, could adequately mitigate highway impacts but may render development unviable. Warwickshire County Council highway officers have since indicated they would not support the banning of right-turns at Dunchurch crossroads nor the downgrading of the B4429 through Dunchurch given its locally important role and the potential for this to displace traffic onto other constrained junctions and rural roads. This means that a supportable package of mitigation for Dunchurch is not identified.</p> <p>Furthermore, increasing traffic through Dunchurch should be avoided where possible due to the current congestion and air quality issues at this location. The potential for this site to counteract any reductions in congestion from the delivery of the Homestead Link Road should also be investigated further.</p> <p>The position of council officers is that the site would require a bypass of the A45 given that this is part of the main route network of the most economically important locally managed roads. Traffic calming the A45 through the village would be inconsistent with its strategic role and without significant downgrading of the route through the village it would create severance which would be contrary to creating a well-planned walkable new community.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p>
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	<p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 119 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p> <p>The site promoters proposed a package of bus improvements and creation of a new cycle route to Dunchurch.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity is Medium. The site is characterised by a rural landscape with extensive and smaller arable and pastoral fields delineated by hedgerows with few hedgerow trees. To the north, a strong sense of enclosure is afforded to the vegetation boundaries. To the south, broad and expansive views from road links are possible. The presence of woodlands adds scenic and biodiversity value to the area. The isolated farmhouses and expansive views add to the strong rural character. There is a stronger sense of remoteness to the south, near Woolscott, further away from Rugby and the M45 motorway.</p> <p>It should be noted that in his report on the examination of the 2011-2031 Local Plan the inspector identified landscape harm as a reason for removing the site allocation.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site, although it is understood that ridge and furrow may be present on the site.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. There is an area of flood zone 2 and 3 along the Rivers Leam in Rains Brook in the north west of the site. The viability study found that delivery of the necessary community and highways infrastructure costs would result in a negative residual land value with a deficit of £148.63 million when delivering 30% affordable housing, and a deficit of £76.48 million even when delivering no affordable housing. This indicates that the site is not a viable proposition.</p> <p>The site is not large enough in its own right to fill a new secondary school but a new school would be required to mitigate the additional need for places and for sustainability reasons given the relative isolation of the site. The viability of delivering a school at a sustainable 5FE is questionable, particularly as the critical mass needed to support school opening is only likely to be reached late in</p>

	the development programme i.e. beyond 2042. Opening the secondary school would draw in trips to the site from south Rugby and a wider rural catchment exacerbating highways concerns.
Opportunities/benefits	Residential with secondary school, two primary schools, local centre, and substantial areas of open space including playing pitches.

**Outcome of further assessment: Not progressed**

**Reasoning:** The site is characterised by a rural landscape with extensive and smaller arable and pastoral fields delineated by hedgerows with few hedgerow trees.

The site was put forward as part of a previous Rugby Local Plan, however the Independent Inspector's Report (2019) instructed deletion of the site. The proposal has changed since then and is now larger scale with more facilities proposed on site.

The site has poor current accessibility by non-car modes, and the surrounding road network has relatively high levels of congestion. As a large-scale proposal this site has potential to improve public transport accessibility. National Highways flagged concerns about impact on the SRN and the Strategic Transport Assessment concluded that significant mitigation schemes would be required to address highways impacts but supportable mitigation for impacts through Dunchurch has not been identified and the proposal could erode the benefits of the delivery of the South West Rugby highways infrastructure.

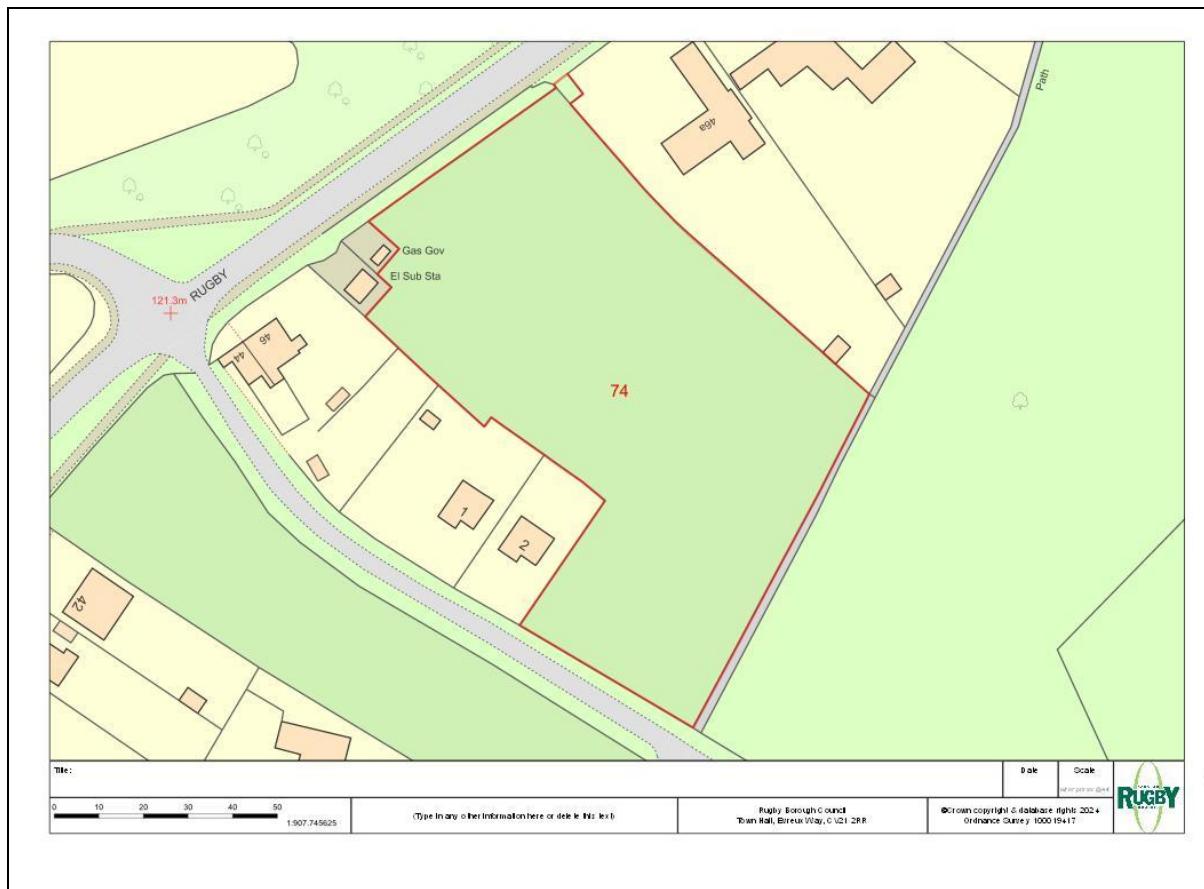
Development on the scale proposed could deliver significant infrastructure although there are challenges around the delivery of a secondary school onsite.

The viability study indicates that after delivering the necessary infrastructure the development would be unable to achieve target residual land values and results in a substantial deficit even when delivering no affordable housing.

The site has medium landscape sensitivity and this was identified by the inspector in his 2019 report as a reason for deleting the site. Heritage and ecology constraints were not flagged, and the site is not within the Green Belt.

Considering these multiple constraints and risks to deliverability, the site is not progressed beyond Stage 2.

## Site 74: Lions Field, Bilton Grange School, Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 22

Topic area	Evaluation summary
Transport	<p>The site is accessed from Rugby Road.</p> <p>The site has an average connectivity score of 58 with a maximum of 59, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site. In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 25m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would be improved to 1b in the AM period by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 12 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium. This is a small site that is currently used as amenity space/a playing field within the grounds of Bilton Grange School, just to the north of Dunchurch. The site is reasonably well enclosed by green boundaries but is fairly open onto the rest of the school's grounds to the southeast (which are a registered park and garden). The intervisibility of the site with the registered park and garden, and the role it plays in providing a setting, are where sensitivities primarily arise from.</p>
Heritage	<p>The site is located on the north-eastern edge of Dunchurch, and near the Dunchurch Conservation Area. While there are no designated heritage assets (including listed buildings) within the site boundary, it borders the Rugby Road Lodge at Bilton Grange and the Inner Lodge at Bilton Grange. Both are grade II listed buildings comprising mid-19th century estate cottages that mark the approach to the Bilton Grange Registered Park and Garden. The Registered Park and Garden includes gardens and pleasure grounds set in a park accompanying a country house designed by A W N Pugin.</p> <p>The site currently serves as amenity space that frames the lodges and the entrance to Bilton Grange and separates the nearby modern housing development from The Drive.</p> <p>Key concerns include the erosion of the setting of the Registered Park and Garden and its associated listed buildings, and the intrusion of modern development into views of and from Bilton Grange and the lodges.</p> <p>To mitigate these impacts, any development would require sensitive design that preserves the lodges as prominent features of the approach to Bilton Grange. Design should reflect local precedents,</p>

	and the public rights of way should be improved to strengthen connections with the surrounding historic landscape. We anticipate that mitigation of heritage impacts will prove challenging, given the sensitivity of the site and the density of development required to deliver the indicative allocation.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. ALC mapping suggests the site lies within an area of grade 2 (very high quality) agricultural land, although this may no longer be the case due to existing development on either side.
Opportunities/benefits	Residential.

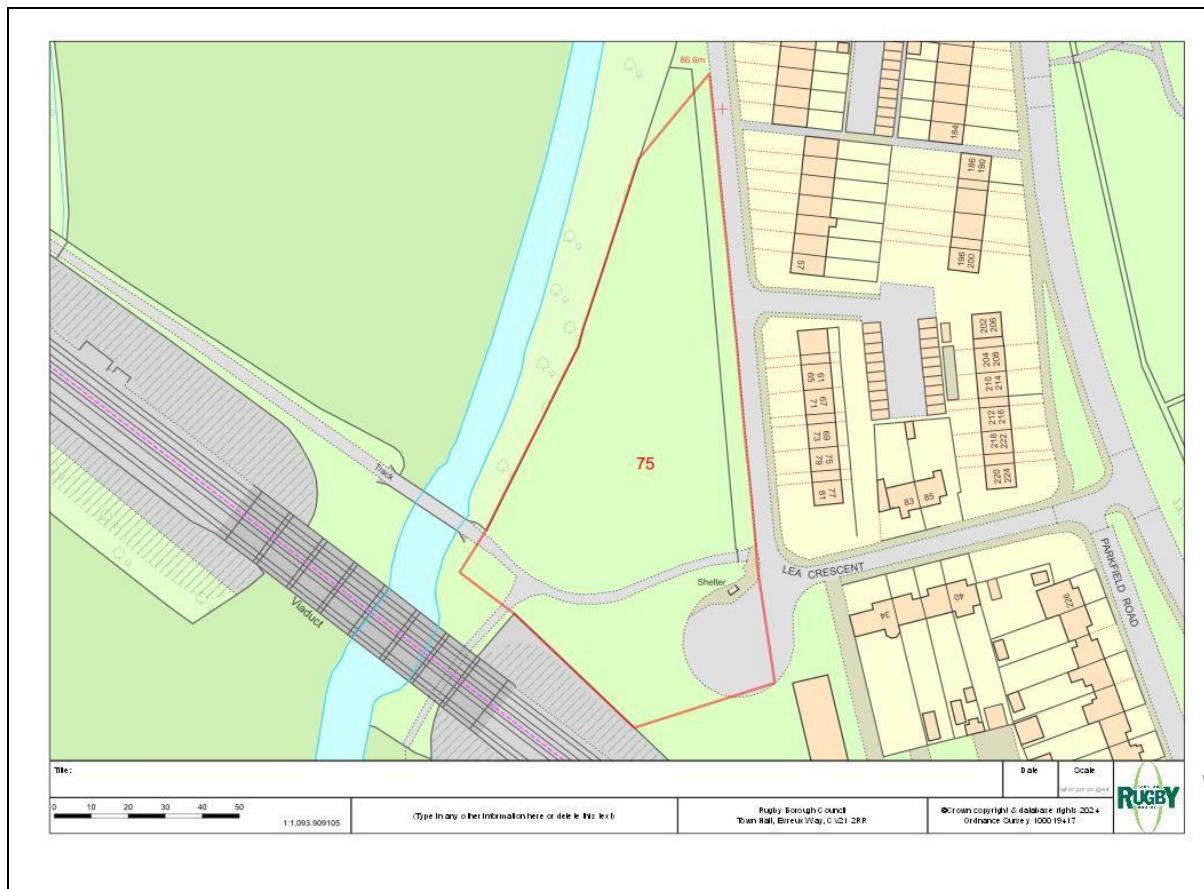
**Outcome of further assessment: Not progressed**

**Reasoning:** This is a small site that is currently used as amenity space/a playing field within the grounds of Bilton Grange School, just to the north of Dunchurch.

The surrounding road network is considered congested, but the site performs well for accessibility by non-car modes. The site is not within the Green Belt and ecology constraints have not been identified.

The site is not progressed due to the heritage and landscape sensitivities.

## Site 75: Lea Crescent, Newbold



**Ward:** Newbold and Brownsorver Ward

**Parish:** Unparished

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 20

Topic area	Evaluation summary
Transport	<p>The site is accessed from Lea Crescent.</p> <p>The site has an average connectivity score of 53 with a maximum of 54, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested. There is a bus stop immediately adjacent to the site.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 31 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. However, the River Avon and Tributaries LWS is adjacent to the site. It is recommended that sensitive design and site layout, established in consultation with Natural England, avoid and ensure the protection of ecologically sensitive features associated with the LWS. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site comprises one small field of manicured lawn situated on the edge of existing residential developments. Visual and audible detractors, including the railway, surrounding roads and bus stop, and residential development limit the sense of remoteness and scenic quality. A PRoW traverses the southern boundary, providing recreational access and connections to the 'Shakespear's Avon Way' walk.</p> <p>It is recommended that views into the site are obstructed by increased planting of native trees and vegetation along the site boundaries. The PRoW should be protected and connected with new recreational provisions.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>Although originally in the Green Belt, the site was assessed at Stage 2 to make a weak contribution to all Green Belt purposes and was provisionally classed as Grey Belt.</p> <p>No data was received relating to constraints for foul water drainage, constraints for surface water drainage are assessed as Low. The site is currently public open space.</p>
Opportunities/benefits	Residential

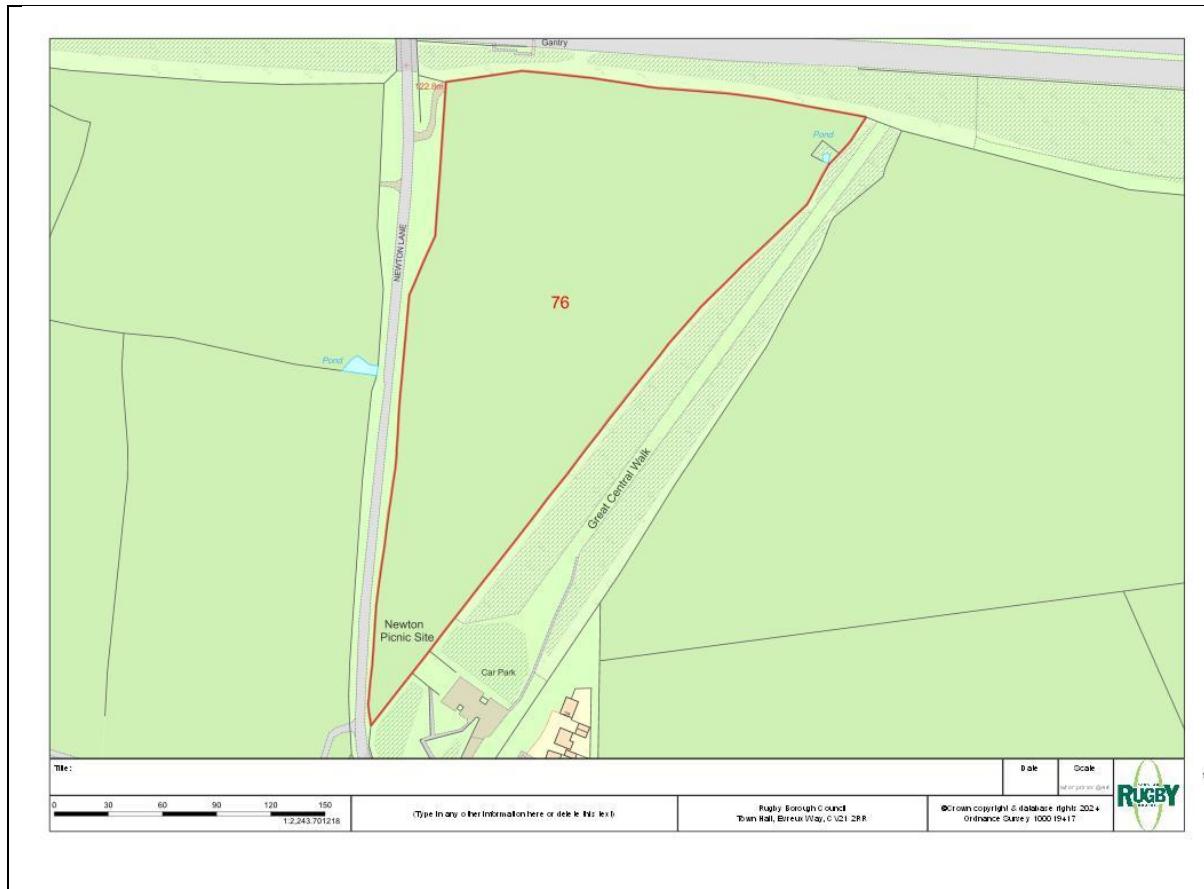
#### Outcome of further assessment: Not progressed

**Reasoning:** The site comprises of one small field of manicured lawn situated on the edge of existing residential developments.

The site is provisionally classified as Grey Belt. It has medium/low landscape constraints and is currently public open space. It has relatively high connectivity to other parts of Rugby.

The site is not progressed due to the loss of public open space.

## Site 76: Lane east of Newton Lane, Newton



**Ward:** Clifton, Newton and Churchover Ward

**Parish:** Newton and Biggin

**Proposed use:** Employment

**Potential yield (employment, sqm):** 17240

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Newton Lane.</p> <p>The site has an average connectivity score of 35 with a maximum of 39, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 277m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 41 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 76 given the location of local designations adjacent to the site. It is necessary to demonstrate that there will be no adverse impacts on Cave's Inn Pit SSSI from any development at Site 76 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 76 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Ashlawn Cutting LNR, Great Central Walk North LWS and Newton Pool and Pastures LWS through sensitive site design and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. The site is a single triangular shaped field to the north of Newton which borders the M6. Given the featureless nature of the site and its proximity to the M6 reduces its landscape value. The sensitivities that the site has derive from its proximity to the Great Central Walk LWS and the new housing estate to the north of Newton.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Employment (B2, B8 and E).</p>

#### **Outcome of further assessment: Not progressed**

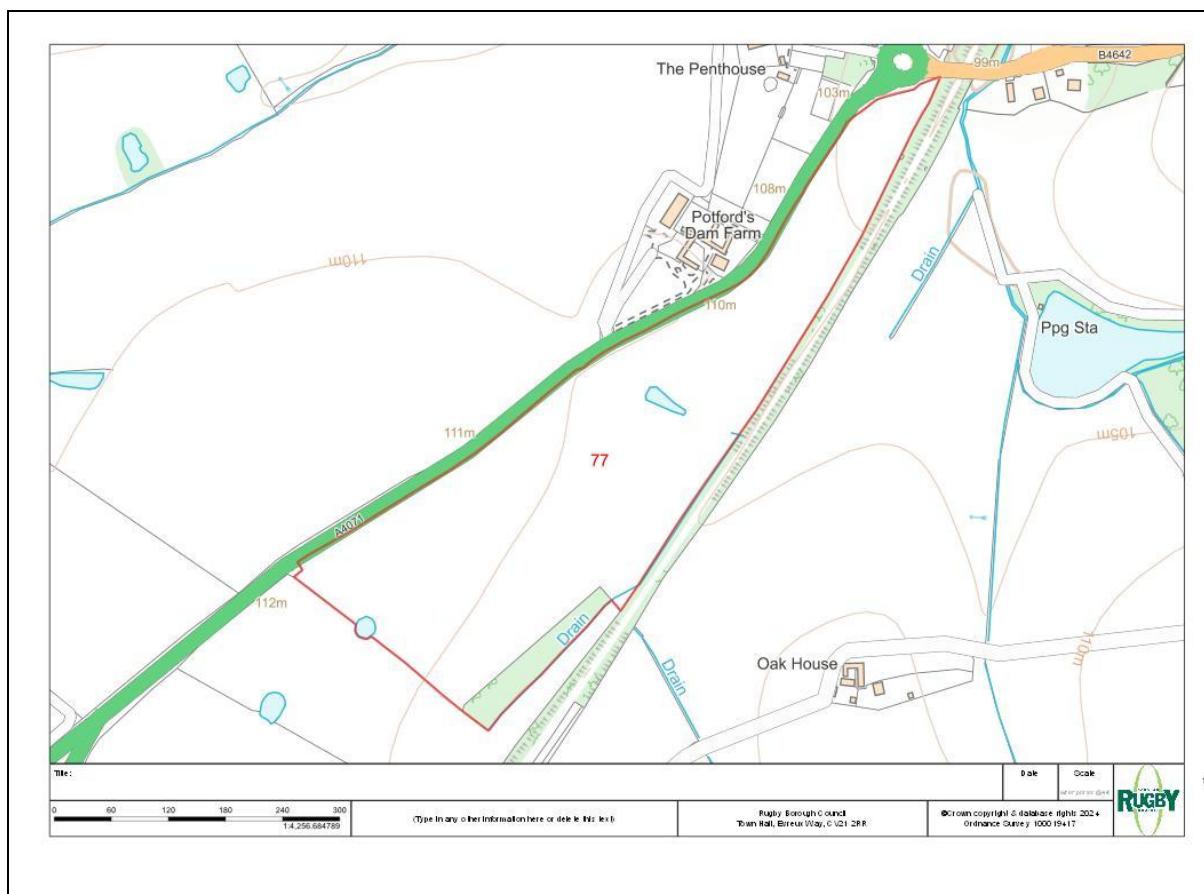
**Reasoning:** The site is a single triangular shaped field to the north of Newton which borders the M6.

The surrounding road network is relatively uncongested, the site is ranked moderately for accessibility and is not within the Green Belt. Heritage constraints were not identified. However,

the site benefits from poor access to the SRN for employment development and has medium ecological constraints and some landscape sensitivities (albeit assessed as medium/low).

In light of the combined constraints, the site is not progressed beyond stage 2.

## Site 77: Land west of Symmetry Park, Rugby



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Employment

**Potential yield (employment, sqm):** 45000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from a new access from the A4071.</p> <p>The site has an average connectivity score of 27 with a maximum of 39, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site to be accessed from the A4071 a minimum of 600m from the A45. Potential for impacts onto the SRN at the A45 for journeys westward to Coventry and Eastward to the M1. Merge / Diverge assessments likely to be required. Potential for improvements at the A4071 / A45 junctions to account for the cumulative impact of surrounding sites.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 650m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 100 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 77 given the location of local designations adjacent to the site. It is necessary to demonstrate that there will be no adverse impacts on Draycote Meadows SSSI from any development at Site 77 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 77 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Rugby-Leamington Disused Railway LWS and River Avon and Tributaries LWS through sensitive site design and the adoption of appropriate mitigation measures. Woodland and water habitats of medium to high distinctiveness should be retained, protected and incorporated into a planting scheme.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low. The site comprises of arable land with a poor sense of enclosure. Views into the site are possible from the surrounding road links and PRow within the site. Views from the site include an arable landscape with large prominent warehousing developments which detract from the surrounding landscape quality and add to noise and visual congestion of the surrounding road infrastructure.</p>

Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purpose A and a moderate contribution to purpose C. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment. Mainly B8 with smaller B2/E units.

**Outcome of further assessment: Not progressed**

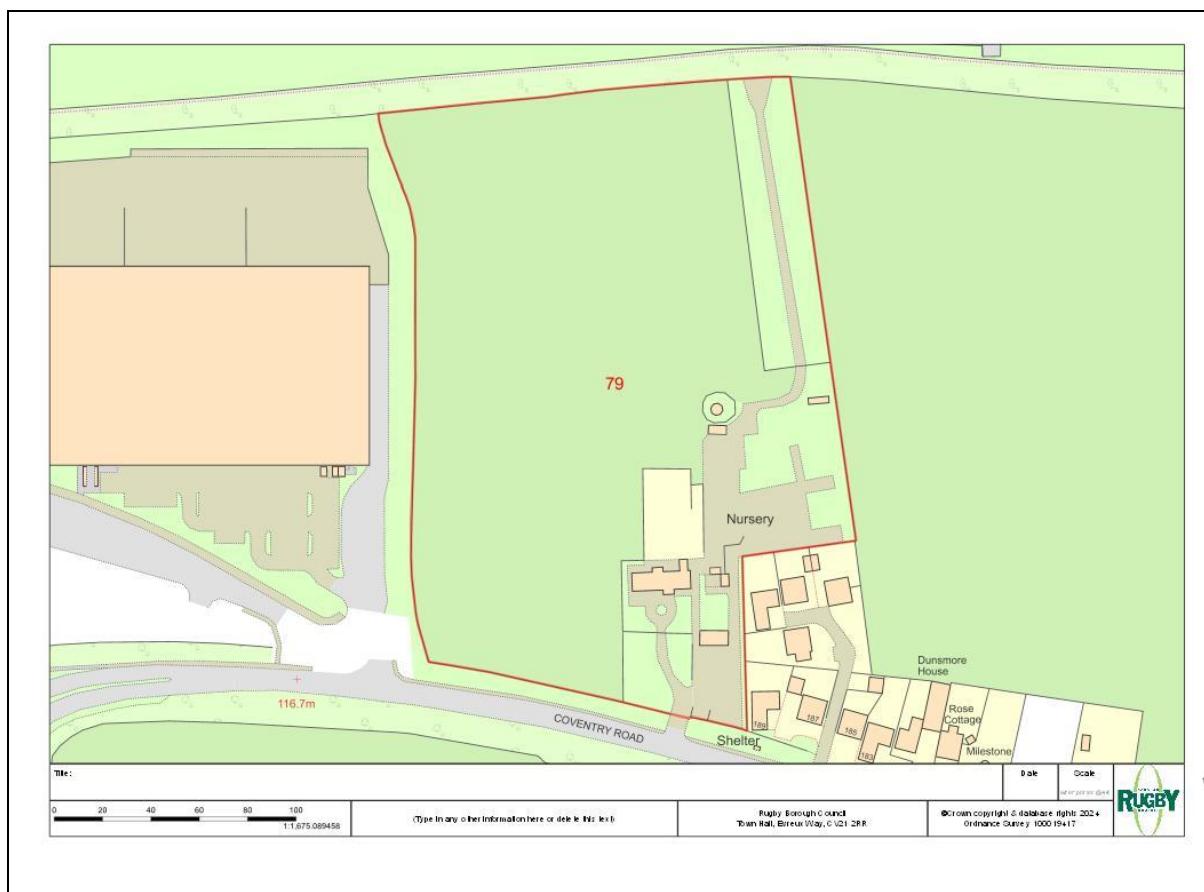
**Reasoning:** The site comprises of arable land to the east of the A4017.

The surrounding road network has medium levels of congestion, and parts of the site is ranked poorly for accessibility, but this could improve following the development of South West Rugby.

The site has low landscape and no heritage constraints. There are medium ecology constraints and a potentially sensitive Green Belt location.

In view of the poor access, existing road congestion and Green Belt location, the site is not progressed beyond Stage 2.

### Site 79: Land west of Medda Place, Thurlaston



**Ward:** Dunsmore Ward

**Parish:** Thurlaston

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 110

Topic area	Evaluation summary
Transport	<p>The site is accessed from Coventry Road.</p> <p>The site has an average connectivity score of 34 with a maximum of 38, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site. In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 11m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 24 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are low ecological constraints at Site 79. It is necessary to demonstrate that there will be no adverse impacts on Draycote Meadows SSSI from any development at Site 79 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low. The site consists of a single field, with a nursery, bungalow, and caravan storage area on the eastern side. It is enclosed by Symmetry Park to the north and west, and the A45 to the south, both of which limited the value of the landscape.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low. Neighbouring industrial use may be a constraint for residential. Site forms part of proposed area of separation between Dunchurch and Rugby in Area of Separation Study. As noted in HELAA 2019, in appeal decisions for 4 dwellings on adjacent Dunsmore Garage site Inspector endorsed that site as a suitable location for housing, albeit the appeal was dismissed for other reasons. That site is adjacent, but the proposal for 4 dwellings to replace a car showroom is a proposal of very different scale to the development of the nursery site, and therefore the decision is distinguishable.</p>
Opportunities/benefits	<p>Residential or mixed uses.</p>

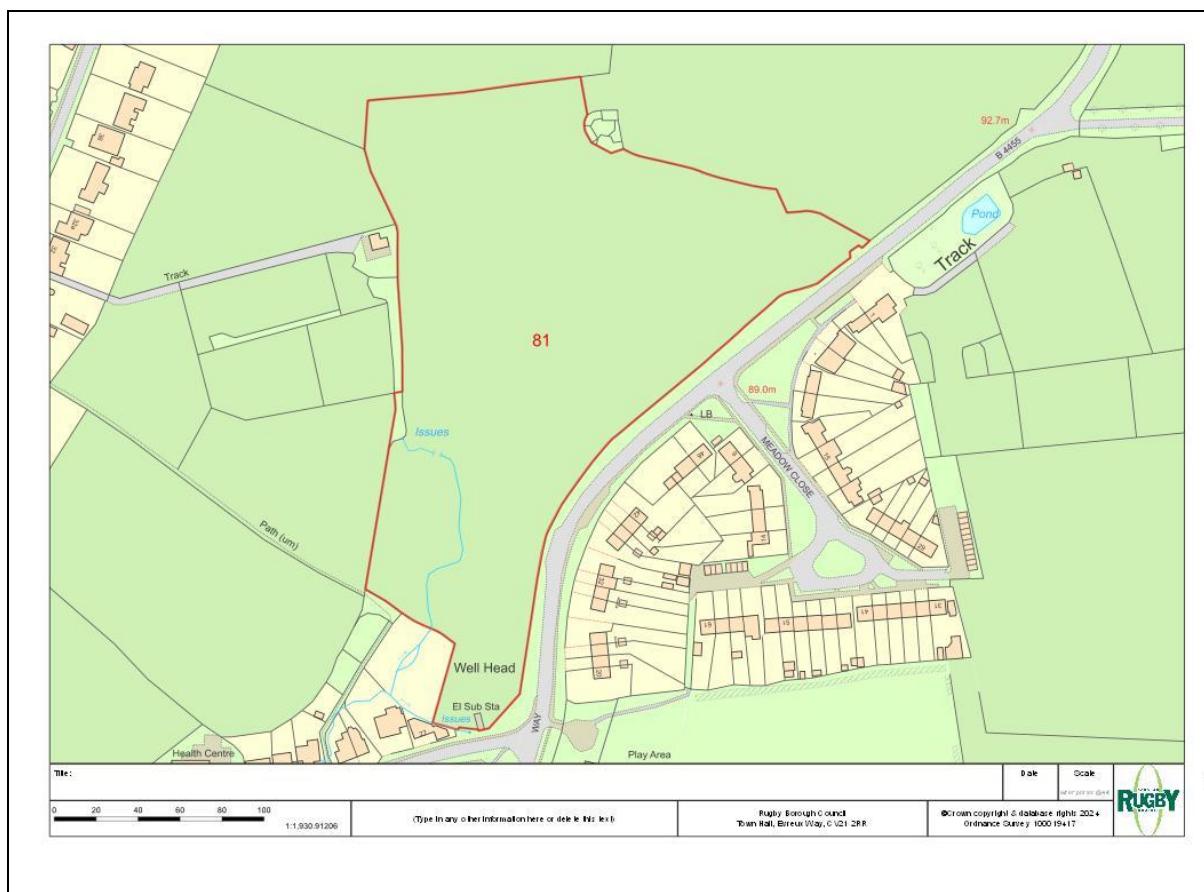
#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site consists of a single field, with a nursery, bungalow, and caravan storage area on the eastern side.

The surrounding road network is considered congested, but the site performs moderately for accessibility by non-car modes. Low ecology and landscape constraints and no heritage constraints were identified. The site is not within the Green Belt.

Neighbouring sites have previously been adjudged by the planning inspectorate as suitable for housing at appeal (albeit very different in scale). However, the site would be piecemeal development adjacent to the South West Rugby development and contrary to the comprehensive development of this part of the Rugby. It would contribute to filling in the gap between South West Rugby and Thurlaston. The site forms part of a proposed area of separation in the draft plan given its important role in maintaining separation between Thurlaston and the South West Rugby development. For these reasons, the site has not been progressed beyond the Stage 2 Site Assessment.

## Site 81: Land west of Fosse Way, Stretton



**Ward:** Dunsmore Ward

**Parish:** Stretton-on-Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 40

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B445.</p> <p>The site has an average connectivity score of 33 with a maximum of 34, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment identified that in conjunction with other residential sites in Stretton, Wolston and Ryton this</p>

	<p>location may increase pressures at Bretford Bridge but the individual impact of this site would be limited.</p> <p>The distance to the nearest bus stop from the site is 220m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 63 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium/Low. This is a medium sized site comprising a single field on the northern edge of Stretton-on-Dunsmore which is entirely grass/scrubland. The site has an unremarkable landform and is enclosed by green field boundaries that heavily restrict views into and out of it. Landscape sensitivities arise from the natural value of the substantial green field boundaries and scrubland and from recreational use of the PROW.
Heritage	<p>The site lies northeast of Stretton-on-Dunsmore's and its conservation area. The site was not found to contribute to its historic character, nor the significance of its constituent listed buildings.</p> <p>Approximately 300 metres north of the site are the grade II listed 29th Division War Memorial and Frog Hall. The memorial is glimpsed from a Public Right of Way crossing the site, enabling some appreciation of its heritage interest, albeit at a distance. The hall is not visible.</p> <p>The site is likely of high archaeological potential, being adjacent to the Fosse Way and containing HER Records of suspected medieval remains. Proactive archaeological investigation is recommended to inform development and mitigation strategy.</p>
Other constraints	The site is provisionally identified as Grey Belt, making a moderate contribution to purpose C. Constraints for foul water drainage are

	assessed as Medium, constraints for surface water drainage are assessed as Medium.
Opportunities/benefits	Residential with public open space.

#### **Outcome of further assessment: Proposed allocation site**

**Reasoning:** This is a medium sized site comprising a single field on the northern edge of Stretton-on-Dunsmore which is entirely grass/scrubland.

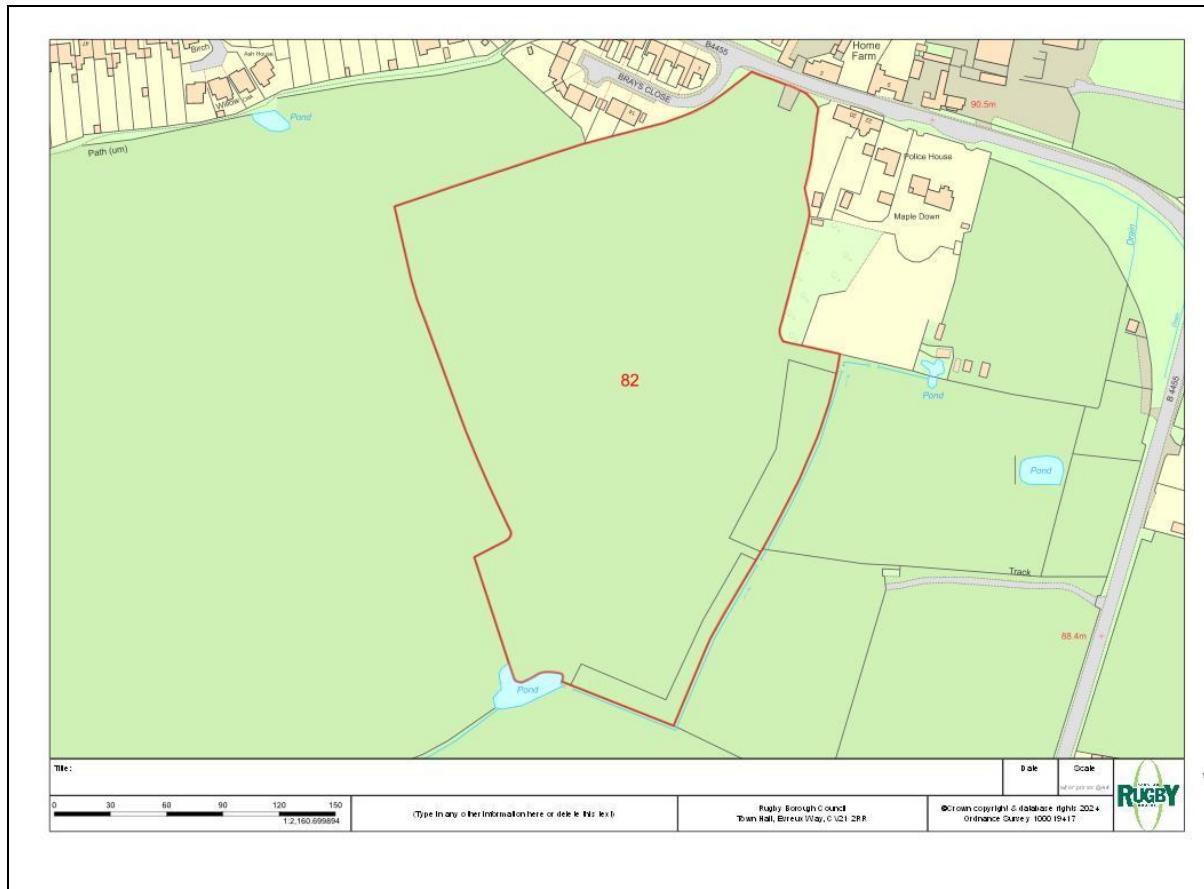
The surrounding road network has relatively low levels of congestion and the site has poor to moderate assessed levels of accessibility. It is walkable to services and facilities in the village centre.

The main heritage constraint would be the high archaeological potential since contribution to the nearby conservation area and listed buildings is minimal. Preliminary archaeological surveys including a geophysical survey submitted by the site promoter suggest potential is low. Ecology constraints were not identified. The landscape sensitivity is medium/low.

The site is provisionally within the Grey Belt.

On balance the site is a proposed site allocation due to the relatively few constraints and proximity to village services.

## Site 82: Land south of Rugby Rd, Brinklow



**Ward:** Revel and Binley Woods Ward

**Parish:** Brinklow

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 100

Topic area	Evaluation summary
Transport	<p>The site is accessed from B4455.</p> <p>The site has an average connectivity score of 31 with a maximum of 34, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 104m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 67 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 82. It is necessary to demonstrate that there will be no adverse impacts on Combe Pool SSSI, Draycote Meadows SSSI, Brandon Marsh SSSI and Ryton Woods SSSI from any development at Site 82 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 82 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon the adjacent River Avon and Tributaries LWS through sensitive site design and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. The site comprises a single medium sized field situated at the southern fringe of Brinklow. It was assessed jointly with the neighbouring site as combined site 315. The site comprises arable fields and agricultural infrastructure situated at the southern fringe of Brinklow. The presence of several PRoWs within and surrounding the site provides recreational value. Views from the site are possible, and roads may impact on the visual and audial quality of parts of the landscape. Semi-mature trees contribute to the landscape of the site.</p>
Heritage	<p>The site contains no designated heritage assets but lies immediately south of Brinklow Conservation Area. It is characterised by a mix of cultivated and pastoral fields, with hedgerow boundaries. The eastern field features well-preserved ridge and furrow earthworks, that are remnants of historic agricultural practices, and contribute to the setting of the conservation area, Brinklow Castle (a Norman scheduled monument), and the nearby grouping of historic farmsteads and agricultural buildings.</p>

	<p>Potential impacts include the loss of views across the rural landscape, the demolition of historic buildings on Rugby Road to facilitate site access, and the destruction of the ridge and furrow earthworks. All would have the potential to harm the character of the conservation area, and the setting of some of its constituent heritage assets, including Brinklow Castle. Housing form, materials, and aesthetic could either erode or enhance local built character, depending on the quality of design and construction.</p> <p>To minimise harm, development could: be restricted in the eastern field to the greatest extent possible (noting the requirement for site access across it); ensure site access requirements (e.g. a new roundabout) do not impact historic buildings fronting Rugby Road; and planting should reinforce screening of the site where appropriate. Opportunities to restore historic landscape features should also be explored, and the existing public rights of way should be improved.</p> <p>Proactive archaeological assessment and evaluation is advised to address the site's potential, and early landscape and visual impact assessment is recommended to inform design from the outset.</p>
Other constraints	The site is provisionally within the Grey Belt, making a moderate contribution to purpose B and a strong contribution to purpose C. No data was received relating to constraints for foul water drainage, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential with public open space.

#### **Outcome of further assessment: Not progressed as standalone site**

**Reasoning:** The site comprises a single medium sized field situated at the southern fringe of Brinklow.

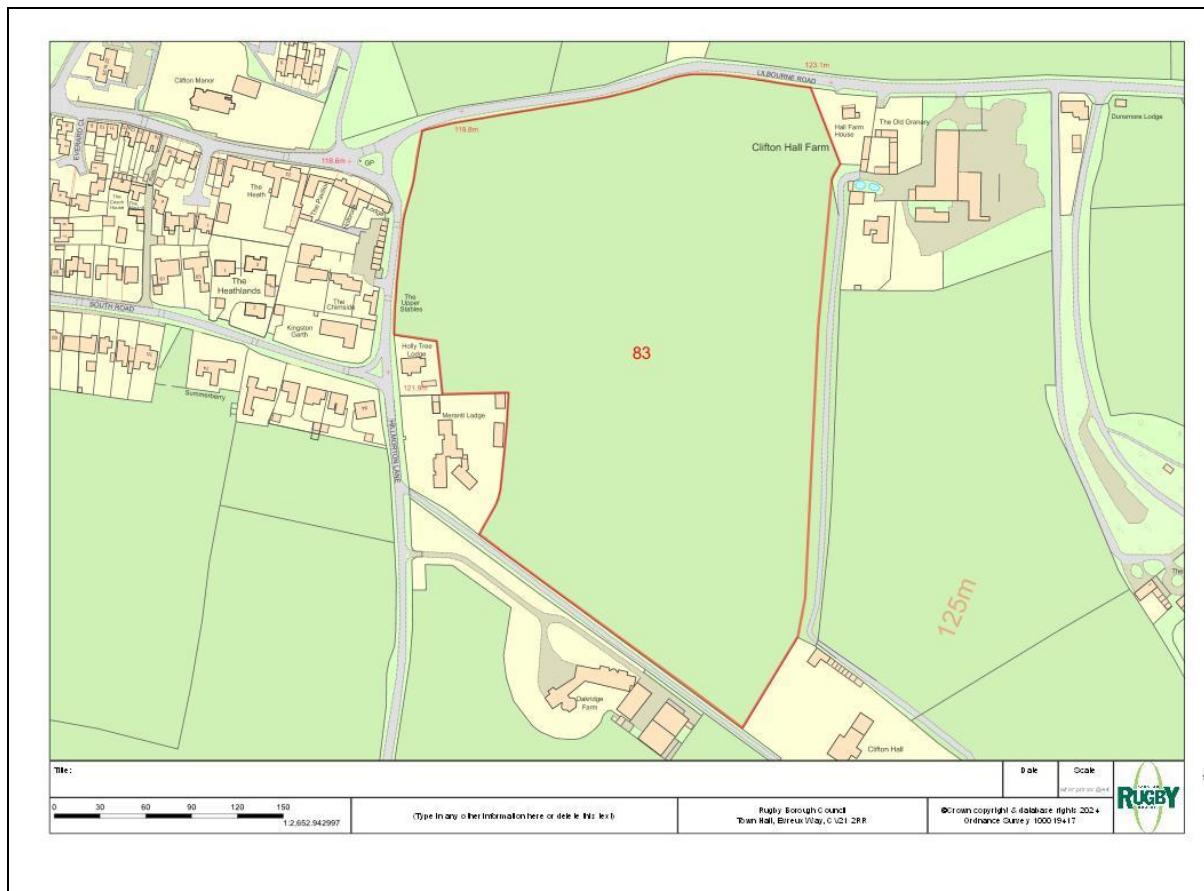
The surrounding road network has medium levels of congestion, and the site has relatively weak assessed accessibility. However, this reflects the score of a wider area and the site is walkable to services and facilities in the village.

The site has medium ecological sensitivity and medium/low landscape sensitivity. There are greater potential heritage sensitivities. The site contains no designated heritage assets but lies immediately south of Brinklow Conservation Area. The field features ridge and furrow earthworks, that are remnants of historic agricultural practices, and contribute to the setting of the conservation area, Brinklow Castle, and the nearby grouping of historic farmsteads and agricultural buildings.

The site is provisionally within the Grey Belt.

It is not progressed as a standalone site as this would lead to an incongruous pattern of development extending south from Brinklow. When combined with site 30, it was proposed as a site allocation. Please refer to site 315.

### Site 83: Land south of Lilbourne Road, Clifton upon Dunsmore



**Ward:** Clifton, Newton and Churchover Ward

**Parish:** Clifton upon Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 180

Topic area	Evaluation summary
Transport	<p>The site is accessed from Lilbourne Road and or Hillmorton Lane.</p> <p>The site has an average connectivity score of 41 with a maximum of 45, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 150m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 16 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>A large site, comprising a single arable field just to the east of Clifton upon Dunsmore. It is delineated by well-managed, low A-shaped hedgerows and a T-shaped arrangement of mature trees within the site enhances its scenic and ecological value. The site lies adjacent to and forms part of the rural setting of the Clifton-upon-Dunsmore Conservation Area, including views to the 'Old Hall' Grade II Listed Building and the 'Church of St Mary the Virgin' Grade II* Listed Building. The rural character is reinforced by open views to the south and the Clifton Brook Valley, but visibility towards nearby residential areas, Hillmorton Lane and Lilbourne Road may act as visual and aural detractors.</p> <p>The tree line must be retained and restored, and open space must be created to maintain a rural backdrop and intervisibility from the Conservation Area and Listed Buildings. Proposed development should integrate with the surrounding landscape and character of the village. It is recommended that the mature hedgerows are also protected in line with the Dunsmore LCA guidelines. Proposed development should extend off the current residential area in the eastern area of the site.</p>
Heritage	<p>The site is located on the eastern edge of the historic settlement of Clifton upon Dunsmore and runs adjacent to the eastern boundary of the conservation area.</p> <p>The site is in close proximity to two grade II listed buildings: The Old Hall and Clifton Manor. The Old Hall, a 17th century house, forms an important gateway into the village, while Clifton Manor, an 18th</p>

	<p>century house, is set back from the road and is partially obscured by a red-brick wall and mature trees.</p> <p>The site is an important element of the eastern gateway to/from the village, providing a rural backdrop to the conservation area and its listed buildings. It gains added prominence due to its sloping elevation, and surviving elements of an historic tree-lined avenue that cross it.</p> <p>Potential impacts of development include the erosion of the rural setting of the conservation area and of the gateway into the settlement from the east. Modern development could also intrude into views of and from The Old Hall and Clifton Manor and disrupt the historic relationship between The Old Hall and its surrounding landscape.</p> <p>To mitigate these impacts, development could be limited in northern elements of the site, to reduce impact to sensitive views. Layout should respect the historic landscape through preserving (or perhaps restoring) the remnant tree-lined avenue and hedgerows within the site. The design should reflect local precedents and complement the village's historic character, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.</p> <p>We anticipate that mitigation of heritage impacts will prove challenging, given the sensitivity of the site and the density of development required to deliver the indicative allocation.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Medium. The site comprises Grade 2 (very good quality) agricultural land. Known capacity constraints at the village primary school.</p>
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** This site comprises a single arable field just to the east of Clifton upon Dunsmore.

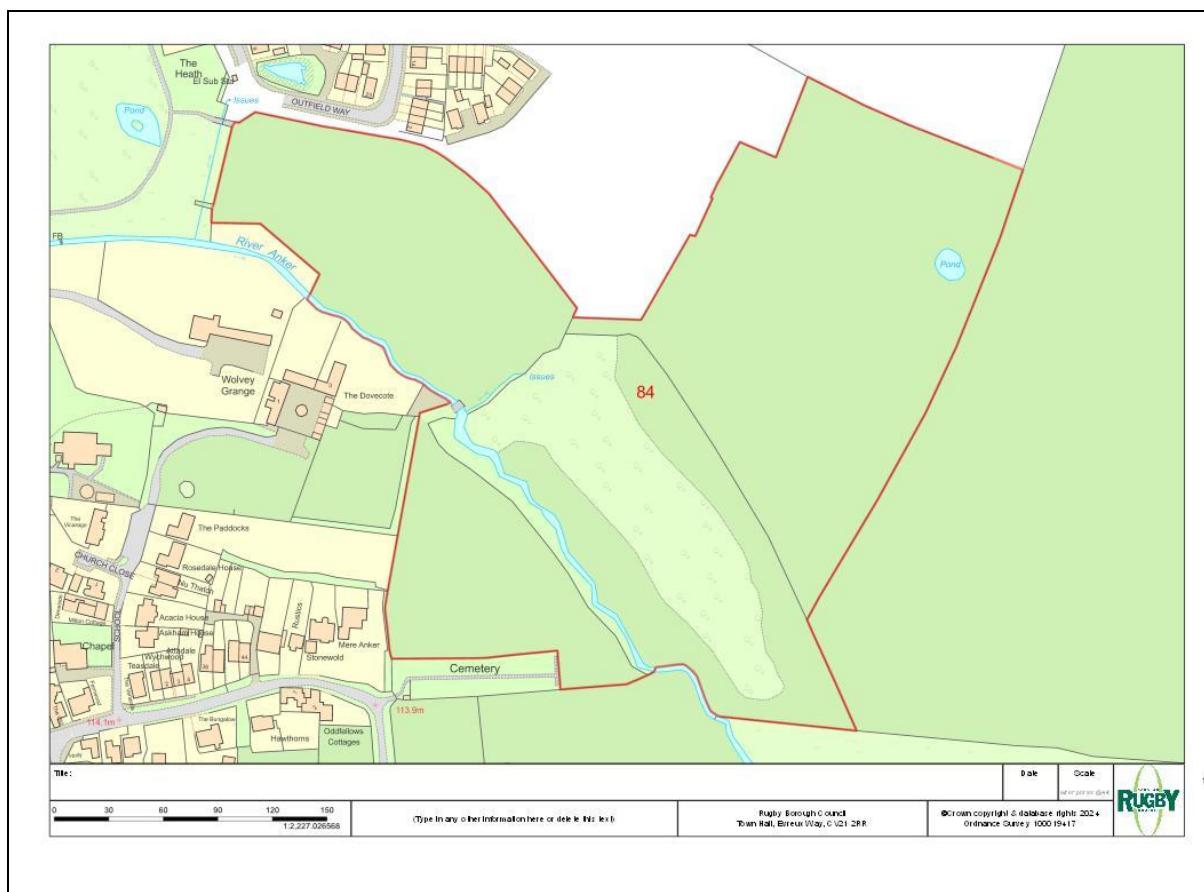
The surrounding road network has medium levels of congestion, but the site scored well for accessibility (although this likely reflect the MSOA rather than the site specifically), moderately well for connectivity and is walkable to the services and facilities in the village.

Ecology constraints were not identified, and the site is not within the Green Belt. The site is Grade 2 agricultural land.

The principal sensitivities relate to landscape and heritage. The site is in close proximity to two grade II listed buildings: The Old Hall and Clifton Manor. The site is an important element of the eastern gateway to/from the village, providing a rural backdrop to the conservation area and its listed buildings.

In view of the heritage and landscape constraints, the site is considered less preferable than other site options at Clifton Upon Dunsmore. Therefore, the site has not been progressed beyond the Stage 2 Site Assessment.

## Site 84: Land South of Leicester Road, Wolvey



**Ward:** Wolvey and Shilton Ward

**Parish:** Wolvey

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 60

Topic area	Evaluation summary
Transport	<p>The site is accessed from a site with planning approval immediately to the north.</p> <p>The site has an average connectivity score of 24 with a maximum of 27, placing it within Band D relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 300m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 74 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 84. Wolvey Rush Pasture potential LWS runs through Site 84 and Wolvey Wetlands Reserve LWS is located adjacent. Swamp and marshy grassland habitat are located within the centre of the site. In total habitats of medium to high distinctiveness comprise 48.2% of the overall site area. Although the layout and design of development is unknown at this stage, ecological constraints on site will make development challenging. Development should aim to retain, protect and enhance habitats of medium to high distinctiveness and protect the LWSs through measures.</p>
Landscape	<p>The overall landscape sensitivity of the site is High/Medium.</p> <p>This site is comprised of an arable field, wetland habitat, and pasture, with the River Anker running northwest to southeast through the site. The river forms part of the 'Wolvey Rush Pasture' pLWS, which extends beyond the site to the north and southeast as a designated LWS and connects directly to the adjacent 'Wolvey Wetland Reserve'. The topography forms a shallow valley, creating a strong sense of enclosure and natural character. The site is visible from the 'Church of St John the Baptist' Grade II* Listed Building and from surrounding residential areas, particularly to the north, given the low fencing and hedgerow boundaries.</p> <p>The vision document and illustrative masterplan show that woodland within the site will be largely retained, whereby the centre of the site with the River Anker and the LWS will be utilised for biodiversity conservation and recreational enhancements. The proposed residential development will be in the northeastern area of the site, extending off the current residential area to the north of the site. Additionally, proposed development should reflect the rural and medieval character of the High Cross Plateau LCA including preserving the rural setting and minimising habitat fragmentation. It is also advised that surrounding native hedgerow and vegetation forming the boundaries of the site should also be retained where possible.</p>

Heritage	<p>The site contains no designated nor non-designated heritage assets.</p> <p>There are several listed buildings nearby, southeast and across the river. This includes the grade II* Church of St John the Baptist, as well as non-designated assets at and neighbouring Wolvey Grange. These form a well-preserved cluster of historic buildings, and retaining much of their original, rural setting. The group is experienced along a Public Right of Way, which both enables appreciation of historic and architectural interest, and allows understanding of their original landscape setting as users pass from/to the settlement (including the site). This experience has, however, been affected by the recently completed residential estate north of the village and neighbouring the site.</p> <p>Glimpsed views of the church tower are possible from parts of the site and may be more extensive in winter months. The views help orientate the viewer to the historic village, and appreciate the church's significance within it, but again the amenity is partly diminished by new housing.</p> <p>The site may have some archaeological potential due to proximity to the medieval core and historic features.</p> <p>To minimise harm, development could be limited to the north-eastern field, with added screening to protect the setting of nearby assets, should areas of potential intervisibility be identified.</p> <p>Footpath improvements and layout strategies that acknowledge the grade II* church's landmark status are recommended. Early archaeological and heritage assessments should inform future design and mitigation measures.</p>
Other constraints	<p>The site is provisionally identified as Grey Belt, making a strong contribution to purpose C. No data was obtained relating to constraints for foul water drainage, constraints for surface water drainage are assessed as Low.</p> <p>The estimated primary pupil yield could be accommodated in the existing catchment, the relevant secondary school is outside the borough, and no data was received on its capacity to accommodate pupil yield.</p> <p>Part of the site lies within high flood risk zones. These areas are intended for nature park use.</p> <p>Approximately 40% of the site comprises grade 2 (very high quality) agricultural land</p> <p>Water Cycle Study highlights potential water supply constraints pending upgrade to the Bramcote Wolvey Booster Station.</p>
Opportunities/benefits	Residential with 'riverside nature park'.

**Outcome of further assessment: Not progressed**

**Reasoning:** This site is an irregular shape on the north eastern tip of Wolvey.

The development would be an expansion of the Kingmaker View development that is currently on site. It would deliver a nature park and play area.

Medium heritage constraints. Development of the site could erode the wider historic setting of the listed buildings in Wolvey and to reduce this development would be restricted to the north-east of the site neighbouring the new housing estate. Contains high quality agricultural land.

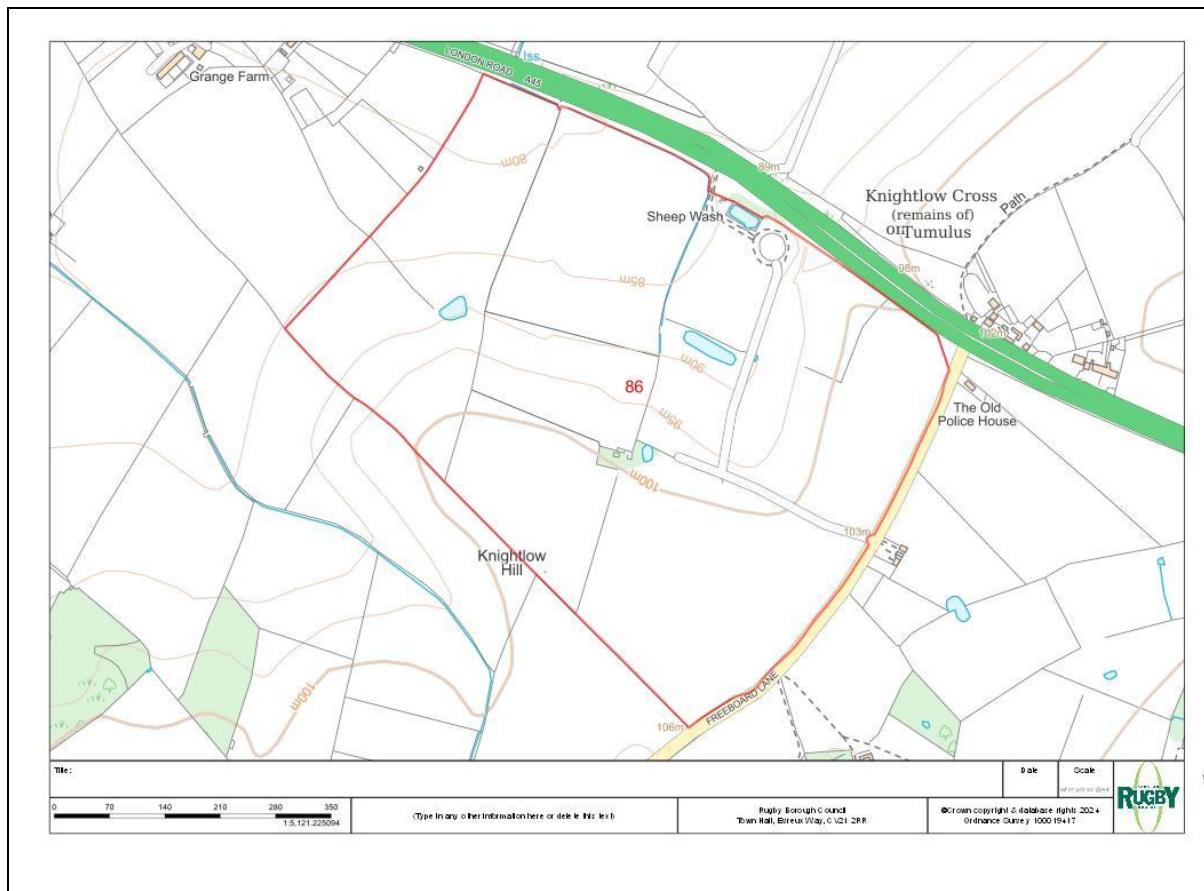
Medium ecology and High/Medium landscape sensitivity is identified (the latter making the site among the more landscape sensitive sites). It is provisionally identified as Grey Belt.

The surrounding road network has relatively low levels of congestion, but the site performs relatively weakly for accessibility and connectivity by non-car modes.

The site is removed from the village. Enhanced walking routes to the village are proposed through the new nature park, however the presence of a flood plain across the new pedestrian route may pose issues for all-year usability.

On balance, the site is not progressed beyond Stage 2 due to its separation from the main village amenities in comparison to other site options in Wolvey, its greater landscape and heritage sensitivity and the impacts of flooding on new walking routes.

## Site 86: Grange Farm, Ryton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore, Stretton-on-Dunsmore

**Proposed use:** Employment

**Potential yield (employment, sqm):** 93000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A45.</p> <p>The site has an average connectivity score of 29 with a maximum of 33, placing it within Band C relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Likely to be accessed via Freeboard Lane, with potential for access from the A45 directly. Potential for impacts of u-turning traffic on the Rylan Roundabout located 1km northwest, given that any access onto the A45 would be Left in Left Out (LILO). Further potential impacts from employment trips from Coventry which currently experiences typical traffic delay on approach arms. In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 640m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 102 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 86. It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI and Ryton Woods SSSI from any development at Site 86 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 86 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon the River Avon and Tributaries LWS (which runs through the site) through sensitive site design and the adoption of appropriate mitigation measures. In addition, habitat of medium to high distinctiveness should be protected from development and enhanced through sensitive planting design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. The site consists of arable fields enclosed by hedgerows with trees, with a PRoW along the south-western boundary. Views into the site from nearby cultural heritage features, including SMs, are substantially obscured. A cluster of trees and ponds are present within the site. Vehicular traffic along the A45 is an audial detractor and reduces levels of tranquillity. However, long-distance views from the site provide recreational visual value.</p>
Heritage	<p>The Grade II Listed Remains of Knightlow Cross and possible round barrow at Knightlow Hill, are within 50m of the site. The site is</p>

	unlikely to contribute to the significates of the site as it is screened by the A45. There are some undated earthworks within the site. 300m east of Jubilee Farm. If the site was to be allocated, investigation of the earthworks and potential mitigation of impacts may need to be considered.
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

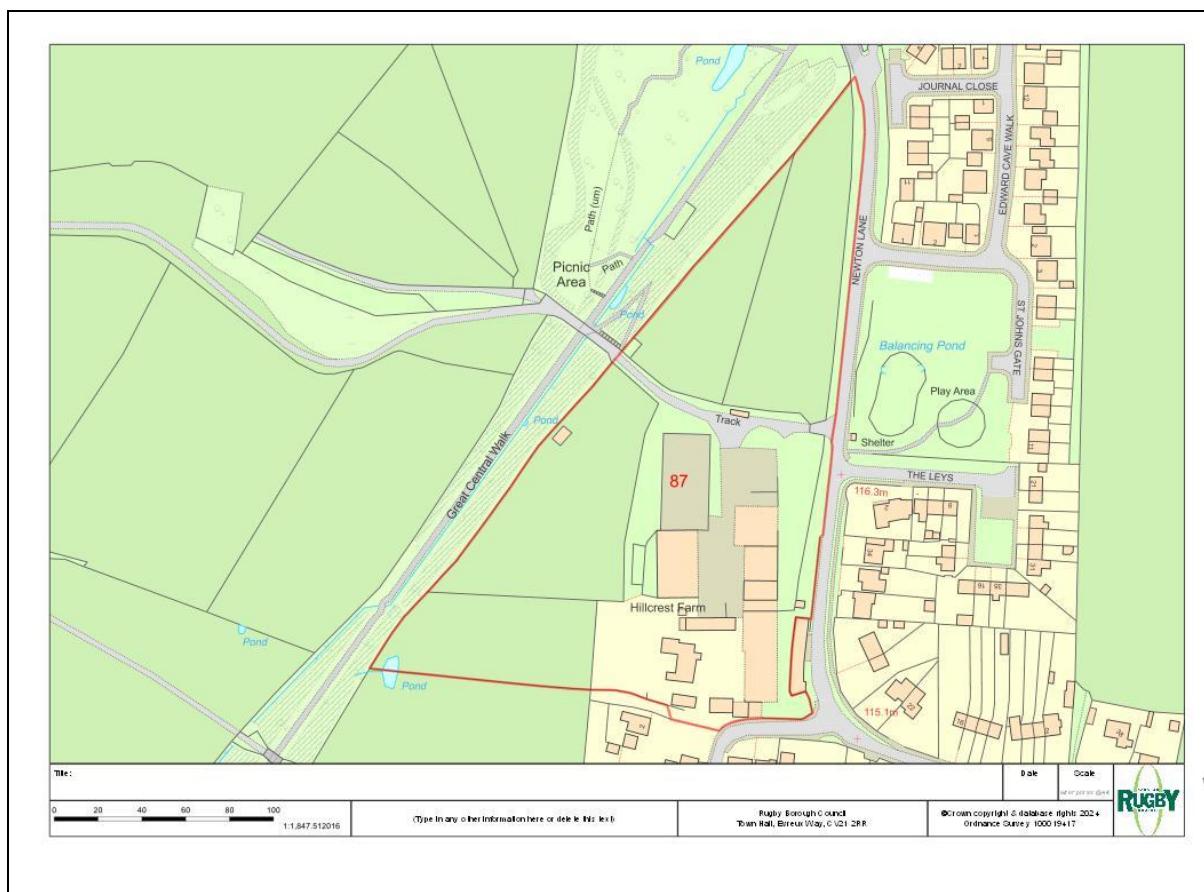
**Reasoning:** The site consists of arable fields enclosed by hedgerows with trees.

The surrounding road network is relatively uncongested; however the site is isolated from other built development and its future workforce and performs relatively poorly for accessibility and connectivity. Access by non-car modes is not possible at present.

The site has minimal heritage constraints, and the site has medium ecological constraints. The site is provisionally within the Grey Belt. Landscape sensitivity is medium/low.

There are significant concerns about the locational sustainability and accessibility of the site. For these reasons the site is not being progressed beyond the Stage 2 Assessment.

## Site 87: Hillcrest Farm, Newton



**Ward:** Clifton, Newton and Churchover Ward

**Parish:** Newton and Biggin

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 1394

**Potential yield (residential):** 25

Topic area	Evaluation summary
Transport	<p>The site is accessed from Newton Lane.</p> <p>The site has an average connectivity score of 42 with a maximum of 45, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 26m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 42 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 87. It is necessary to demonstrate that there will be no adverse impacts on Cave's Inn Pit SSSI from any development at Site 87 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 87 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Ashlawn Cutting LNR and Great Central Walk North LWS through sensitive site design and the adoption of appropriate mitigation measures. In addition, habitat of medium to high distinctiveness should be protected from development and enhanced through sensitive planting design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. The site consists of a developed area with residential dwellings and agricultural buildings, some of which are within the Newton's settlement boundary, and areas of grassland that are used as paddocks. The site has little landscape value, but its sensitivities arise from the views that the site has of Rugby town, the PROWs and the intervisibility of the site with properties in the village and the Great Central Walk.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as low.</p>
Opportunities/benefits	<p>Residential or residential and employment.</p>

#### Outcome of further assessment: Proposed site allocation (residential)

**Reasoning:** The site consists of a developed area with residential dwellings and agricultural buildings, some of which are within the Newton's settlement boundary, and areas of grassland that are used as paddocks.

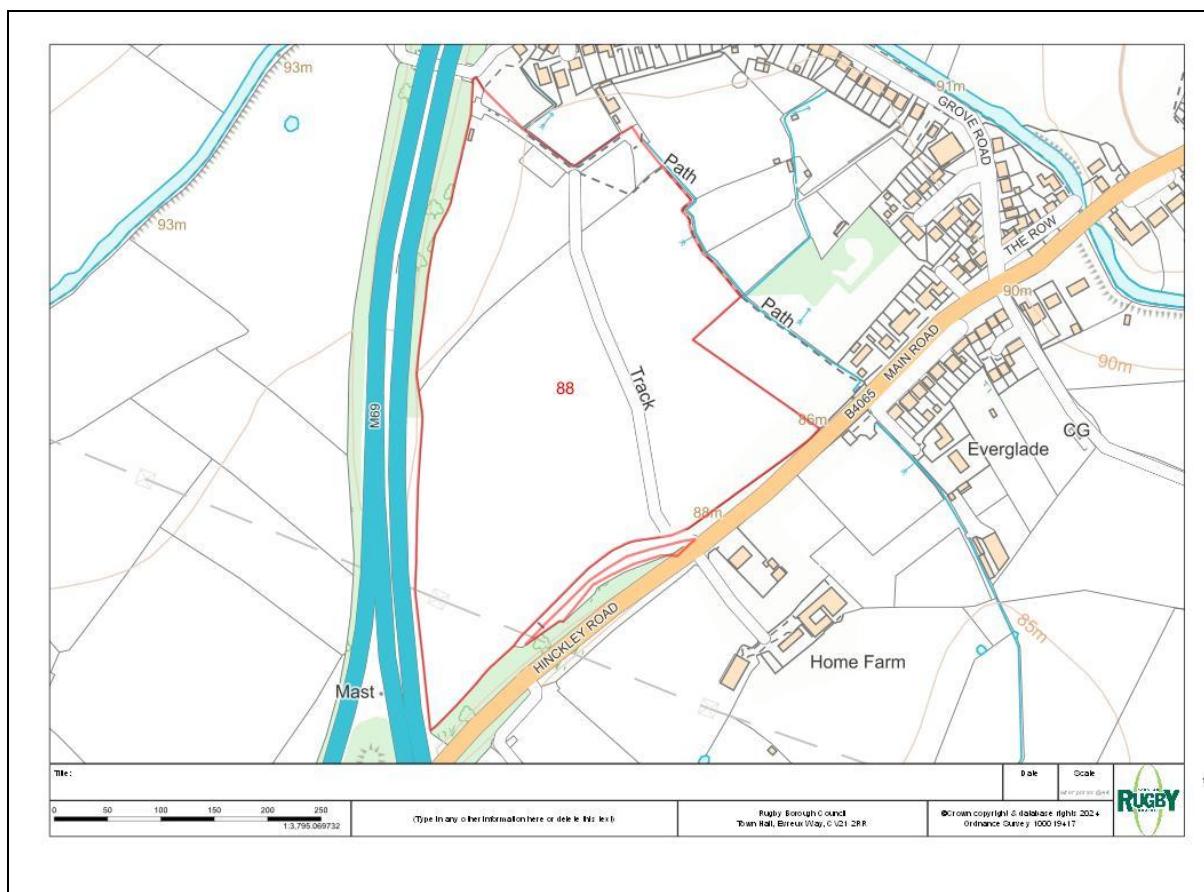
The surrounding road network has medium levels of congestion, and the site has moderate accessibility by non-car modes.

Heritage constraints were not identified, ecological sensitivity is medium, and landscape sensitivity is medium/low. The site is not within the Green Belt.

Given parts of the site have existing built footprint, accessibility is reasonable, and in view of the relative low constraints, the site is a proposed allocation.

However, allocated development is restricted to 1ha of the site covering the previously developed area and existing agricultural buildings. This is because Newton is classed as an Other Rural Settlement in the settlement hierarchy and development beyond this area would be of an inappropriate scale. Additionally, development across the entire proposed site would contribute to coalescence with the Rugby urban area, reaching the boundary of the future employment site at Coton Park East.

## Site 88: Hinckley Road, Ansty



**Ward:** Revel and Binley Woods Ward

**Parish:** Ansty

**Proposed use:** Employment

**Potential yield (employment, sqm):** 40000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Hinckley Road.</p> <p>The site has an average connectivity score of 39 with a maximum of 47, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments, and provided: Site adjacent to Ansty village, and would likely be accessed from Hinckley Road, for direct access to the M6 Junction 2 Ansty Interchange. Need to consider the cumulative impact along with other sites around Ansty, given existing delays on the M6 Southbound and on approach to Ansty Interchange at peak times, especially given the sites proximity for likely employment trips to / from Coventry.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic</p>

	<p>road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 136m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 68 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity is Low.</p> <p>The site comprises two pastoral fields, including a small, fenced paddock to the north, defined by boundary trees, mature hedgerows, and areas of woodland. It lies between Ansty village and the M69, with a tributary of the Oxford Canal along the eastern boundary. The land is mostly flat and uniform with improved grassland and scattered trees. Existing features include disused mobile homes, vehicular tracks linking to Hinckley Road, pylons, and a PRoW crossing from northwest to east. Surrounding infrastructure such as the M69 and nearby housing reduces scenic quality and tranquillity. There is filtered visibility towards adjacent roads and residential areas. Sensitivity to change is most likely to arise from the PRoW and natural or semi-natural elements of the site.</p> <p>The landscape appraisal shows that proposed development will</p>

	construct new grassland areas, woodlands, public realm, new cycleways and pathways and vehicular aspect routes. It is recommended that the allotment area in the east should be directly accessible to the proposed development. Mature and native vegetation within the site should be retained and enhanced. The scale of development should be reduced to be more appropriate to the small scale of Ansty. There is potential for improved PRoW access and connectivity.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is within the Green Belt, making a strong contribution to purposes A and C and moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. The site's relationship to Ansty village would need careful consideration, the site has a potential to visually dominate the village.
Opportunities/benefits	Employment (B8/B2).

#### **Outcome of further assessment: Not progressed**

**Reasoning:** This is a large site composed of fields located between the M69, Hinkley Road and Ansty.

The surrounding road network is relatively uncongested, the site ranks relatively weakly for accessibility, which is based on MSOA level-measures. It has a moderate score for non-car connectivity, but it does not appear that there are realistic options for access by non-car modes at present, except from Ansty village. The site promoter has identified opportunities for improving non-car-based access through provision of new bus stops on Hinckley Road and contributions to new bus services and/or shuttle buses from surrounding urban areas. The site would also benefit from improved connectivity if/when the planning permission at Crowner Fields Farm (Frasers Campus) is implemented.

Neither heritage nor ecological sensitivity was identified, and overall landscape sensitivity is low. The site is adjacent to the village of Ansty with potential for adverse visual and noise impacts. The developer has included mitigations such as green buffers in the site plans but relationship with the village is still poor. The site is within the Green Belt, making a strong contribution to purposes A and C and a moderate contribution to purpose B.

In view of its relatively weak existing accessibility, contribution to the Green Belt, and relationship with Ansty village the site is not being progressed beyond the Stage 2 Assessment.

**Site 89: Home Farm, Brinklow**



**Ward:** Revel and Binley Woods Ward

**Parish:** Brinklow

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 25

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4455.</p> <p>The site has an average connectivity score of 34 with a maximum of 35, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 50m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 88 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 89. It is necessary to demonstrate that there will be no adverse impacts on Combe Pool SSSI, Draycote Meadows SSSI, Brandon Marsh SSSI and Ryton Woods SSSI from any development at Site 89 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 89 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Brinklow Disused Canal Pool LWS, which should be protected through sensitive site design and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. The site offers little in terms of landscape, being mostly farm buildings, hardstand, and some agricultural uses in the northern section. The site has some value in terms contribution to the Brinklow Conservation Area, and relationship to the Grade II listed building on the adjacent property.</p>
Heritage	<p>The site is located on the south-eastern edge of Brinklow, within a historically significant area that includes a Grade II listed farmhouse, which dates from the 17th and 19th centuries, and another non-designated farmstead. The site has been partly redeveloped with large agricultural sheds and light-industrial buildings, which detract from the heritage value of the area. The site is partially within the Brinklow Conservation Area and surrounded by historic agricultural buildings, farmsteads, and features including boundary walls and a former smithy. These elements make strong positive contributions to the conservation area's character, which is reinforced by the surrounding landscape, including medieval ridge and furrow earthworks and Brinklow Castle (a scheduled monument).</p>

	<p>Key concerns include: the potential loss of historic agricultural buildings; erosion of the farmsteads' setting, and Brinklow Castle's historic landscape setting; and loss of archaeological earthworks. To mitigate these impacts, redevelopment should: be focussed on existing brownfield areas; retain and restore all historic buildings; leave specific high sensitivity open areas undeveloped; and undertake targeted landscape and amenity enhancement. The design should be of an elevated standard, reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.</p> <p>This site (assessed as 337) constitutes the amalgamation of two distinct nominations: numbers 5 and 89. We judge it likely that only a combined development strategy could provide sufficient flexibility for design to preserve heritage significance and local character. A slight reduction in the Potential site option number (currently 100) may also be required.</p> <p>Proactive archaeological assessment and evaluation is advised to address the site's potential, and early landscape and visual impact assessment is recommended to inform design from the outset.</p>
Other constraints	Most of the site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. The remainder is outside the Green Belt. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low. Some primary school capacity is available in Brinklow/Monks Kirby.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** The site contains farm buildings, hardstand, and a field in the northern section.

The surrounding road network has medium levels of congestion and MSOA-based overall accessibility of the site is relatively weak. However, the site is easily walkable to services and facilities in Brinklow and a bus stop. The site is well related to the existing village.

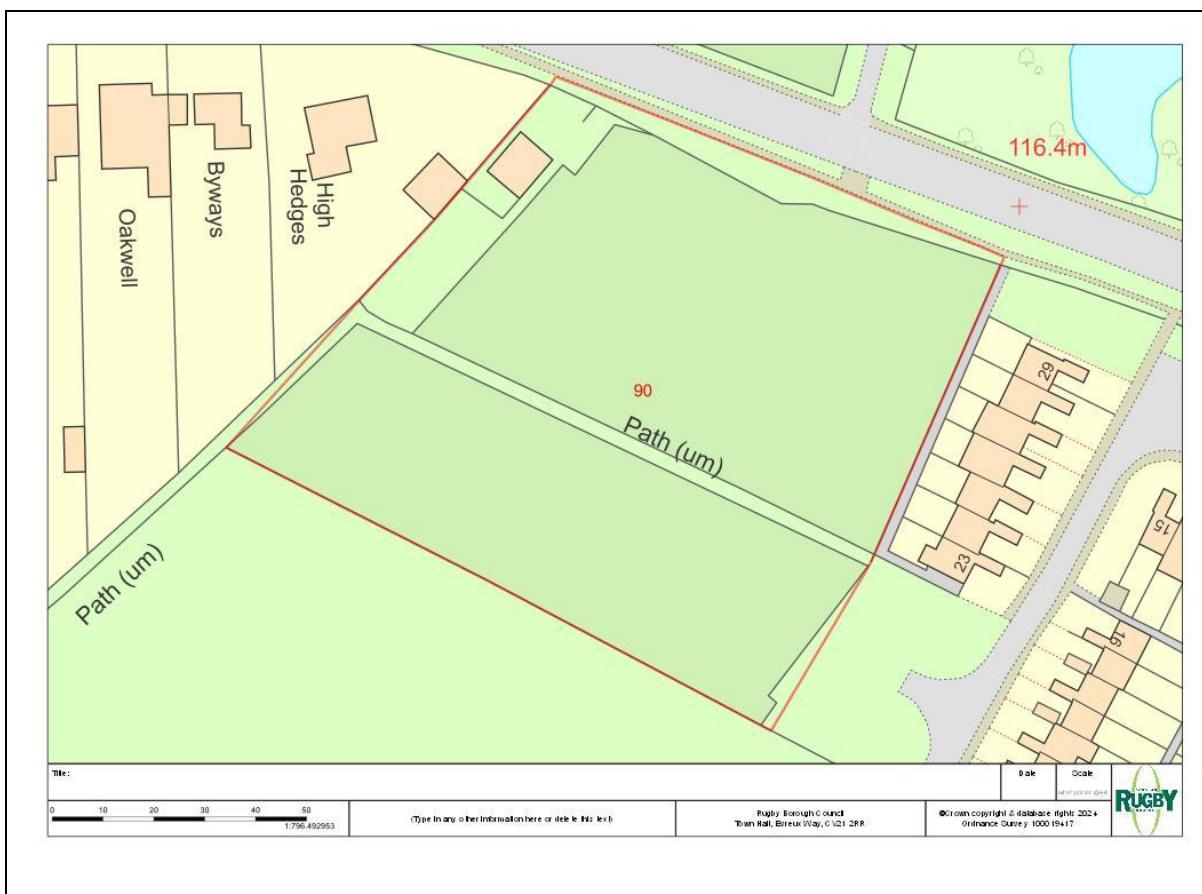
The site is partially within the Brinklow Conservation Area and surrounded by historic agricultural buildings including a Grade II listed building on the adjacent property.

There are medium ecological constraints which can likely be managed through design and construction methods. Landscape sensitivity is medium/low and the site is provisionally within the Grey Belt.

The site's heritage sensitivity needs careful consideration.

In view of the site's good relationship with the rest of the village and existing development onsite, the site is a proposed allocation in combination with site 5 as strategic site 337 (not assessed separately).

## Site 90: Homestead Farm, Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 30

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4429.</p> <p>The site has an average connectivity score of 53 with a maximum of 54, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 160m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would be improved to 1b in the PM period by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 13 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium/Low. The site consists of two fields separated by a public footpath on the edge of Dunchurch. Although the value of the landscape is minimal, its visibility and views act to increase its sensitivity to change.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. The site is identified as part of a proposed area of separation between Rugby and Dunchurch in the Area of Separation study.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Not progressed**

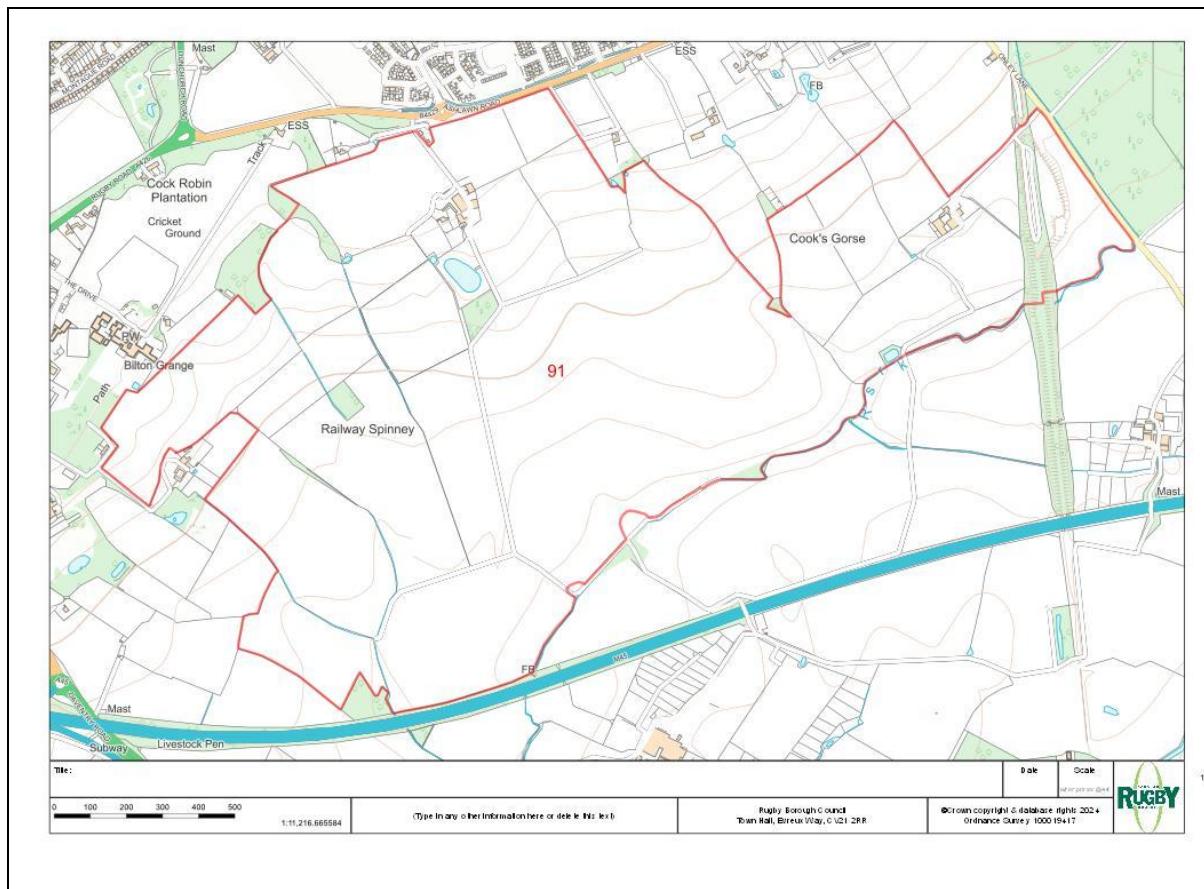
**Reasoning:** The is a small site consisting of two fields on the edge of Dunchurch.

No heritage or ecology sensitivities were identified. The site is not within the Green Belt and landscape sensitivity is medium/low.

Accessibility is reasonably good, and the site is walkable into the village and to bus stops. However, the surrounding roads score poorly for congestion.

The site is not progressed beyond Stage 2 on the basis of the significant levels of development already taking place to the west of Dunchurch within the South West Rugby scheme. Allocating further housing here could lead to overdevelopment of a main rural settlement and overstretching of the infrastructure within the village and the surrounding road network. Additionally, the site forms part of a proposed area of separation between the South West Rugby development and Dunchurch.

## Site 91: Inwoods Farm and Lower Rainsbrook Farm, east of Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Dunchurch, Unparished

**Proposed use:** Mixed Use

**Potential yield (employment, sqm):** 92903

**Potential yield (residential):** 3750

Topic area	Evaluation summary
Transport	<p>The site is accessed from Ashlawn Road.</p> <p>The site has an average connectivity score of 32 with a maximum of 53, placing it within Band A relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Likely accessed from the B4429 to the north and Onley Lane to the east. Need to prioritise sustainable links with Rugby to avoid traffic impacts. Potential for impacts on the M45 via Daventry Road.</p> <p>Mixed use nature of the site has the potential for lessening employment trips off-site and thus the need to access the SRN. Nevertheless, size of the proposed site would likely mean mitigation / improvements required to the M45 junctions to accommodate trip impacts for travel outside of Rugby.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 206m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 25 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. However, the Great Central Walk LWS is adjacent to the site. It is recommended that sensitive design and site layout, established in consultation with Natural England, avoid and ensure the protection of ecologically sensitive features associated with the LWS. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is High/Medium.</p> <p>The site, characterised by arable and pastoral fields, is situated at the urban fringe with development to the north and west, and key transport links, such as the M45 motorway, nearby. It includes part of an RPG, adding historical and recreational value. The presence of PRowS within and around the site enhances its recreational importance for local residents. Views into the site from the M45 motorway and Ashlawn Road are unobstructed in some areas but are often filtered by hedgerows with sparse tree cover.</p>

	<p>The site offers high-quality, expansive views to the south, which contributes to its scenic value. While the central area of the site maintains a high level of tranquillity, this sense of peace diminishes closer to the transport links. Overall, the site's sensitivity is elevated due to its visual appeal, recreational use, and tranquil qualities, which should be considered in any potential development plans.</p>
Heritage	<p>The site is located to the east of Dunchurch. The site includes part of the Grade II 'Bilton Grange' Registered Park and Garden, and is in close proximity to the 'Dunchurch Lodge' Registered Park and Garden. Both contain a collection of listed buildings, with the main structures designated at grade II*. The element within the site boundary has been heavily cultivated, but retains some traces of parkland character through a collection of trees, and its open nature.</p> <p>The remainder of the site forms the setting of these significant landscapes, and contributes by nature of the open countryside character. Of note are: views from the historic tree-lined avenue leading to Bilton Grange across the site; reciprocal views from the public rights of way that cross the site where the grade II* listed main school building is prominent atop the ridge.</p> <p>Potential impacts include the erosion of the intrusion of modern development onto the character of the parks and setting of listed buildings, and interruption of views both to, and from these areas. Conversely, careful development could enhance the local built environment, with measures such as informed arrangement of development parcels, avoiding development near the park boundaries, retaining historic agricultural buildings, and public right of way enhancement.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. Most of the site comprises very good quality (Grade 2) agricultural land.</p>
Opportunities/benefits	<p>Employment and residential with a district centre and open space.</p>

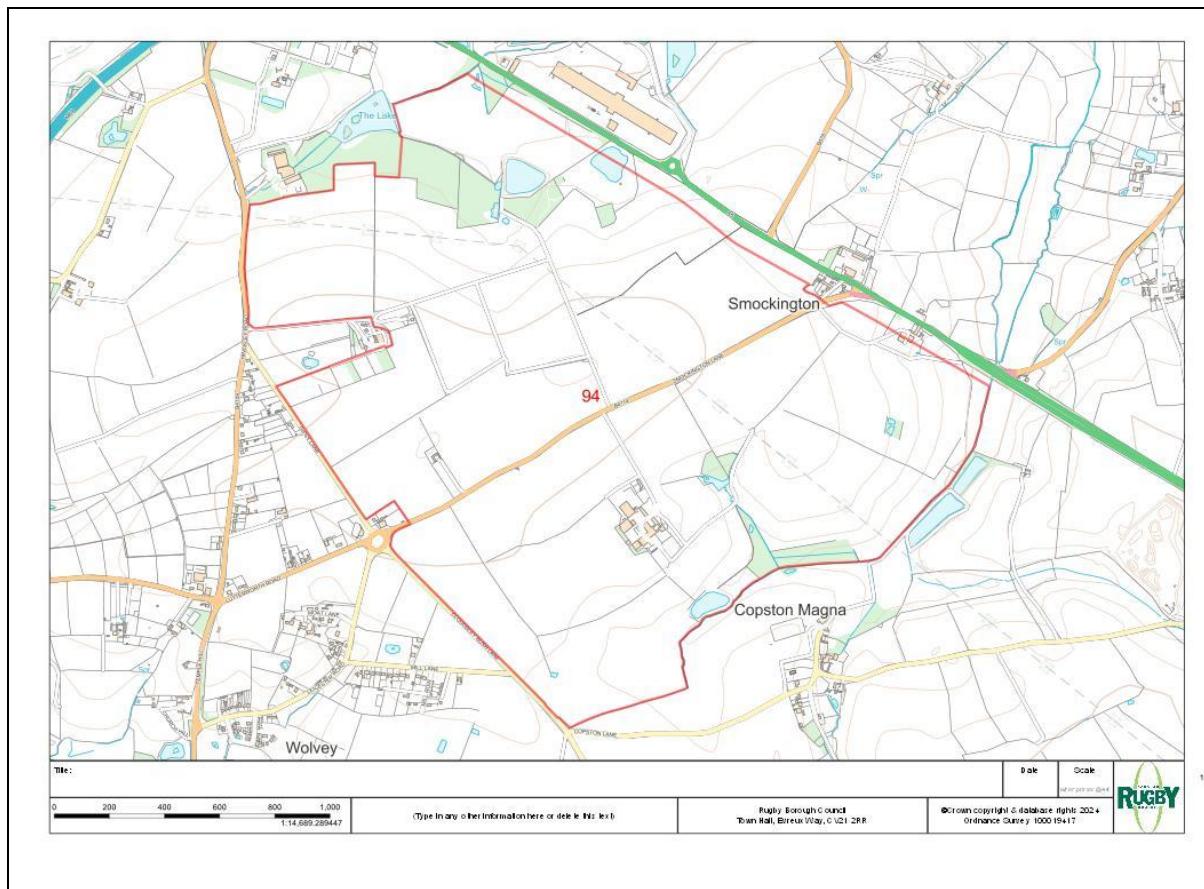
#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site, characterised by arable and pastoral fields, is situated at the urban fringe.

The surrounding road network has medium levels of congestion, and the site ranks reasonably well for accessibility. Ecology sensitivity was not identified, and the site is not within the Green Belt.

The site has High/Medium landscape sensitivity making this among the most landscape sensitive sites assessed. Heritage concerns have also been flagged and the site comprises a large area of very good quality agricultural land. In view of these constraints, the site has not been progressed past the Stage 2 Assessment.

## Site 94: Land adjacent to Hinckley Park, south of A5



**Ward:** Wolvey and Shilton Ward

**Parish:** Copston Magna, Wolvey

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 750000

**Potential yield (residential):** 4000

Topic area	Evaluation summary
Transport	<p>The site is accessed from Hinckley Road.</p> <p>The site has an average connectivity score of 19 with a maximum of 32, placing it within Band C relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site likely to be accessed directly onto the A5 to the east, in addition to access onto the B4109 Hinckley Road both providing access northward to the M69 Junction 1. Both Resi or Commercial developments would be heavily reliant on the private car, with the majority of trips to be taken via the SRN through the M69 or A5. Size of the sites would mean significant impacts, with strategic sustainable connections being key to reducing potential impacts. In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 47m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 112 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>Given the location of ancient woodland, Copston Spinney LWS and Ashpole Spinney potential LWS within the site boundary, there are high ecological constraints at Site 94. It is therefore recommended that alternative sites be identified which may be more ecologically suitable for development of this scale. If alternative sites cannot be identified, development should be concentrated along Smockington Lane, at the centre of the site with sufficient mitigation measures, including buffer zones, to ensure no adverse impacts on the site's ecological characteristics. It is necessary to demonstrate that there will be no adverse impacts on Burbage Woods and Aston Firs SSSI from any development at Site 94 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The expansive site features a mix of arable and pastoral fields, alongside farmhouses, agricultural developments, and areas of both deciduous and ancient woodland, with Smockington Lane running through it. Views into the site from surrounding road links</p>

	are largely obscured by hedgerows and trees. Views within the site are varied due to the gently undulating topography and areas of woodland.
Heritage	<p>The site covers a large area located northwest of Copston Magna and bounded by the A5 and M69 and industrial development to the north. There are two Scheduled Monuments within the site boundary, but no other designated heritage assets. The scheduled monuments are sites of bowl barrows, but have minimal visibility from the public rights of way network.</p> <p>There are several historic farmsteads dispersed throughout the site, including Copston Lodge and Heath Farm, both of which are considered potential non-designated heritage assets. The historic environment record also records a high concentration of other, non-designated archaeological features within the locality.</p> <p>The site is largely agricultural, characterised predominantly by open fields bounded with hedgerows, and some woodland interspersed. Nearby is the grade II* listed Church of St John in Copston Magna, though this is well screened from the site by dense tree coverage. Potential impacts of development include the loss of historic agricultural buildings and land, erosion of the nearby villages' agricultural character, and harm to the scheduled monuments and farmsteads' agricultural setting. Development could also enhance the area through sensitive design, restoration of historic buildings, integration of the farmsteads into the development, and provide new opportunity to identify and understand the monuments.</p> <p>Proactive archaeological assessment and evaluation is advised to address the site's potential.</p>
Other constraints	Approximately 20% of the site is within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. The remainder is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. Much of the site comprises Grade 2 (very good quality) agricultural land.
Opportunities/benefits	Employment and/or residential.

#### Outcome of further assessment: Not Progressed

**Reasoning:** The expansive site features a mix of arable and pastoral fields, alongside farmhouses, agricultural developments, and areas of both deciduous and ancient woodland, with Smockington Lane running through it.

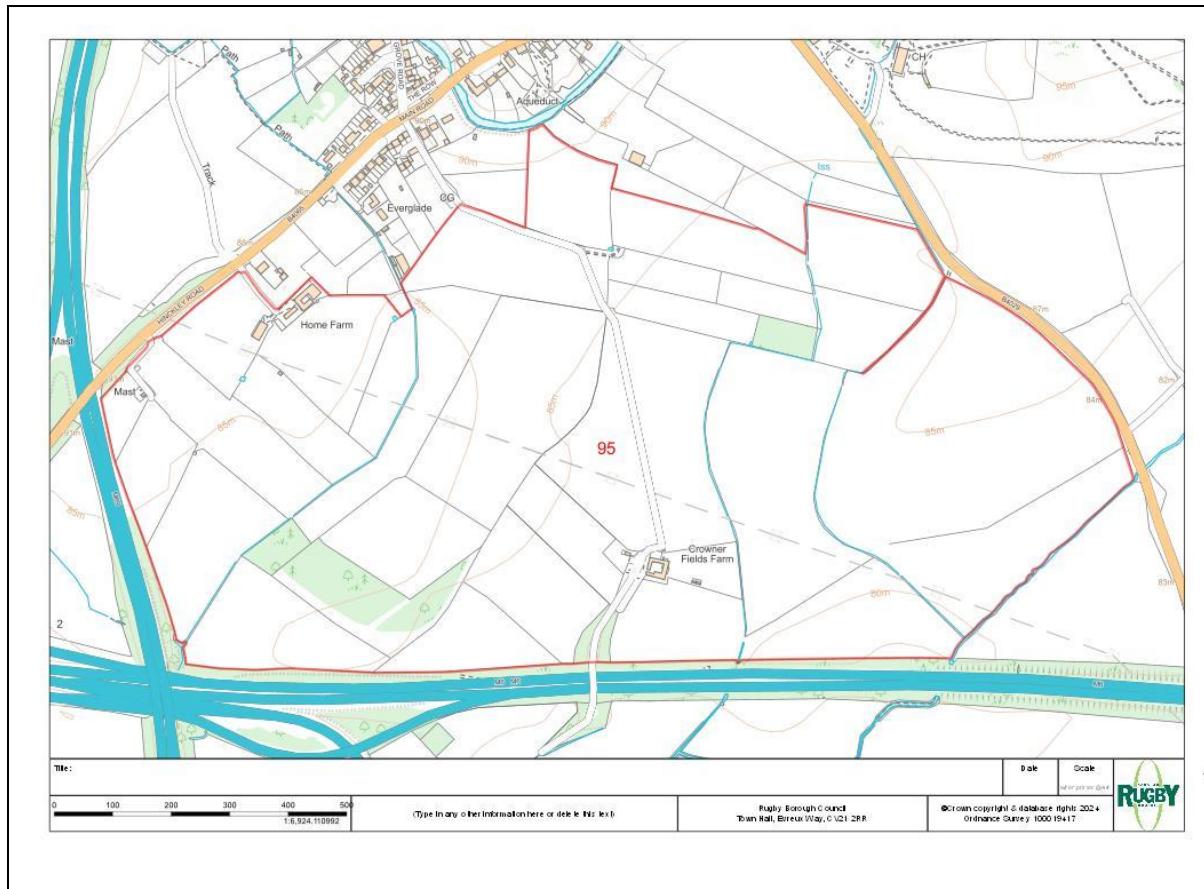
The surrounding road network has medium levels of congestion, most of the site ranks very poorly for accessibility by non-car modes, although parts have a high connectivity score. It would be relatively distant from its future workforce. National Highways have flagged high concern with the site. The site is not related to existing built development except for a small part of its northern boundary.

Landscape sensitivity is medium/low.

There are heritage sensitivities and ecological sensitivity is high. The site is mainly within the provisional Grey Belt land, with c.20% in the Green Belt. It comprises a significant area of Grade 2 BMV agricultural land.

Given these combined constraints, this site is not being progressed beyond the Stage 2 Site Assessment.

## Site 95: Land bound by M69, M6 and B4029, Ansty



**Ward:** Revel and Binley Woods Ward

**Parish:** Ansty, Combe Fields

**Proposed use:** Employment

**Potential yield (employment, sqm):** 274388

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4065.</p> <p>The site has an average connectivity score of 32 with a maximum of 47, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Vehicular access to the site likely to be from the B4065 to the west, for direct access to M6 Junction 2. Likely significant peak hour trip generation impact on the M6 J2 and the M69, especially due to employment trips to / from Coventry and HGV routing associated with employment usage. Merge / Diverge Assessments would be required. Existing typical delay observed on M69 Southbound and on A46 Coventry Eastern Bypass during peak times. Cumulative impact of nearby developments would be required.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p> <p>However, as part of the planning application for the site, National Highways withdrew their objections.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment also identified significant queue impacts at the M6 Junction 2 which are not alleviated by reasonable mitigations.</p> <p>The distance to the nearest bus stop from the site is 144m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 69 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>The site has low ecological constraints. This site has been subject to a planning application which includes mitigation measures to help offset identified potential impacts in the evaluation of Site 95 (see Table 36.2). Providing these mitigation measures are followed through, direct habitat loss is likely to be avoided, and habitat fragmentation minimised. Habitat quality can also be enhanced, whereby a biodiversity net gain report demonstrates that there will be a 20% uplift in biodiversity value using the statutory BNG metric. Taking into account the information presented in the planning application documents, the residual level of effects can be considered to be low.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. This site comprises a mosaic of arable and pastoral fields of various shapes and sizes, divided with hedgerows and trees. Footpaths</p>

	cross through the site, providing recreational value for local residents. The site is located at the urban edge of Coventry, in close proximity to M6 junction 2. The M6 and M69 motorways run along the southern and western site boundaries. Large commercial buildings at Ansty Park are visible from footpaths within the site, defining the skyline to the south. Electricity pylons and power lines cross through the site which are vertical visual detractors. The topography is relatively flat and long-distance views out of the site are substantially obscured by hedgerows, trees and commercial buildings. Development within the site may be visible from the nearby Coventry Way and Oxford Canal Walk Recreational Routes.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is almost entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. A small portion near Ansty village is assessed at Stage 2 as grey belt, making a moderate contribution to purpose A. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. There are significant areas of flood zone 2 and 3 on the western and particularly eastern edges of the site
Opportunities/benefits	Employment.

#### **Outcome of further assessment: Proposed site allocation**

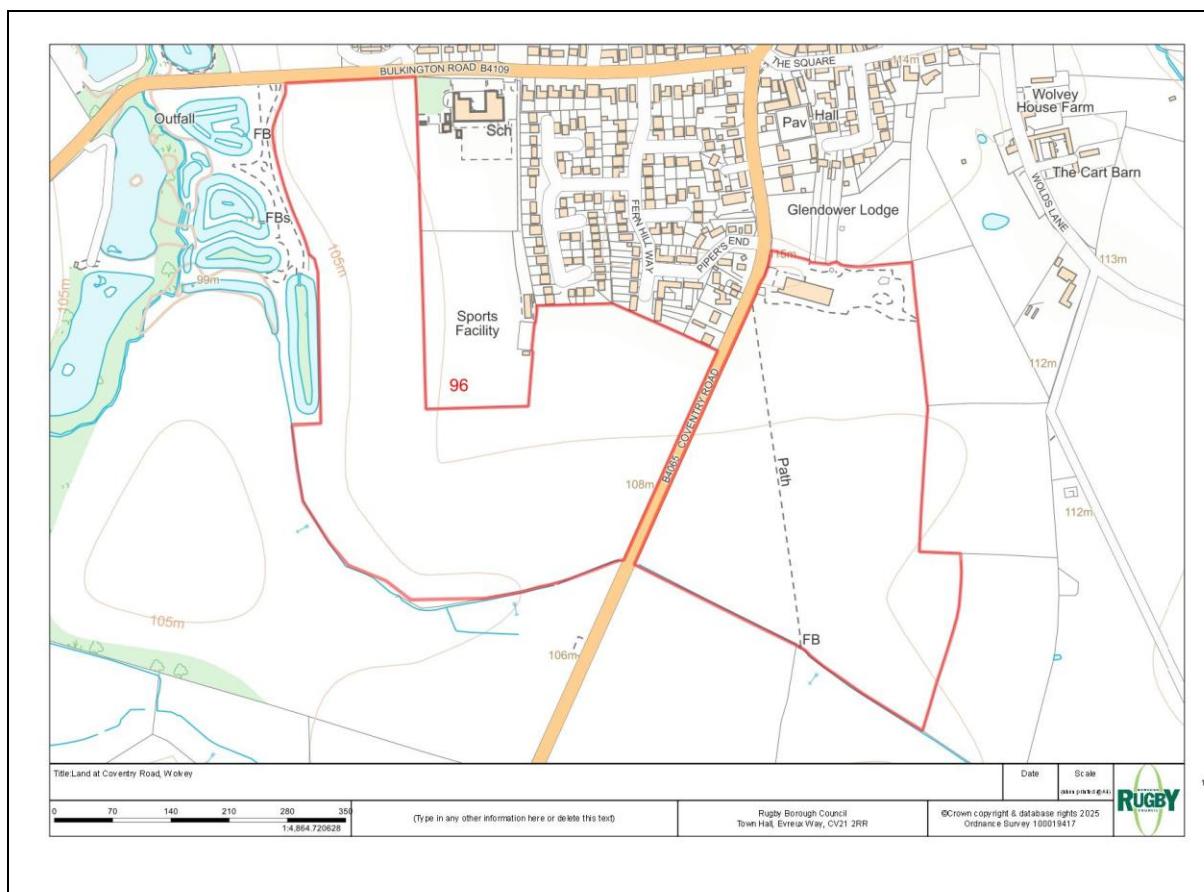
**Reasoning:** This site comprises a mosaic of arable and pastoral fields of various shapes and sizes, divided with hedgerows and trees.

The surrounding road network is relatively congested, but the site has moderate accessibility by non-car modes and is proximate to a future workforce in Coventry. Improvements to public transport and active travel access are proposed through the current planning application.

Heritage constraints have not been flagged, and ecology constraints are assessed to be low. The site lies within the Green Belt and has Medium/Low landscape sensitivity.

The site now has planning permission for development and is a proposed allocation.

## Site 96: Land at Coventry Road, Wolvey



**Ward:** Wolvey and Shilton Ward

**Parish:** Wolvey

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 500

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4109/B4065.</p> <p>The site has an average connectivity score of 24 with a maximum of 27, placing it within Band D relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 58m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 75 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site is located to the south of Wolvey and comprises arable fields with the B4065 running through the centre. There are no known cultural heritage or historic features within the site or surrounding landscape. The site is likely of recreational value to local residents due to the location of a PRoW within the site. Views into the site from the surrounding transport infrastructure are filtered. Note that this site was assessed jointly with site 318</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	<p>The site is provisionally identified as Grey Belt, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.</p> <p>The stage 2 Water Cycle Study highlights that "Wolvey is experiencing limitations in its water supply capacity. To accommodate future demand, infrastructure improvements are needed, including an upgrade to the Wolvey Booster Station and the installation of several kilometres of new mains.". This creates a potential delay to delivery of further housing at Wolvey.</p>
Opportunities/benefits	Residential.

**Outcome of further assessment: Not progressed in this format**

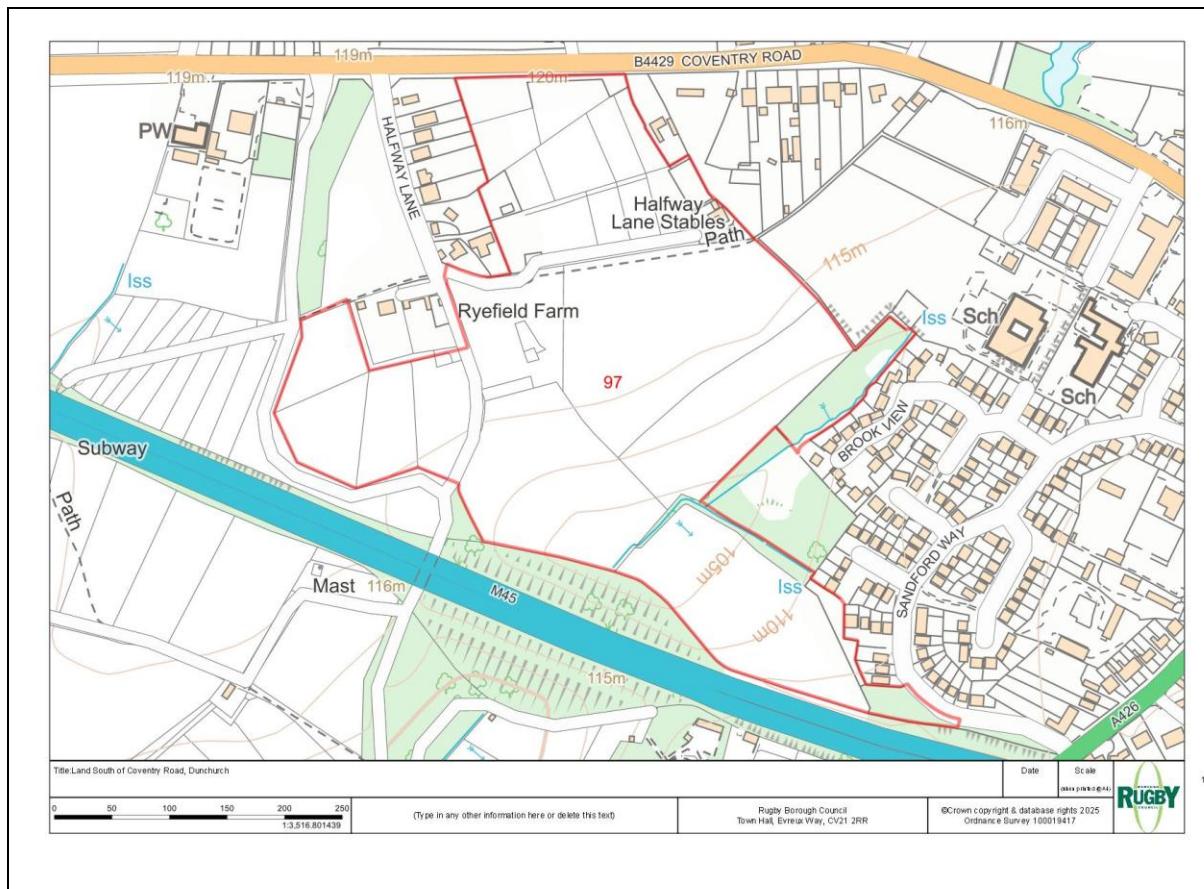
**Reasoning:** The site is located to the south of Wolvey and comprises arable fields with the B4065 running through the centre.

The surrounding road network has a medium level of congestion, the overall MSOA-based accessibility of the site and connectivity score are relatively poor. However, the site is walkable to services and facilities in Wolvey.

Neither heritage nor ecology sensitivities were identified, and landscape sensitivity is Medium/Low. The site is provisionally within the Grey Belt.

Overall, the site is well related to the existing village and has low constraints, but the scale of development was considered disproportionate to settlement size, and the site is not progressed in this format. A reduced scale site was allocated, please see site 358.

## Site 97: Land South of Coventry Road, Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 360

Topic area	Evaluation summary
Transport	<p>The site is accessed from Coventry Road / Sandford Way.</p> <p>The site has an average connectivity score of 47 with a maximum of 52, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 170m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 26 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site comprises arable and pastoral fields located at the fringe of Dunchurch, situated between the M45 and B4027. There are no known cultural heritage or historic features within the site and views from and into the surrounding RPGs are unlikely to be affected by development. The site holds high recreational value due to the location of a number of PRoWs within and surrounding the site. Views into the site are filtered from the surrounding transport infrastructure. Views into the site are filtered by the surrounding transport infrastructure, with the M45 and B4027, however tranquillity remains relatively high. Note that this site was assessed jointly with sites 41 and 42.</p>
Heritage	Grade II listed building Lavender Furlong is just within 50 metres of the site. However, there are intervening buildings, boundaries and mature trees between the site and that building.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. Noise impacts from the M45 may be an issue on the southern part of the site. The site is identified as part of a proposed area of separation between Rugby and Dunchurch in the Area of Separation study.
Opportunities/benefits	Residential with open space including a community orchard.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises arable and pastoral fields located at the fringe of Dunchurch, situated between the M45 and B4027.

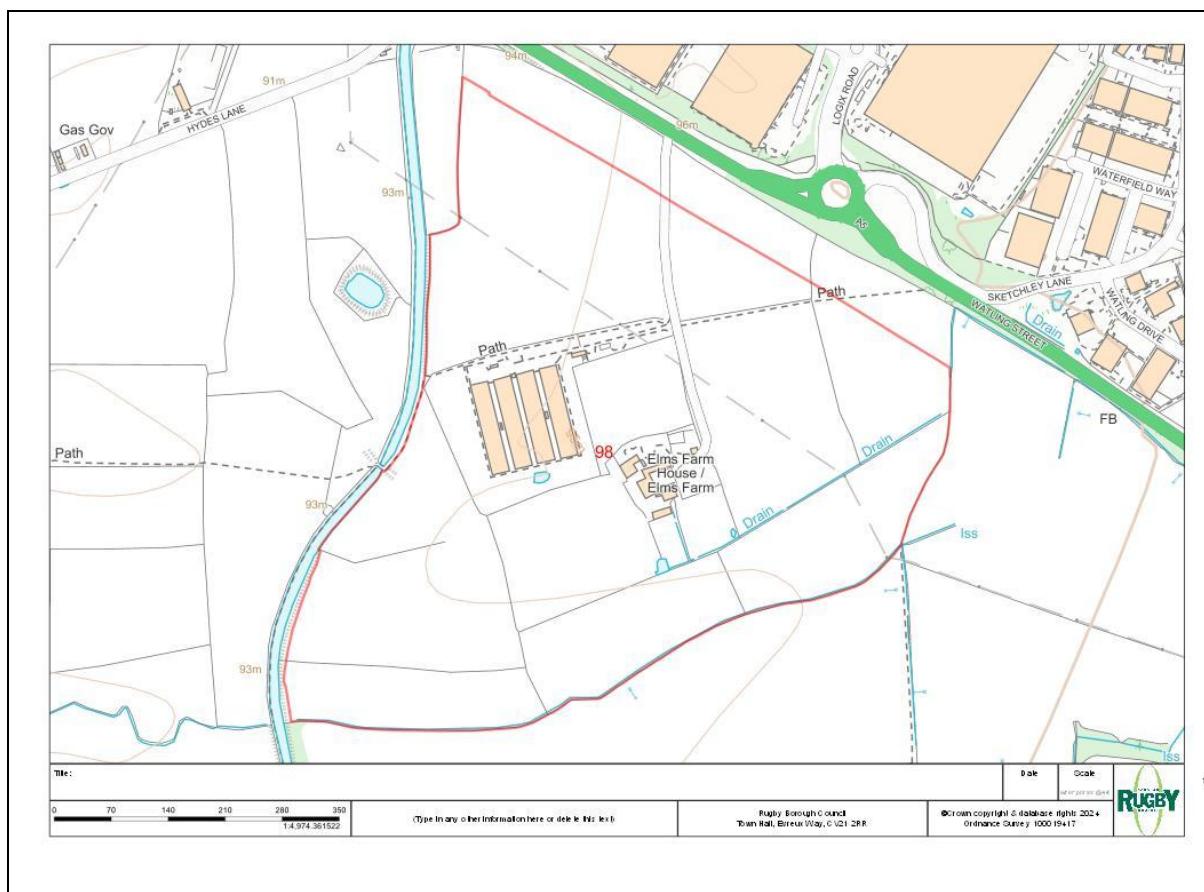
The surrounding road network is considered congested, but the site performs well on overall accessibility and is walkable to the village and its facilities.

Neither heritage, nor ecology sensitivities have been flagged, and landscape sensitivity is Medium/Low. The site is not within the Green Belt.

Warwickshire County Council expressed concern with access from Sandford Way, and the site was not progressed in this configuration. It was also considered as site 341 which comprises just the northern section of the site accessed from the B4429. This site is not assessed separately here but was discussed in the Regulation 18 Sustainability Appraisal report.

The site, in either larger (97) or smaller (341) scale, is not progressed beyond Stage 2 on the basis of the significant levels of development already taking place to the west of Dunchurch within the South West Rugby scheme. Allocating further housing here could lead to overdevelopment of a main rural settlement and overstretaching of the infrastructure within the village and the surrounding road network. Additionally, the site forms part of a proposed area of separation between the South West Rugby development and Dunchurch.

## Site 98: Land at Elms Farm and Stretton Fields Farm (plot A)



**Ward:** Wolvey and Shilton Ward

**Parish:** Stretton Baskerville

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 110100

**Potential yield (residential):** 462

Topic area	Evaluation summary
Transport	<p>The site is accessed from A5 / Hydes Lane.</p> <p>The site has an average connectivity score of 40 with a maximum of 49, placing it within Band A relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Western parcel of the site to be accessed from Hydes Lane, which connects to the A5 to the north. Access to the A5 is constrained by the existing canal bridge immediately to the east. Eastern parcel likely to be accessed directly from the A5. Likely significant impact of development on the A5, especially for trips northward, eastwards and southwards via the M69 Junction 1 which is situated 2.5km southeast of the Hydes Lane / A5 junction. Cumulative impact with Moxtons Farm (Site 60) needs to be considered, which will also be accessed from the A5 via Hydes Lane.</p>

	<p>Mitigation likely required at the Hydes Lane / A5 junction. Assessment of local A5 junctions (e.g. with Hammonds Way, Logix Road) would also be required.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 217m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 113 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. However, the site is adjacent to the Lime Kiln Meadow LWS and the Ashby de la Zouch Canal LWS. It is recommended that sensitive design and site layout, established in consultation with Natural England, avoid and ensure the protection of ecologically sensitive features associated with the LWS. The site was not further assessed for ecological constraints.</p>
Landscape	<p>Assessed as part of site 321. Landscape sensitivity Medium/Low. The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton. The presence of several PROWs within and surrounding the site provides recreational value. Views into the site from Hydes Lane and the A5 are possible, with the latter impacting the visual and audial quality of the landscape. The Ashby-de-la-Zouch Canal</p>

	contributes positively by offering recreational opportunities for walkers and boaters, while priority habitat located to the south of the site further underscores its ecological significance.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A, B and C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment or residential.

**Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton.

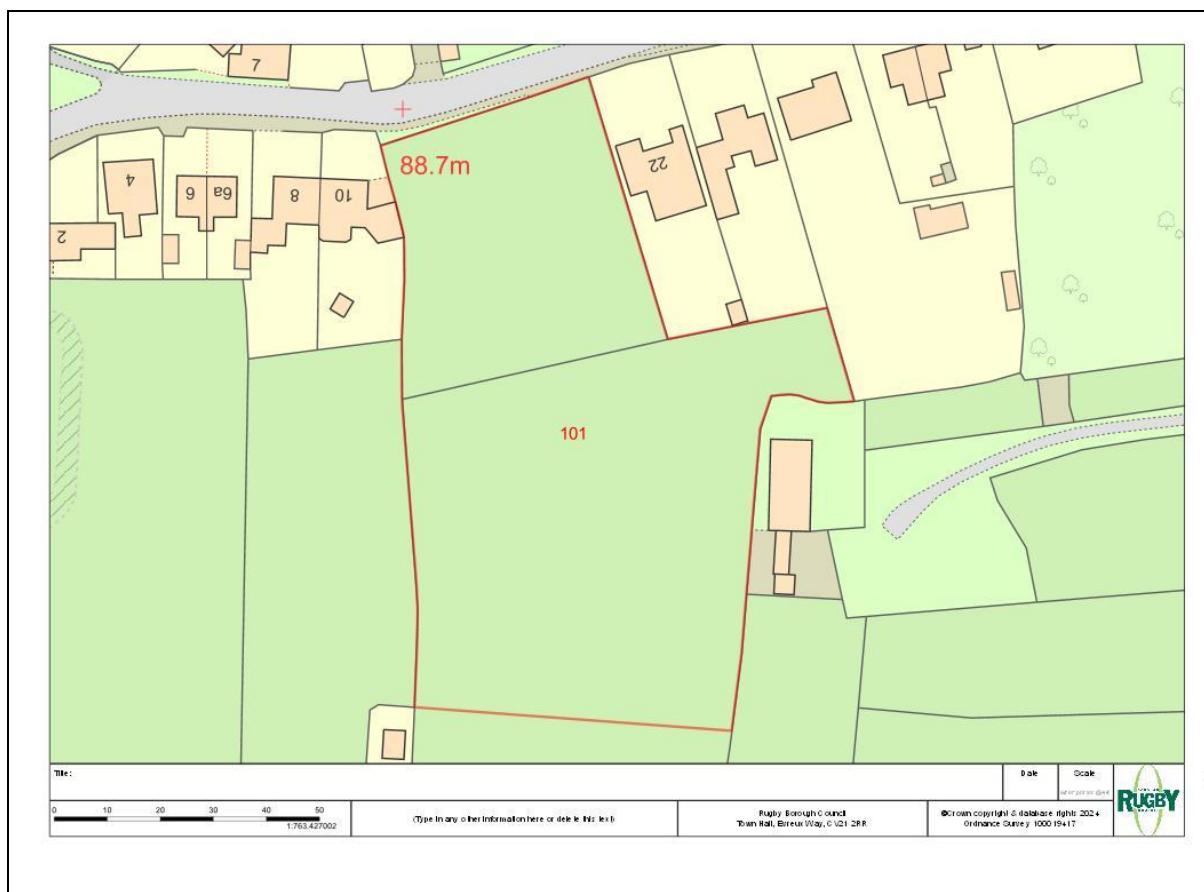
The surrounding road network has high levels of congestion and accessibility is poor, albeit that the site is proximate to Hinckley and scored well for connectivity. National Highways have expressed high concern.

This site could not be developed as a standalone, as this would lead to an incongruous pattern of development projecting from Hinckley. For thorough consideration, the site was merged with others to create a larger site, site 321.

Neither heritage nor ecology constraints were flagged, and the site has Medium/low landscape sensitivity.

The site lies within the Green Belt in a particularly sensitive location in a narrow gap between Hinckley and Nuneaton and contributes strongly to three Green Belt purposes. The site's Green Belt sensitivity, highways concerns and its incongruity as a standalone protrusion from the settlement boundary are the principal reasons for not progressing the site.

### Site 101: Land south of Church Road, Church Lawford



**Ward:** Wolston and the Lawfords Ward

**Parish:** Church Lawford

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 19

Topic area	Evaluation summary
Transport	<p>The site is accessed from Church Road.</p> <p>The site has an average connectivity score of 27 with a maximum of 28, placing it within Band D relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 206m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 58 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>Small site, most likely no longer used for agricultural purposes, so unmanaged in terms of groundcover or crops, surrounded by low density residential uses. Site surrounded by low fences, occasional mature trees hang over scrubby ground covers. The nearest part of the site is approximately 200m to St Peters Church, built in 1874, however there is no visual relationship. There are no public rights of way.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	Approximately 60% of the site is in provisional Grey Belt land, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

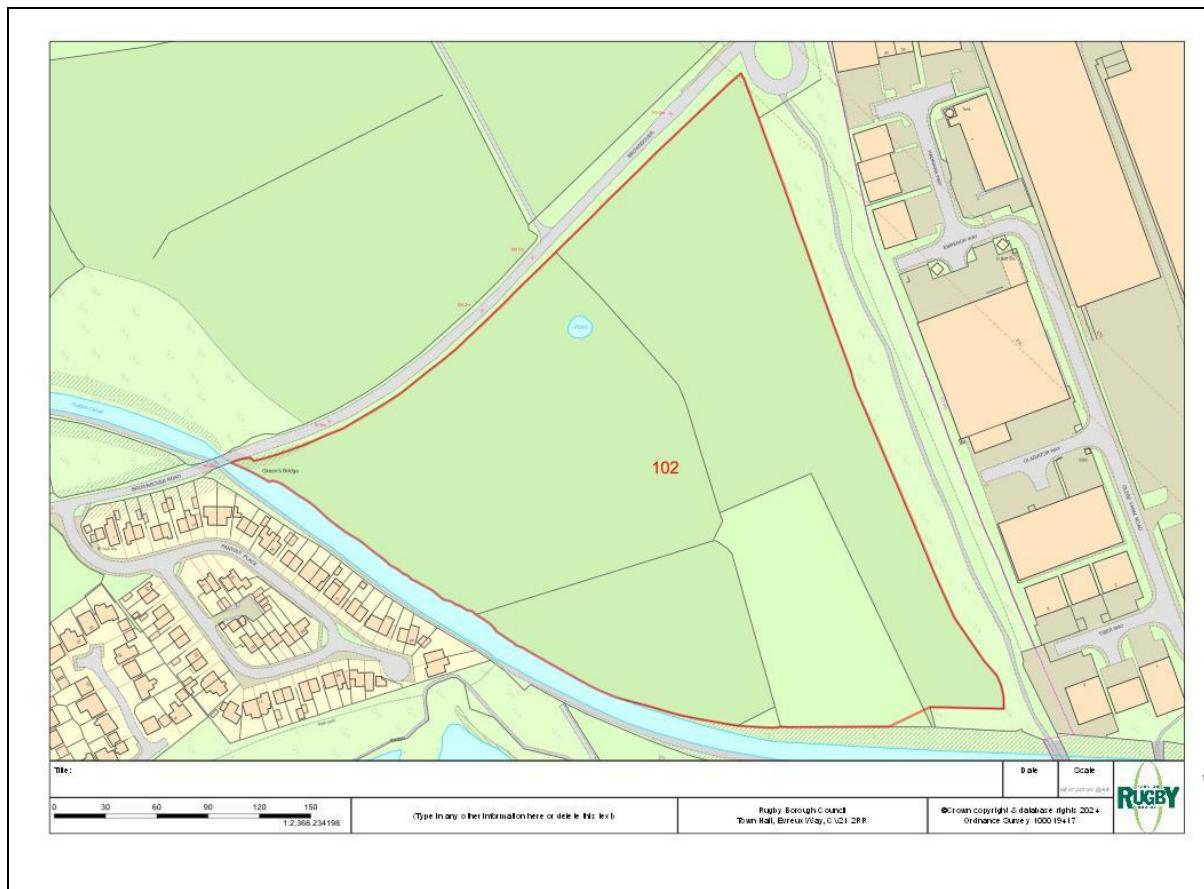
#### **Outcome of further assessment: Not progressed**

**Reasoning:** Small village site, unmanaged in terms of groundcover or crops, surrounded by low density residential uses.

It is provisionally a partial Grey Belt site but has relatively few other constraints. The site is immediately adjacent to the village built up area but there are few services and facilities available in Church Lawford. There is poor connectivity.

Based on the small size of the existing settlement and the findings of the Rural Sustainability Report the site is not progressed but may be suitable for allocation through a Neighbourhood Plan.

## Site 102: Land south of Brownsover Road, Newbold on Avon



**Ward:** Newbold and Brownsover Ward

**Parish:** Unparished

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 150

Topic area	Evaluation summary
Transport	<p>The site is accessed from Brownsover Road.</p> <p>The site has an average connectivity score of 57 with a maximum of 63, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 179m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would be improved to 1b by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 32 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. However, the site is within c. 15m of the Newbold Quarry Park LWS at its closest point, and adjacent to two potential LWS (Oxford Canal and Disused Railway). It is recommended that sensitive design and site layout, established in consultation with Natural England, avoid and ensure the protection of ecologically sensitive features associated with these LWS. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>This triangular site comprises four agricultural fields defined by robust hedgerows and bounded by Brownsover Road to the north, the 'Disused Railway' pLWS to the east, and the 'Oxford Canal' pLWS to the south, with 'Newbold Quarry' Country Park and LNR beyond. The site sits between residential development in Newbold and the Swift Valley Industrial Estate, with a cycleway and PRoW situated on the eastern boundary. Historic ridge and furrow is located within the site, however, influences from pylons and adjacent development detract from the scenic character.</p> <p>It is recommended that any proposed development should reflect the medieval influences and distinctiveness of High Cross Plateau LCA, such as retaining the ridge and furrow and planting new native trees to minimise habitat fragmentation. The allotment area in the southeast and the cycle way and PRoW on the eastern edge should be directly accessible to the proposed development.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is entirely within the Green Belt but the stage 2 Green Belt study identified the site as provisionally grey belt. No data was obtained relating to constraints for foul water drainage, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Residential with public open space.</p>

**Outcome of further assessment: Not progressed**

**Reasoning:** The site consists of a pastoral field enclosed by trees, hedgerows and the Oxford Canal.

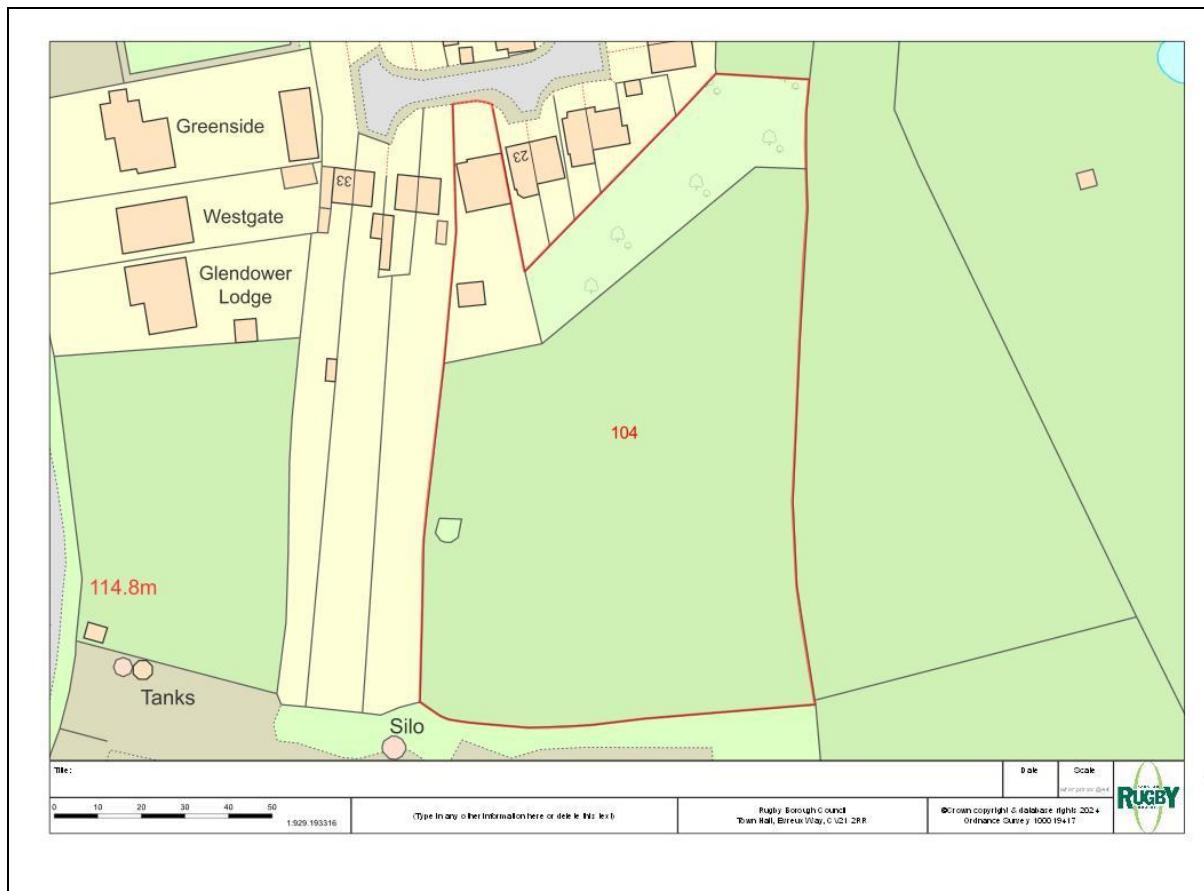
The surrounding road network has medium levels of congestion. The site ranks well for connectivity, accessibility and PTAL overall, however Warwickshire County Council have raised concerns about the absence of suitable pedestrian access to Newbold on Avon village given the narrow and weak canal bridge on Brownsover Road which has no footway.

Neither ecology or heritage constraints have been flagged, and the landscape sensitivity is Medium/Low.

The site is within the Green Belt, but the stage 2 Green Belt study identifies it as provisionally grey belt.

In view of the lack of suitable pedestrian access, the site is not progressed.

### Site 104: Land rear of 25 Croft Close, Wolvey



**Ward:** Wolvey and Shilton Ward

**Parish:** Wolvey

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 31

Topic area	Evaluation summary
Transport	<p>The site is accessed from Croft Close.</p> <p>The site has an average connectivity score of 26 with a maximum of 27, placing it within Band D relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site. In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 125m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 76 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium/Low. The site is located to the south of Wolvey and comprises arable fields with the B4065 running through the centre. There are no known cultural heritage or historic features within the site or surrounding landscape. The site is likely of recreational value to local residents due to the location of a PRoW within the site. Views into the site from the surrounding transport infrastructure are filtered. Note that this site was assessed jointly with site 318
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is almost entirely within provisional Grey Belt land, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

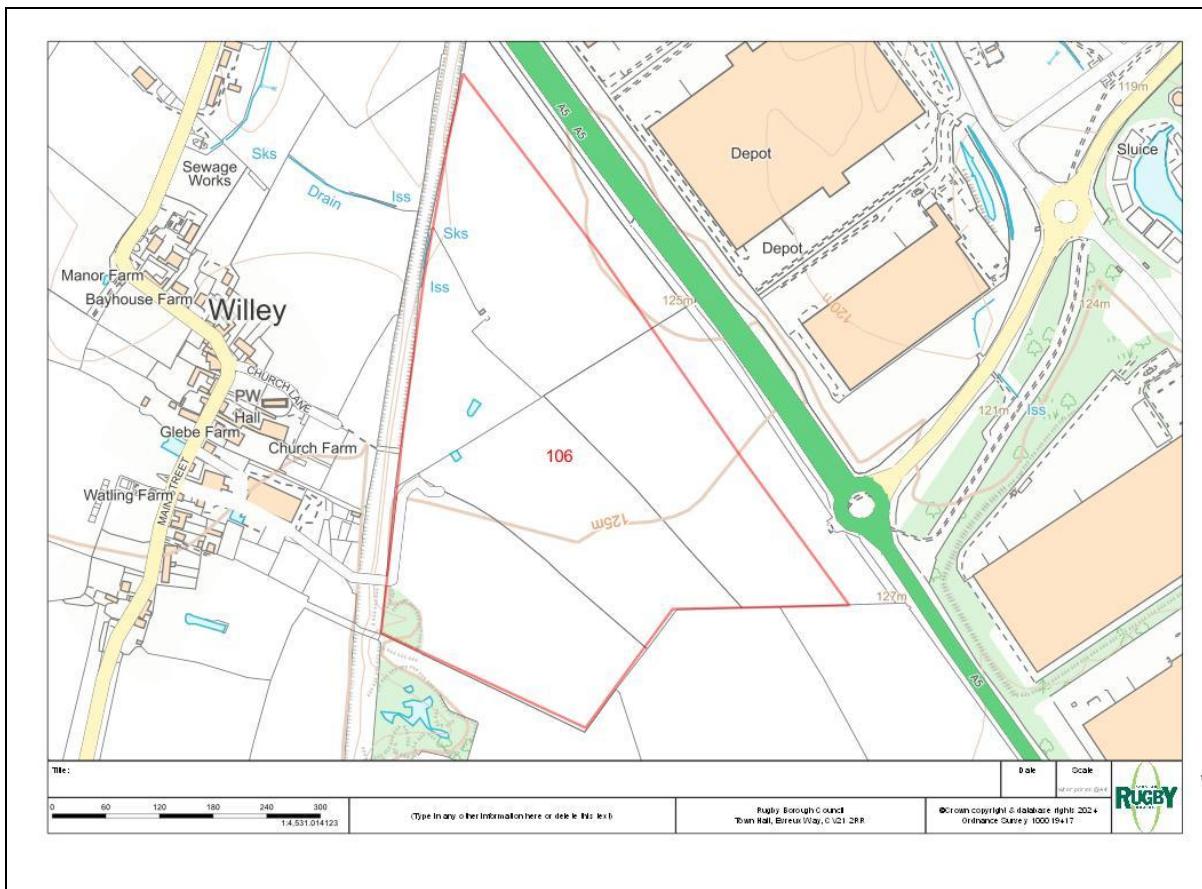
#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site is located to the south of Wolvey comprising a single field accessed from Croft Lane. The quantitative accessibility and connectivity score is weak, but the site is walkable to the village services and facilities.

The site is provisionally Grey Belt, but neither ecology or heritage constraints are flagged, and the landscape sensitivity is Medium/Low.

The site has awkward access involving demolishing an existing property. This is unsatisfactory in design terms and for this reason, the site is not progressed. It was also assessed as part of a larger site, please see 318, but was also not progressed in this format.

## Site 106: Land opposite MP Lutterworth



**Ward:** Revel and Binley Woods Ward

**Parish:** Willey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 72500

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A5.</p> <p>The site has an average connectivity score of 17 with a maximum of 24, placing it within Band E relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site likely to be accessed directly from the A5 via a fourth arm of the A5 / Mere Lane roundabout junction. Rural location means that employment trips would be reliant on the private car. Close proximity to Magna Park, any committed development at this site to be considered as part of any assessment. Key Impacts on the Cross in Hand Roundabouts to be considered, along with cumulative impacts of Cross in Hand Farm (Sites 35 and 36) and North of Coal Pit Lane (Site 57).</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment forecasts the site (assessed as strategic combined site 325) to generate significant trip numbers through the A426/Gibbet Hill Roundabout which already suffers from capacity constraints, and at the A5/Cross in Hand roundabout. It concluded that given the lack of realistic active travel options and limited bus services, there would likely be significant highway capacity issues caused by this site which could not be easily mitigated.</p> <p>The distance to the nearest bus stop from the site is 211m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 89 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east. There are no known cultural heritage or historic features within the site and views from and into the surrounding RPGs are unlikely to be affected by the</p>

	development. The site is of recreational value due to the location of PRoWs within and surrounding the site. Views into the site are filtered from the surrounding transport infrastructure. The A5 and B4027 and surrounding warehousing development detracts from the tranquillity and visual value of the site.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment (B8).

**Outcome of further assessment: Not progressed**

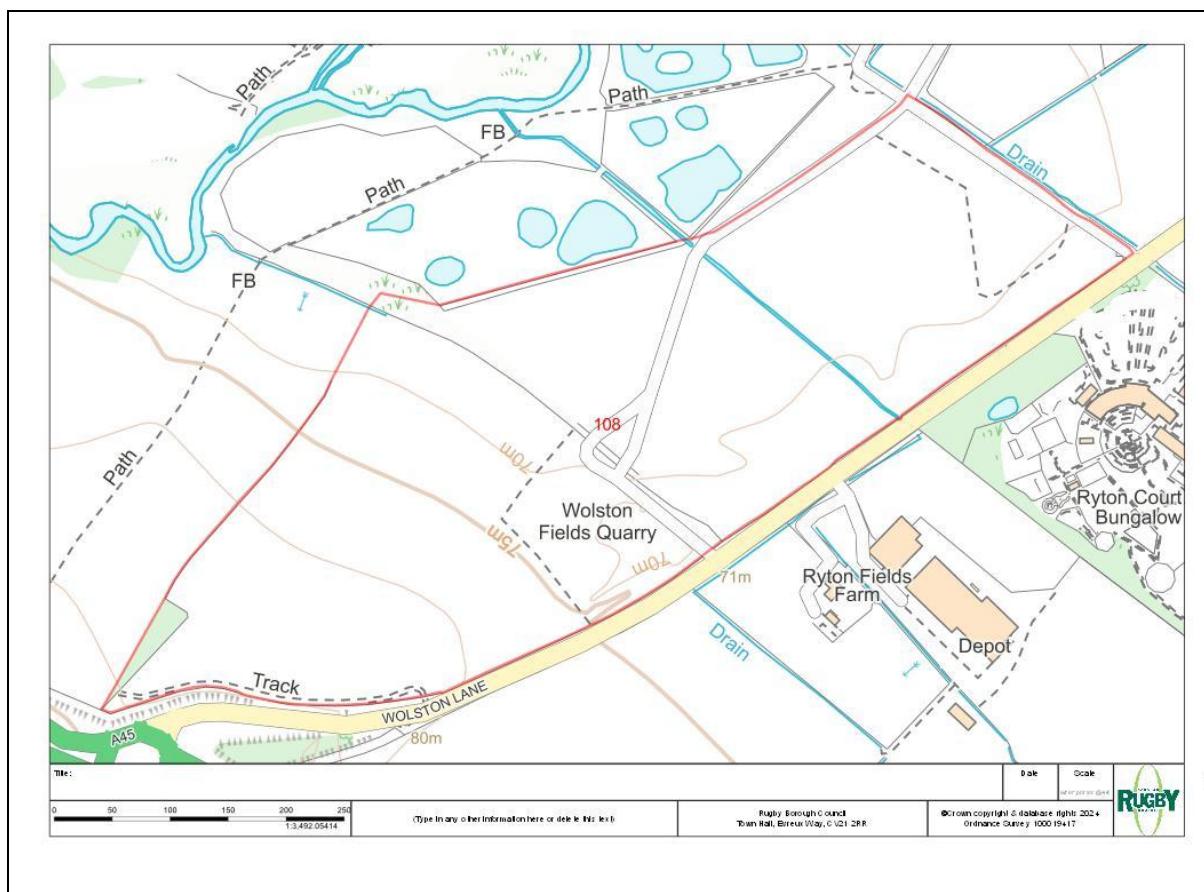
**Reasoning:** The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east.

The surrounding road network is relatively uncongested, however access to the site by non-car modes is very poor and the site is not proximate to its future workforce. The site is not in the Green Belt

Neither heritage nor ecology constraints have been identified.

The site was not progressed in this format due to piecemeal development and would likely need to be brought forward together with site 57. Strategic combined site 325 was also assessed separately in this report but was not progressed.

## Site 108: Land off Wolston Lane, Ryton-on-Dunsmore



**Ward:** Dunsmore Ward, Wolston and the Lawfords Ward

**Parish:** Ryton-on-Dunsmore, Wolston

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 80320

**Potential yield (residential):** 421

Topic area	Evaluation summary
Transport	<p>The site is accessed from Wolston Lane.</p> <p>The site has an average connectivity score of 34 with a maximum of 39, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments, and provided: Site to be accessed from Wolston Lane, a minimum of approx. 350m from the SRN at A45 London Road / Warwick Road. Peak hour trip generation impact anticipated, especially for journeys north westward along the A45 towards Coventry. Typical PM peak hour traffic delay recorded at A45 / Warwick Road junction using google traffic delay tool. Likely to be worsened by development at this location. Mitigation at the A45 may be required. Cumulative impact of this site and Wolston Lane Ryton Fields Farm (Site 2).</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 29m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 43 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are high ecological constraints at Site 108. Given the location of Brandon Marsh SSSI within 500m of the site, there are significant constraints to the development at this site and other alternative sites for development should be considered in the first instance. Where alternatives site locations are not feasible, it is recommended that sensitive design and site layout avoid and ensure the protection of ecologically sensitive features associated with Brandon Marsh SSSI and River Avon and Tributaries LWS (which runs through the site). This should be undertaken in consultation with Natural England. It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI from any development at Site 108 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p>

	<p>The site comprises four arable fields enclosed by low hedgerows and fencing, with scattered trees throughout. Two PRoW traverse the site within the centre and at the eastern boundary, connecting to the golf course to the north of the site. The site is heavily influenced by activities associated with the quarry within the site. Warwick Road and the A45 bound the southern and western boundaries. The 'River Avon and Tributaries' LWS traverses the centre of the site, with habitat corridors in the site connecting to Brandon Marsh Nature Reserve and 'Ryton Church Pastures' LWS to the north. There is potential for intervisibility from nearby heritage assets, in particular 'Ryton House' RPG and where skyline views are present towards the 'Church of St Leonard' Grade II* Listed Building.</p> <p>It is recommended that the proposed development be located towards the southern edge of the site to limit habitat fragmentation associated with Brandon Marsh Nature Reserve and 'Ryton Church Pastures' LWS. Existing native hedgerows and trees within the site should be protected and strengthened to prevent habitat fragmentation and maintain the site's natural features. It is also advised that the PRoW traversing the site be retained to support continued recreational use. SuDS should be linked to the 'River Avon and Tributaries' LWS within the site.</p>
Heritage	<p>The site is located to the east of Ryton on Dunsmore, and while there are no designated heritage assets (including listed buildings) within the site boundary, there are several in proximity. These include the grade II* listed Church of St Leonard to the west, and the grade II listed Ryton Hall Registered Park and Garden to the southwest.</p> <p>The site is largely agricultural with a small quarry and is interspersed with hedgerows and mature planting. It contributes positively to the wider setting of the Church of St Leonard, and its wide-ranging views out to the east.</p> <p>Potential impacts of development include the erosion of the remnants of Ryton on Dunsmore's historic character which, whilst already eroded by the dual carriageway which bisects it, does still benefit from long-range views across open countryside. Modern development could further encapsulate the historic core of the village and could also damage the setting of the Church of St Leonard and Ryton Hall, through loss of agricultural land which contributes positively to their setting.</p> <p>To mitigate these impacts, the site's boundaries should be reinforced with planting, and local historic landscape features (such as hedgerows and woodland) should be restored. The design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.</p>

	<p>A combined development strategy with the neighbouring sites (112 and 113) may enable design to better respond to the need to preserve the heritage assets and improve the area's overall character.</p> <p>Proactive archaeological assessment and evaluation is advised to address the site's potential.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. No data was received relating to constraints for foul water drainage, constraints for surface water drainage are assessed as Low. Site comprises largely contains Grade 2 (very good quality) agricultural land</p>
Opportunities/benefits	Employment, residential or retail.

**Outcome of further assessment: Not progressed**

**Reasoning:** The site is located on Wolston Lane and is comprised of arable fields.

The surrounding road network has relatively low levels of congestion, and the site ranks moderately for accessibility, although it is not clear how pedestrian or cycle access could be provided.

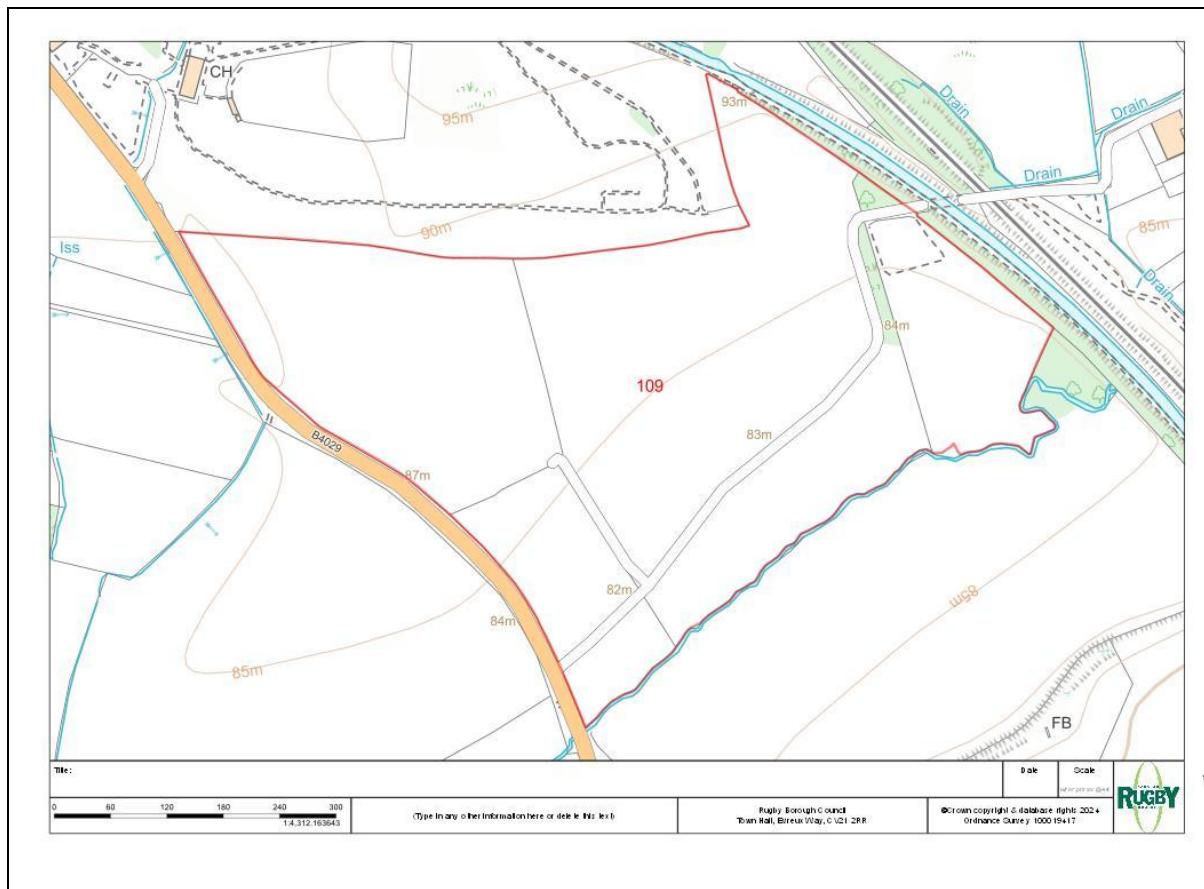
There are no designated heritage assets within the site boundary, but there are several in proximity. These include the grade II\* listed Church of St Leonard to the west, and the grade II listed Ryton Hall Registered Park and Garden to the southwest. There are medium landscape constraints.

There are high ecological constraints owing to the proximity of Brandon Marsh SSSI within 500m of the site and the presence of the River Avon and Tributaries LWS.

The site is entirely within the Green Belt. The site comprises largely very good quality agricultural land. The site is poorly related to existing built development.

This combination of constraints means the site is not progressed beyond this Stage 2 Site Assessment.

## Site 109: Land at Hopsford Farm, Ansty



**Ward:** Revel and Binley Woods Ward

**Parish:** Ansty, Combe Fields

**Proposed use:** Employment

**Potential yield (employment, sqm):** 90960

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Brinklow Road.</p> <p>The site has an average connectivity score of 23 with a maximum of 28, placing it within Band D relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site situated minimum of approx. 2km travel distance from the SRN at M6 Junction 2 / M69, assuming access would be taken from the B4029. Cumulative impacts of this site along with other sites in relation to the M6 J1 and M69 to be considered (inc. Site 95), especially considering the likely impact of employment trips to / from Coventry which would require routing via the SRN. Also considering existing typical delay on the A46 south of the M6 Junction 2.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic</p>

	<p>road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 682m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 107 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 109. It is necessary to demonstrate that there will be no adverse impacts on Combe Pool SSSI from any development at Site 109 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. The site is also adjacent to the Oxford Canal potential LWS and within c. 20m of Home Farm Grasslands LWS, whose ecologically sensitive features would need to be protected through sensitive design and site layout. Mapping data shows that Site 109 is covered by 89.5% of with habitat of medium to high distinctiveness (semi-improved neutral grassland). It is therefore recommended that the site be re-surveyed to better understand the distribution of sensitive habitats to inform mitigation and site design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. This site is relatively flat and comprises three arable fields with areas of grassland. Tall hedgerows with trees divide the fields and surround the edges of the site, creating a sense of enclosure. Nearby motorway and railway infrastructure detract from scenic qualities.</p>

	However, the site is situated away from existing commercial buildings and development will impact views from the Coventry Way and the Oxford Canal Recreational Routes.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is provisionally within the Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

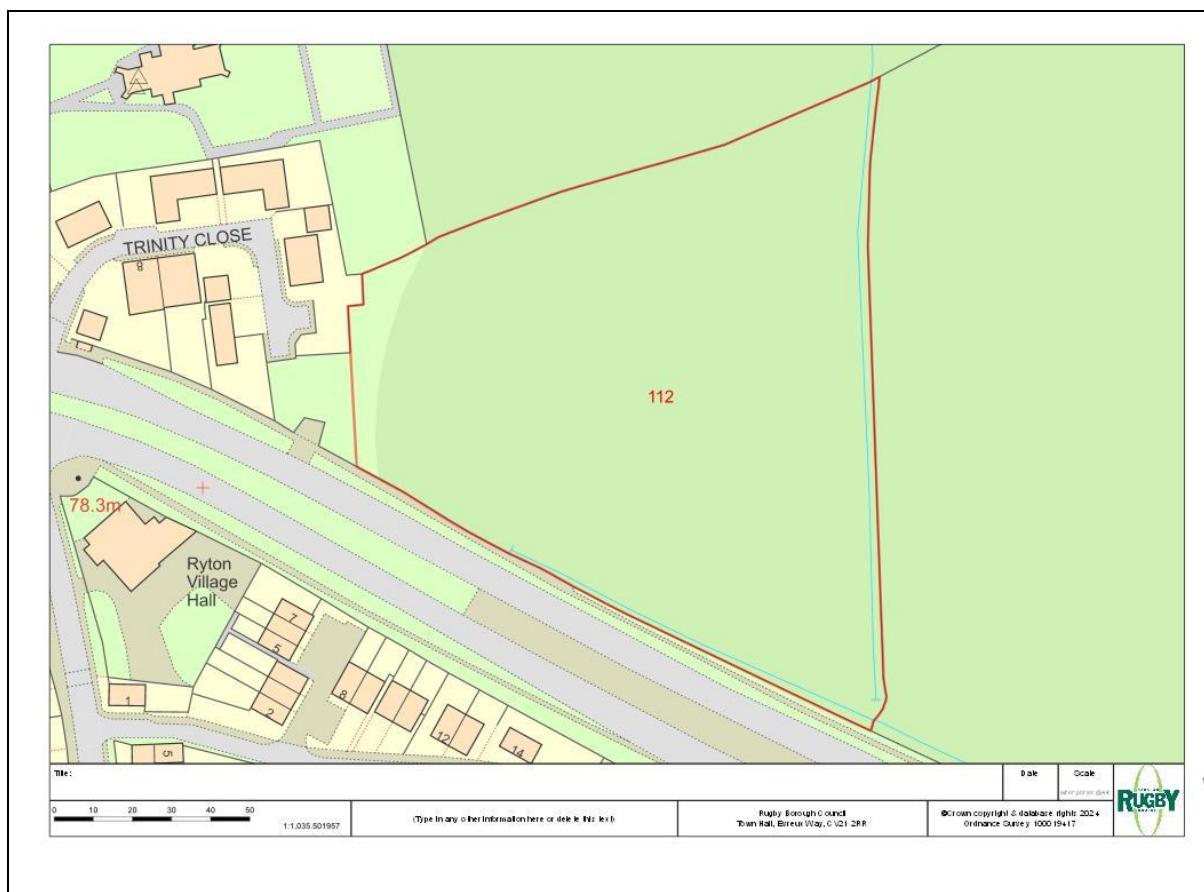
**Reasoning:** This site is relatively flat and comprises three arable fields with areas of grassland.

The surrounding road network has medium levels of congestion, and the site is poorly accessible. The site is not related to existing built development and access would be via country roads requiring vehicles to route through Ansty village to reach the SRN. The site would also be poorly accessible to its future workforce.

No heritage constraints were identified and there are medium ecological constraints and medium/low landscape sensitivity. The site is provisionally identified as Grey Belt.

Owing to its access and accessibility constraints and lack of relationship to existing built development, the site is not progressed beyond this Stage 2 site assessment.

### Site 112: Land off London Road (west), Ryton on Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 41

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A45.</p> <p>The site has an average connectivity score of 40 with a maximum of 42, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 78m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 44 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are high ecological constraints at Site 112. Given the location of Brandon Marsh SSSI within 500m of the site, there are significant constraints to the development at this site and other alternative sites for development should be considered in the first instance. Where alternatives site locations are not feasible, it is recommended that sensitive design and site layout avoid and ensure the protection of ecologically sensitive features associated with Brandon Marsh SSSI, River Avon and Tributaries LWS (which runs through the site) and Ryton Church Pastures LWS (which is adjacent). This should be undertaken in consultation with Natural England. It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI from any development at Site 112 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site consists of an arable field bordered by hedgerows and trees. The site is quite open to London Road, traffic on which is the main visual receptor. The site's rural character and sloping topography provide some scenic quality notwithstanding its proximity to the dual carriageway. Limited intervisibility with the listed church.</p>
Heritage	<p>The site is located to the east of Ryton on Dunsmore. Whilst there are no designated heritage assets (including listed buildings) within the site boundary, it is in close proximity to the grade II* listed Church of St Leonard and is visible from its church yard. The site is formed of agricultural land and is bordered by hedgerows. It contributes positively to the setting of the Church of St Leonard and its wide-ranging views out to the east.</p>

	<p>Potential impacts from development include the erosion of the remnants of Ryton on Dunsmore's historic character which, whilst already eroded by the dual carriageway which bisects it, does still benefit from long-range views across open countryside. Modern development could further encapsulate the historic core of the village and could also damage the setting of the Church of St Leonard, through the loss of agricultural land which contributes positively to its setting.</p> <p>To mitigate these impacts, the site's boundaries should be reinforced with planting, and local historic landscape features (such as hedgerows and woodland) should be restored where appropriate. The design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape. Opportunities to enhance views to Ryton House and the Church of St Leonard should also be explored.</p> <p>A combined development strategy with the neighbouring sites (108 and 113) may enable design to better respond to the need to preserve the heritage assets and improve the area's overall character.</p>
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site consists of an arable field bordered by hedgerows and trees.

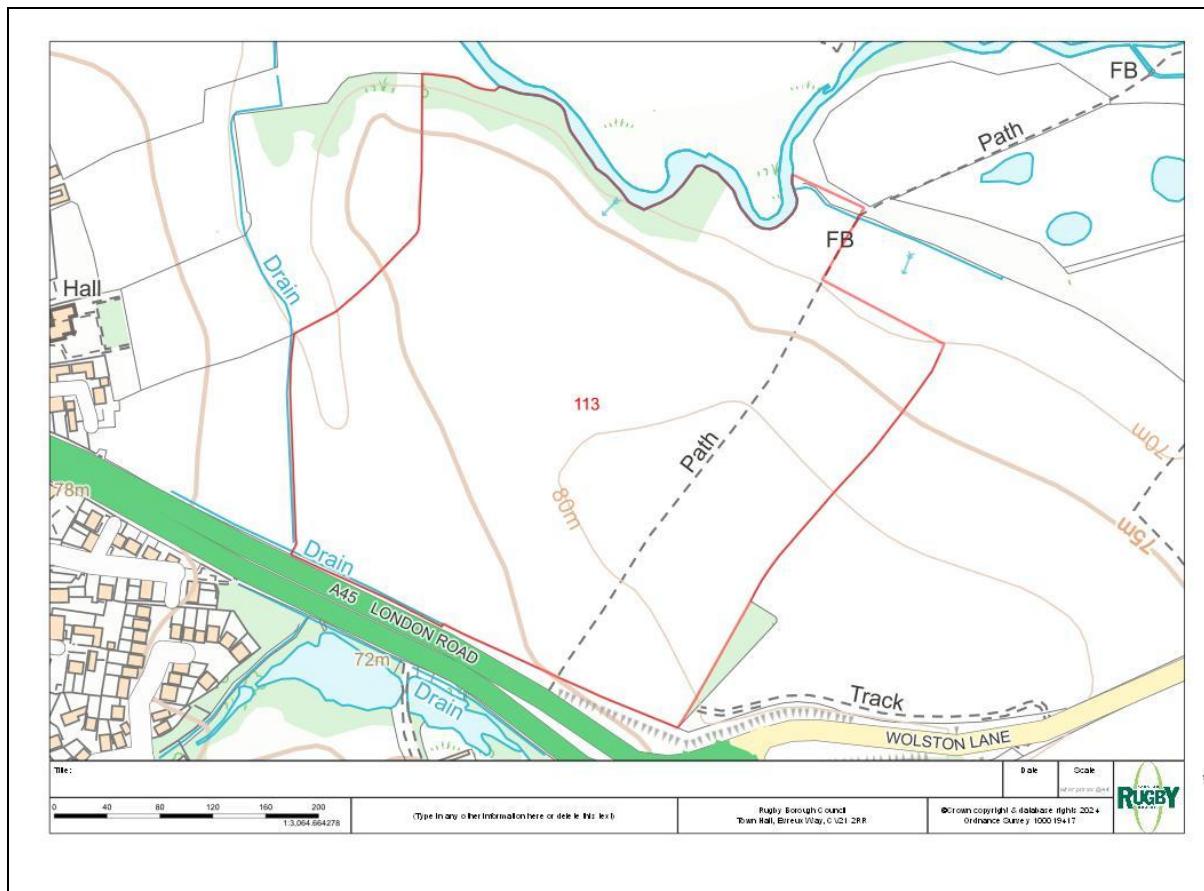
The surrounding road network has relatively low levels of congestion, and the site has assessed moderate accessibility. There is significant severance created by the A45 between the site and Ryton village centre. It is unclear how safe vehicular access could be created for a residential development of this site.

Ecological sensitivity is high and landscape sensitivity medium/high. The site is within the Green Belt.

There are no designated heritage assets within the site boundary, but it is in close proximity to the grade II\* listed Church of St Leonard and is visible from its church yard. It contributes positively to the setting of the Church and its wide-ranging views out to the east.

Overall, the combination of significant heritage and ecology constraints and lack of suitable vehicular access means the site is not progressed beyond this Stage 2 assessment.

### Site 113: Land off London Road (east), Ryton-on-Dunsmore



**Ward:** Dunsmore Ward, Wolston and the Lawfords Ward

**Parish:** Brandon and Bretford, Ryton-on-Dunsmore

**Proposed use:** Employment

**Potential yield (employment, sqm):** 49480

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A45.</p> <p>The site has an average connectivity score of 35 with a maximum of 40, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments, and provided: Direct access likely required onto the A45</p> <p>Traffic impact due to journeys northwestward along the A45 towards Coventry. Typical PM peak hour traffic delay recorded at A45 / Warwick Road junction using google traffic delay tool. Likely to be worsened by development at this location. Mitigation at the A45 may be required. Cumulative impact of this site, Wolston Lane Ryton Fields Farm (Site 2) and Land Off Wolston Lane (Site 108) to be considered.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 28m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 45 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are high ecological constraints at Site 113. Given the location of Brandon Marsh SSSI within 500m of the site, there are significant constraints to the development at this site and other alternative sites for development should be considered in the first instance. Where alternatives site locations are not feasible, it is recommended that sensitive design and site layout avoid and ensure the protection of ecologically sensitive features associated with Brandon Marsh SSSI, River Avon and Tributaries LWS and Ryton Church Pastures LWS (both of which are adjacent). This should be undertaken in consultation with Natural England. It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI from any development at Site 113 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p>

	<p>The site is comprised of a single large arable field to the northeast of Ryton-on-Dunsmore, between the A45 dual carriageway and the River Avon. Sensitivities are likely to arise from the intervisibility of the site (particularly with St Leonard's Church), the natural value of the green field boundaries and the section of the site which adjoins the river, and the limited recreational value of the PRoW.</p>
Heritage	<p>The site is located to the east of Ryton on Dunsmore. While there are no designated heritage assets (including listed buildings) within the site boundary, there are several in proximity. These include the grade II* listed Church of St Leonard to the west, and the grade II listed Ryton Hall Registered Park and Garden to the southwest. The Church, dating from the 11th century, experiences open views out to the countryside towards the site. Ryton House, an early 19th century country house, is located across the dual carriageway from the site, and is concealed by mature planting.</p> <p>The site is largely agricultural and is interspersed with hedgerows and mature planting. It is an important element of the wider setting of the Church of St Leonard, and its wide-ranging views out to the east, particularly as the land rises within the site affording it a prominent position.</p> <p>Potential impacts of development include the erosion of the remnants of Ryton on Dunsmore's historic character which, whilst already eroded by the dual carriageway which bisects it, does still benefit from long-range views across open countryside. Modern development could further encapsulate the historic core of the village and could also damage the setting of the Church of St Leonard and Ryton Hall, through the loss of further agricultural land which contributes positively to their setting.</p> <p>To mitigate these impacts, the site's boundaries should be reinforced with planting to filter views, particularly from the Church of St Leonard. Local historic landscape features (such as hedgerows and woodland) should be restored. The design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape. In particular, there is an opportunity to improve access to and visibility of the Ryton Hall Registered Park and Garden. A combined development strategy with the neighbouring sites (108 and 112) may enable design to better respond to the need to preserve the heritage assets and improve the area's overall character.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	Employment or retail.

**Outcome of further assessment: Not progressed**

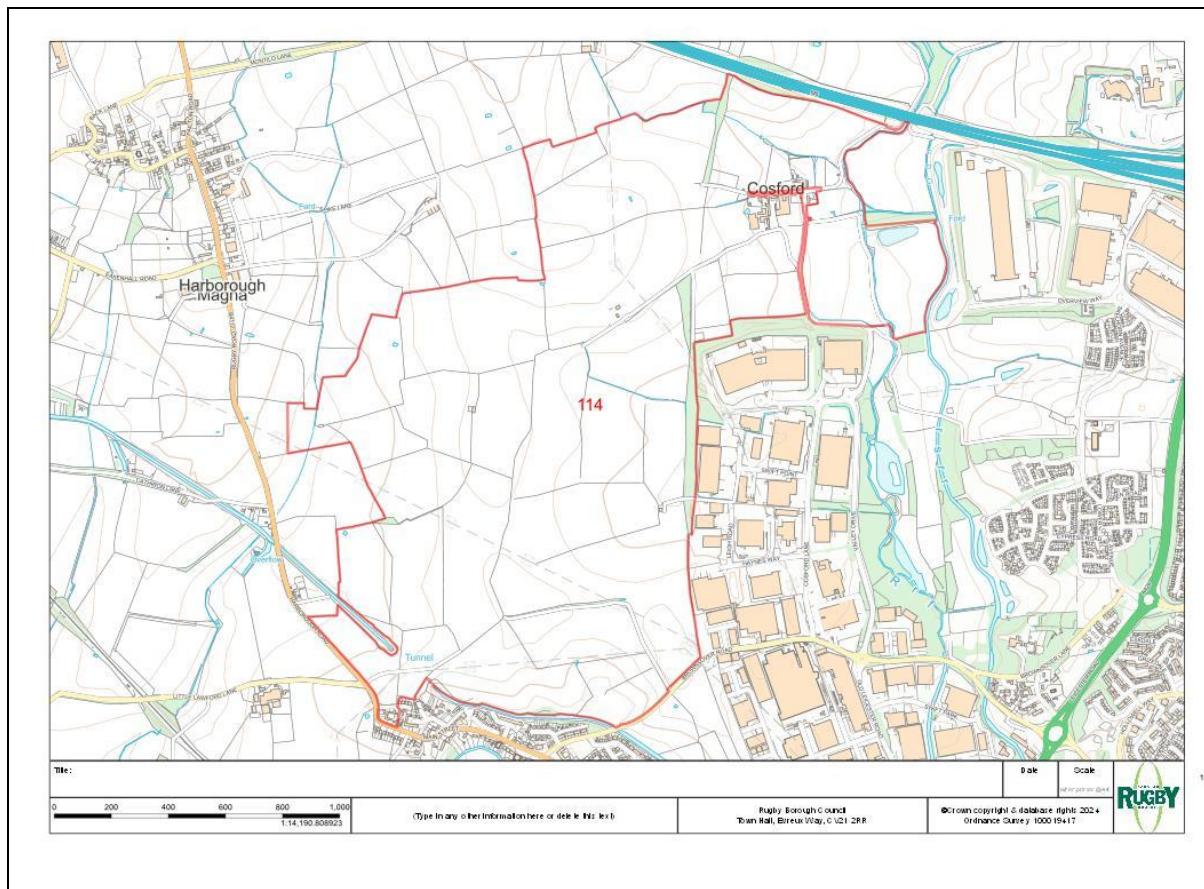
**Reasoning:** The site is comprised of a single large arable field to the northeast of Ryton-on-Dunsmore, between the A45 dual carriageway and the River Avon.

The surrounding road network has medium levels of congestion and scores moderately for accessibility. National Highways have expressed high levels of concern about the site.

The site has high ecology constraints, medium landscape sensitivity and also heritage constraints in view of its relationship with the grade II\* listed Church of St Leonard to the west, and the grade II listed Ryton Hall Registered Park and Garden to the southwest. The site is within the Green Belt.

The combination of constraints means that the site is not progressed beyond this Stage 2 assessment.

## Site 114: Land at M6 Junction 1, Newbold on Avon and Long Lawford



**Ward:** Coton and Boughton Ward, Newbold and Brownsover Ward, Revel and Binley Woods Ward

**Parish:** Churchover, Cosford, Harborough Magna, Unparished

**Proposed use:** Mixed Use

**Potential yield (employment, sqm):** 60000

**Potential yield (residential):** 3720

Topic area	Evaluation summary
Transport	<p>The site is accessed from Weaver Way Roundabout / the B1142 / Brownsover Road.</p> <p>The site has an average connectivity score of 33 with a maximum of 57, placing it within Band A relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: No layout drawing has been provided. Likely very significant impact on SRN junction in proximity to M6 Junction 1 given the development quantum. Especially for journeys both westward into the West Midlands and eastwards to the M1 and A5. Merge / Diverge assessments would be required. Mitigation likely required.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment identified that allocation of this site would require additional highway infrastructure at the A4071/B4412 roundabout and the A426/Overview Way roundabout in order to mitigate the modelled highways impacts. The site itself would also require a link road running from A426/Overview Way Junction to B4112 Main Street, as well as a connection into Brownsover Way. The internal link road would likely need to be of a standard suitable to provide an alternative north-south/south-north route to the A426 Leicester Road corridor. These measures would avoid significant highways impacts but concerns would remain at three junctions A426/Overview Way, A426/Brownsover Way and A5/Market Harborough Road. The distribution of traffic from the site would also make the A426/A5 Gibbet Hill roundabout a constraint. It was also noted that these proposed measures may affect the site's viability.</p> <p>The distance to the nearest bus stop from the site is 85m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would be improved to 1b by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 53 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 114. It is necessary to demonstrate that there will be no adverse impacts on Cave's Inn Pit SSSI, Brandon Marsh, SSSI, Ryton Wood SSSI, Combe Pool SSSI and Draycote Meadow SSSI from any development at Site 114 to ensure compliance with national legislation and policy. This must</p>

	<p>be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Given the presence of the River Swift potential LWS, the River Avon and Tributaries LWS and the Disused Railway potential LWS within the site boundary, the proximity of Swift Valley LNR, Cosford Old Canal potential LWS, as well as the location of a large pond and marshy grassland within the site boundary, it is recommended that the south-eastern area of the site be retained and protected from development. If possible, this area of the site should be converted to a nature reserve/retained as a buffer to protect against impacts of development. Development should be concentrated at the centre of the site with sufficient mitigation to ensure no adverse impacts on the site's ecological features.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low</p> <p>Views from surrounding road links are partially filtered by these hedgerows. Cultural heritage features, including a SM, are present both within and near the site. Views from PRoWs within the site and in the surrounding landscape, such as the Oxford Canal Walk, are likely to be disrupted by development.</p> <p>The undulating topography enhances the site's scenic quality, offering diverse and interesting views. The surrounding landscape includes both features, such as trees, and man-made infrastructure and development, including industrial, warehousing and residential areas. The site is situated on the urban fringe, blending rural and urban characteristics.</p>
Heritage	<p>The site is located near the historic settlements of Newbold on Avon and Harborough Magna.</p> <p>A Scheduled Monument (Shrunken Village) is located in the northeastern corner of the site, the setting of which has been somewhat eroded by the nearby road network and modern industrial estates.</p> <p>There are no listed buildings nor conservation areas within the site boundary, but there are some in proximity. The listed structures of the Newbold Tunnel (including the North Portal and South Portal) are not visible from the site but are an important element of the character of the Oxford Canal Walk. The spire of the Church of St Botolph (grade I listed) is visible from parts of the site, when looking back towards the settlement of Newbold on Avon. A Scheduled Monument (Shrunken Village) is located in the northeastern corner of the site, the setting of which has been somewhat eroded by the nearby road network and modern industrial estates.</p>

	<p>The site is primarily agricultural, with historic farmstead structures interspersed throughout. Much of the landscape offers open, uninterrupted views.</p> <p>Key concerns include the further erosion of the setting of the Scheduled Monument and the encroachment of modern development into the nearby settlements of Newbold on Avon and Harborough Magna. This is particularly a concern in Newbold on Avon, where the southern section of the site rises sharply behind the canal, where development here would dilute the agricultural setting of the settlement.</p> <p>To mitigate these impacts, development should focus on sensitive restoration and reuse of historic buildings, applying the design guidelines from the National Farmsteads Assessment Framework. The design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.</p> <p>The setting of the Scheduled Monument should be carefully considered to avoid harm, and there are opportunities to sensitively interpret it within the landscape.</p>
Other constraints	<p>The site is partially within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Approximately 20% is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. A further 20% is outside the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. Parts of the site lie within COMAH consultation zones, overhead pylon corridors.</p> <p>The River Swift floodplain in the north east of the site is Flood Zone 2 and 3.</p> <p>The viability study found that costs of community and highways infrastructure would result in a deficit of £23.44 million when incorporating 30% affordable housing, but could feasibly deliver 20% affordable housing (deficit drops to £0.06 million).</p> <p>In its response to the Regulation 18 consultation Warwickshire County Council stated: “We would object to this site. The proposals cover three MSAs – Building Stone, Cement raw materials and Sand and Gravel and there are extensive resources. The northern part of the site was allocated for sand and gravel working in the 1995 Minerals Local Plan (PA3 Cosford) but not taken forward. We would object because it is a very large site, covers several minerals, has the potential for future working, could be linked to the A426 and J1 of the M6 and supply minerals to Rugby and Coventry and is near to the Northants and Leicestershire borders making it a strategic</p>

	<p>location. It could be a replacement for Shawell Quarry which lies on the A426/A5 junction and on the WCC/ LCC border.</p> <p>However, we could see a scenario where we could remove our objection and that would be if a programme of prior extraction took place( the project will take 10-15 years to be completed , the site include a strategic mineral store where minerals could be conserved for long term use and then used for both on site long term developments and also sale to the local market. It could have a small compound where on site processing with mobile plant could take place. We would need to see a detailed mineral assessment report based on site investigations and not just a desk top study”</p>
Opportunities/benefits	Employment and residential, plus a local centre, secondary school, two primary schools and open space.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises a large area to the north west of Rugby.

The immediately surrounding road network has relatively low levels of congestion, but impact on the A426 is a significant issue and National Highways have expressed high levels of concern.

Access to the site is a concern, although parts score well for connectivity. Achieving access from Overview Way would require bridging the River Swift floodplain and skirting around the Cosford Scheduled Monument. Access from the south is potentially equally challenging requiring bridging the Newbold Tunnel and increasing traffic onto Main Street in Newbold on Avon. Although shown as a point of access on the indicative plans, Brownsover Road is unlikely to be suitable to be a principal vehicular point of access without construction of a new canal bridge in view of the narrow and weak canal bridge.

The Strategic Transport Assessment (STA) indicates that these access concerns are solvable, but significant highway upgrades are needed. The site is noted in the STA to be contingent upon delivery of a scheme at the A426/A5 Gibbet Hill junction which have not yet been developed or funded, creating delivery risk.

The access challenges and need for significant new highways infrastructure raise viability concerns which are detailed in the Viability Study. The viability study found that the development would be unable to achieve target benchmark land values when delivering 30% affordable housing. A significant deficit can be avoided when affordable housing is reduced to 20%.

The site scores moderately well for accessibility and a site on this scale would present opportunities to improve access.

There are medium ecology constraints. Landscape sensitivity is assessed Medium/Low, but the scale of the site means the area they would be felt over is high.

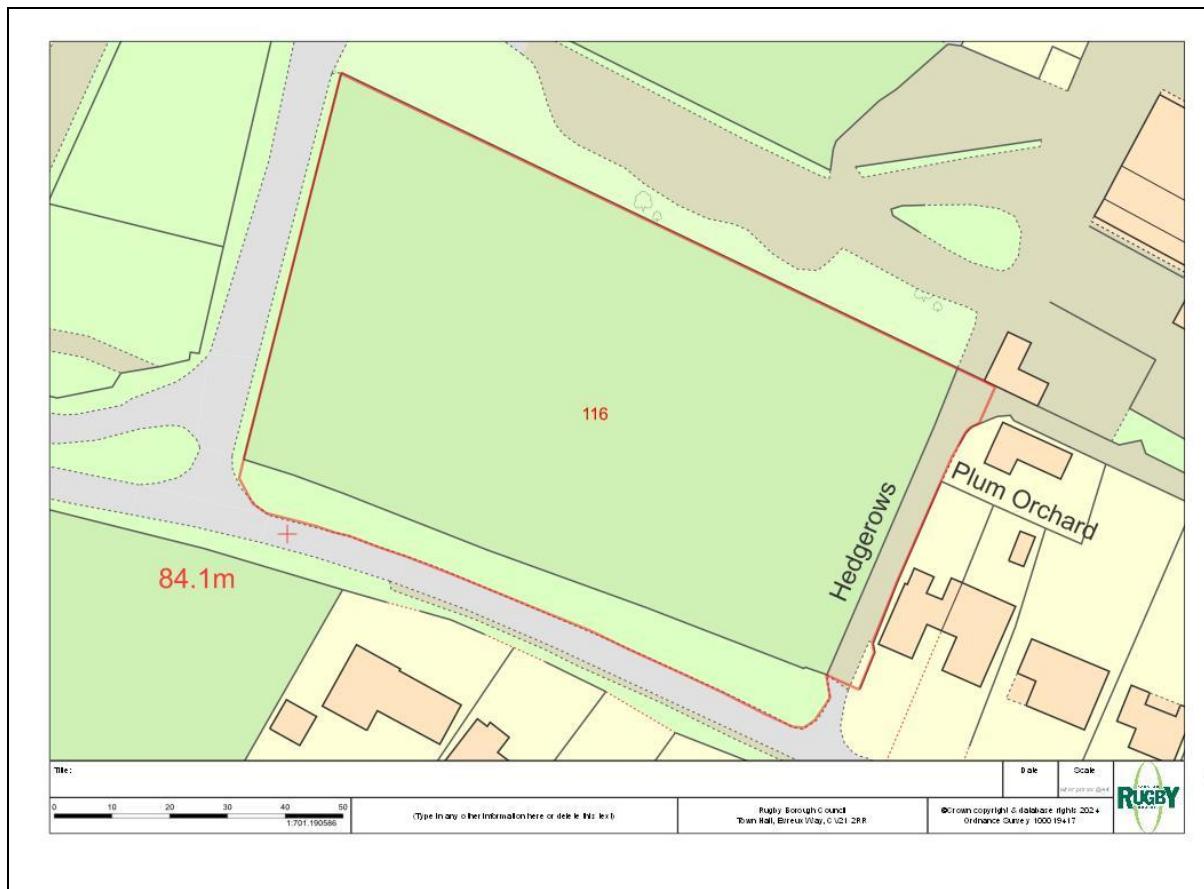
The site has significant heritage sensitivities.

The site is largely within the Green Belt and makes a strong contribution to purposes A and C and a moderate contribution to purpose B.

Warwickshire County Council objects to development of the site on the basis of mineral safeguarding and states it could only be developed after mineral extraction which would take 10-15 years.

On balance, the significant constraints across heritage, transport, Green Belt harm, viability and minerals mean this site is not progressed beyond Stage 2 assessment.

## Site 116: Land at Marton Road, Birdingbury



**Ward:** Leam Valley Ward

**Parish:** Birdingbury

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 23

Topic area	Evaluation summary
Transport	<p>The site is accessed from Marton Road.</p> <p>The site has an average connectivity score of 17 with a maximum of 17, placing it within Band G relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 93m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 80 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site comprises a predominantly flat field of pasture on the settlement edge of Birdingbury with an outbuilding shelter and telegraph poles situated within. Marton Road is located to the south of the site and smaller roads are situated adjacent to the additional site boundaries including a car park to the north. The National Cycle Route 41 lies to the north of the site. The site lies within the setting of heritage assets such as the 'Birdingbury War Memorial' and 'Milford House' Grade II Listed Buildings, although views from heritage assets in Birdingbury are likely limited.</p> <p>It is recommended that the existing hedgerows and native boundary vegetation be retained wherever possible. The density of development should be reduced to be in-keeping with nearby residential properties and the historic setting of Birdingbury.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential (market and affordable housing).

#### **Outcome of further assessment: Not progressed**

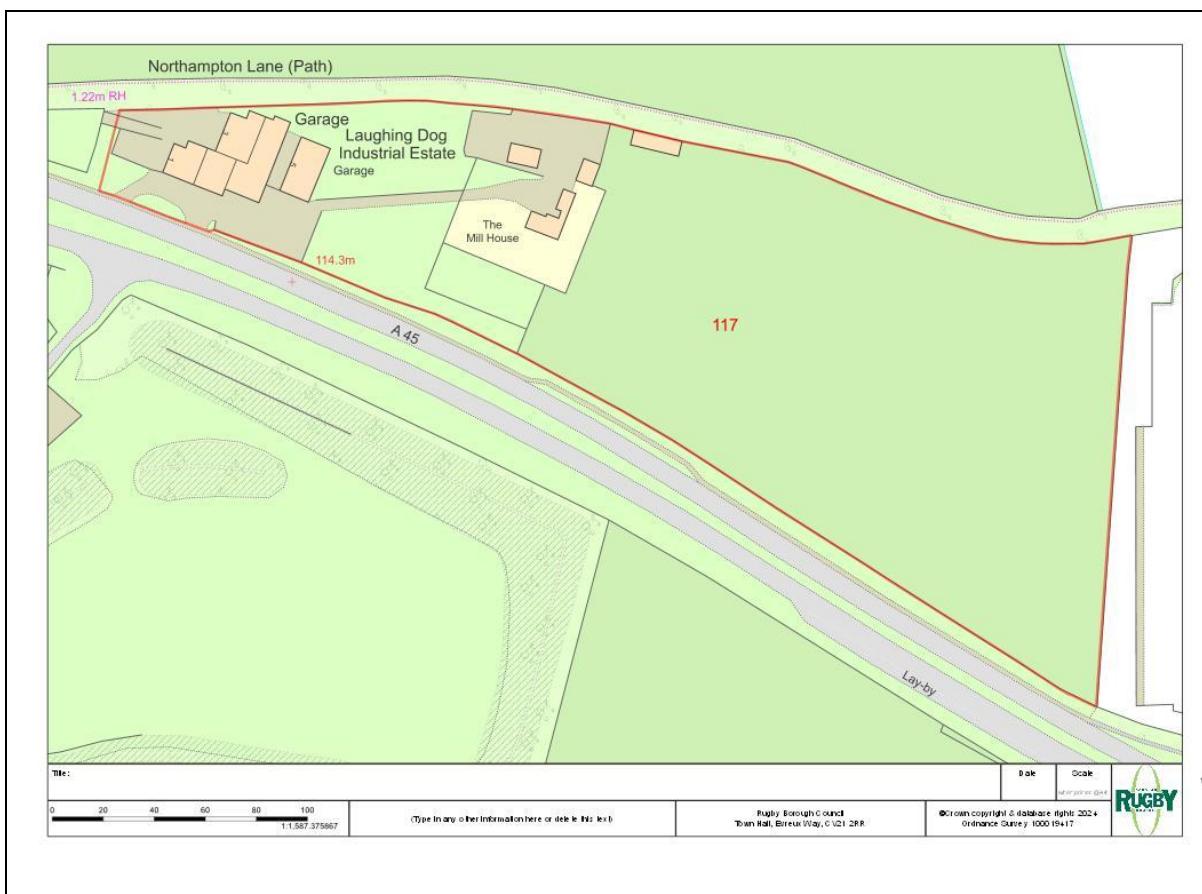
**Reasoning:** The site consists of a small paddock enclosed by hedgerows on the edge of the village of Birdingbury.

The site has low accessibility, very low connectivity and there are few services and facilities in Birdingbury.

The site does not flag for ecology or heritage constraints, nor is it in the Green Belt. There are Medium/Low landscape constraints.

Overall, the site is relatively free of constraints, however there are limited services available at Birdingbury and based on the small size of the existing settlement and the findings of the Rural Sustainability Report the site is not progressed. It may be suitable for allocation through a Neighbourhood Plan.

## Site 117: Land at Mill House, Dunchurch



**Ward:** Dunsmore Ward

**Parish:** Thurlaston

**Proposed use:** Mixed Use

**Potential yield (employment, sqm):** 15960

**Potential yield (residential):** 70

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A45.</p> <p>The site has an average connectivity score of 26 with a maximum of 29, placing it within Band C relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site would be accessed from the A45, with access improvements likely required. Site is rural in nature and would be reliant on the private car. Unlikely to be suitable for residential development. Some localised traffic delay to the west of the site on the A4071 in proximity to the junction with the A45.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is Low.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 134m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 27 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are low ecological constraints at Site 117. It is necessary to demonstrate that there will be no adverse impacts on Draycote Meadow SSSI from any development at Site 117 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Protection of the ecologically sensitive features of the Rugby-Leamington Disused Railway LWS (c. 70m to the west of the site) through sensitive design and site layout is recommended. Woodland habitat of medium to high distinctiveness on site should be protected and enhanced within a planting scheme.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>The site consists of an industrial estate, residential dwelling and field sandwiched between the A45 and Symmetry Park. The only aspects of the site that have some sensitivity to change are its limited natural features.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.</p>

Opportunities/benefits	Employment and residential.
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**Outcome of further assessment: Not Progressed**

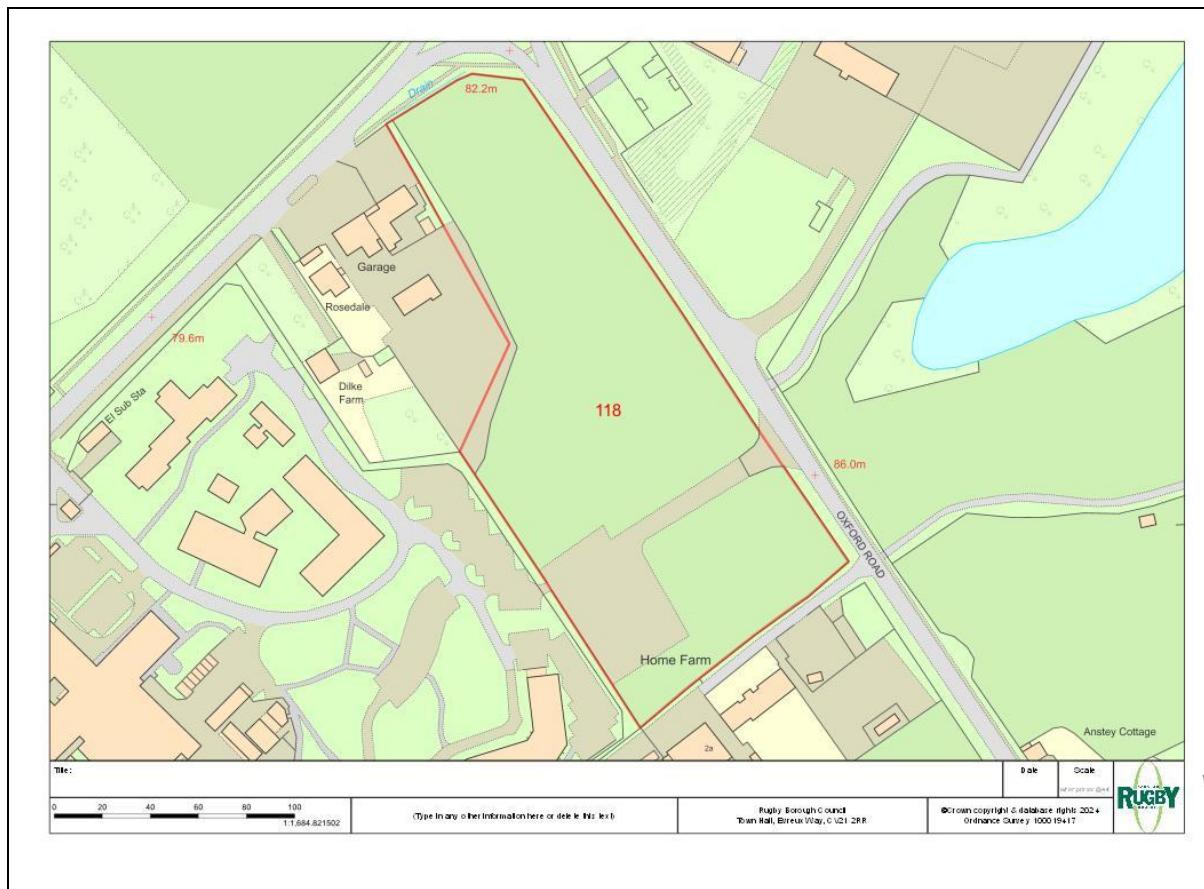
**Reasoning:** The site consists of an industrial estate, residential dwelling and field sandwiched between the A45 and Symmetry Park.

The surrounding road network has relatively high levels of congestion, accessibility is reasonably good, connectivity is somewhat poor but will be improved with the development of south west Rugby.

The site has low landscape, ecology and heritage sensitivity and is not within the Green Belt.

However, there are serious concerns in terms of the ability for suitable, safe access to be provided from the A45. For this reason, the site is not progressed beyond the Stage 2 Site Assessment.

## Site 118: Land at Police College, Ryton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 9200

**Potential yield (residential):** 48

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A423/A445.</p> <p>The site has an average connectivity score of 36 with a maximum of 38, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 190m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 469 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are high ecological constraints at Site 118. Given the location of Ryton Wood SSSI within 500m of the site, there are significant constraints to the development at this site and other alternative sites for development should be considered in the first instance. Where alternatives site locations are not feasible, it is recommended that sensitive design and site layout avoid and ensure the protection of ecologically sensitive features associated with Ryton Wood SSSI. This should be undertaken in consultation with Natural England. It is necessary to demonstrate that there will be no adverse impacts on Ryton Wood SSSI from any development at Site 118 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects</p>
Landscape	<p>The overall landscape sensitivity of the site is Low. This is a small site to the south of Ryton-on-Dunsmore comprised of disused grassland/scrubland and an area of hardstanding. It is adjacent to major roads and commercial/industrial uses, and views to and from the site are mostly screened. The only sensitivities are likely to be those arising from the natural value of the trees and hedges that bound the site.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is provisionally identified as Grey Belt, making a moderate contribution to purposes A, B and C. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Residential or employment.</p>

#### Outcome of further assessment: Not progressed

**Reasoning:** This is a small site to the south of Ryton-on-Dunsmore comprised of disused grassland/scrubland and an area of hardstanding.

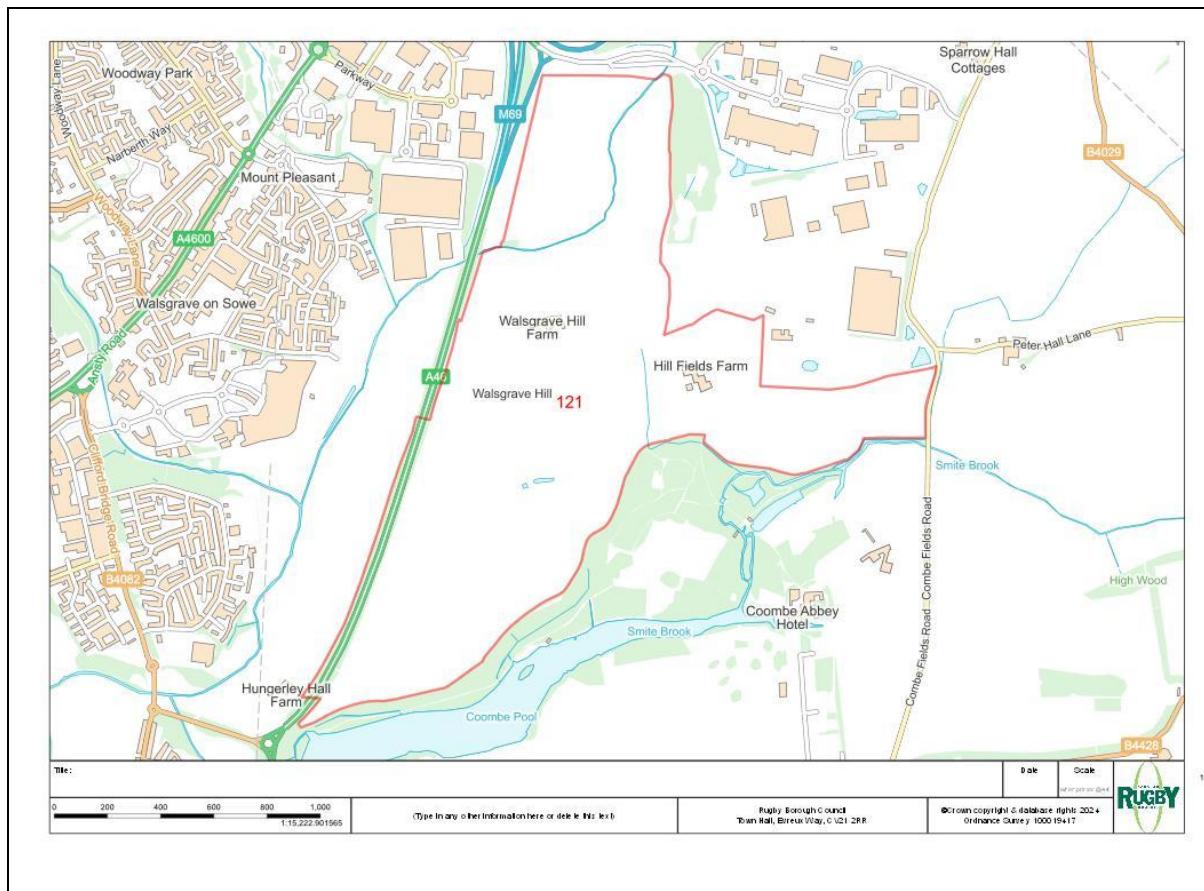
The surrounding road network has relatively low levels of congestion and the site has reasonable accessibility and surrounding built development.

Landscape sensitivity is low and there is no heritage sensitivity. The site is provisionally within the Grey Belt and has high ecology constraints.

The site removed from the Ryton-on-Dunsmore settlement boundary and is relatively isolated with more complex pedestrian routes to the village across the Leamington Road/Oxford Road junction.

On the basis of its detached location and high ecology constraints, the site is not progressed beyond Stage 2 assessment.

## Site 121: Land at Walsgrave Hill



**Ward:** Revel and Binley Woods Ward

**Parish:** Ansty, Combe Fields

**Proposed use:** Employment

**Potential yield (employment, sqm):** 289780

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from A46 Coventry Eastern Bypass via a new junction.</p> <p>The site has an average connectivity score of 35 with a maximum of 55, placing it within Band A relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Large scale site located south of the M6 Junction 1, and which is situated both sides of the A69 / M69. Employment site with potential for significant traffic impacts on the SRN, with severance to the west caused by the M69. Typical traffic delay observed using Google traffic delay tool on the M69. Improvements to the SRN likely required, with emphasis required to be placed on sustainable modes for journeys from Coventry to the west. Cumulative impacts of the development would require consideration with other sites in proximity to Ansty.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment identified residual queue impacts following signal optimisation measures at M6 Junction 6. All other queue impacts after mitigation were relatively minor and it was noted that highways impacts are significantly reduced, especially at Toll Bar End, in comparison to the alternative strategic employment site 328 Prologis Park.</p> <p>The distance to the nearest bus stop from the site is 260m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 70 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are high ecological constraints at Site 121. It is necessary to demonstrate that there will be no adverse impacts on Combe Pool SSSI from any development at Site 121 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Given the location of Coombe Pool SSSI, ancient woodland at Hill Park Wood LWS and Combe Abbey LWS immediately adjacent to the site, there are significant constraints to the development at this site and other alternative sites for development should be considered in the first instance. Where alternatives site locations</p>

	<p>are not feasible, given the size of Site 121, it is recommended that development be concentrated along the A46 with a buffer of at least 500m maintained between new development and the SSSI. Site design and layout must also consider urbanisation impacts upon the SSSI, ancient woodland and LWS to ensure these features are protected. This should be undertaken in consultation with Natural England.</p> <p>The site promoter has provided an Ecological Constraints and Opportunities Note including walkover field survey and biodiversity net gain benchmark survey. It suggested that the 50-300m buffer zones and ecological safeguards would protect Combe Pool SSSI and states that the development will retain key habitats as well as create new woodland, scrub and wetland to deliver a potential 50% uplift in area habitats. Mitigation measures have also been proposed to address impacts on designated sites and hydrological and air quality impacts, but these are still subject to further technical studies and their efficacy in reducing ecological constraints cannot be confirmed at present.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>This extensive site consists of arable fields bordered by hedgerows and trees, with views from surrounding road links filtered by the vegetation. Adjacent heritage features include Coombe Abbey Country Park and RPG, along with a dense woodland area at the site boundary. Views PRoWs, including Cemetery Walk, are likely to be disturbed. Situated at the urban fringe, the site is surrounded by warehousing and transport infrastructure to the west, with arable fields to the east. Long-distance views towards Coventry enhance the scenic experience, while the site retains a relatively rural feel, particularly in the eastern area.</p>
Heritage	<p>The site is located east of Coventry and to the far west of the historic settlement of Brinklow. It includes Walsgrave Hill Farmhouse, a late 18th-century grade II listed building. The site is also adjacent to the grade II* Coombe Abbey Registered Park and Garden, and the Coombe Abbey Conservation Area.</p> <p>The northern boundary of the Registered Park and Garden offers open views across the site, which is formed of agricultural land interspersed with historic farmsteads. The site is also bisected by a public right of way, offering views towards Coventry city centre and the surrounding countryside. However, modern developments, including industrial sheds and the M6 motorway, intrude into the landscape, and have begun to erode at the setting of the Registered Park and Garden, and the historic farmsteads.</p> <p>Key concerns include the further encroachment of modern development into the setting of Coombe Abbey and the historic farmsteads, and the erosion of the tranquil setting of the park which is a primary feature of its significance.</p> <p>To mitigate harm, any development should be concentrated away from the Registered Park and Garden's boundary. The restoration of</p>

	historic farm buildings and their integration into the site, enhanced screening, and sensitive design could also help mitigate impacts. The design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.
Other constraints	The site is mainly within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. A small section south of Ansty Park is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purposes A. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. Much of the site comprises Grade II (very good quality) agricultural land. A significant band of flood zone 2/3 crosses the site.
Opportunities/benefits	Employment (B2 and B8) and large country park (c75ha), restoration of historic building, blue light route to hospital, creation of walking and cycling route between the hospital and Ansty Park in line with Warwickshire County Council's Local Cycling and Walking Infrastructure Plan. Potential to provide a route for a future Coventry Very Light Rail extension to Ansty Park and a site for a VLR depot.

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** This extensive site consists of arable fields bordered by hedgerows and trees.

The site is Grade 2 agricultural land. The majority of the site is within the Green Belt making a strong contribution to purposes A and C, and a moderate contribution to purpose B. The remainder is within the Grey Belt.

The site, with medium landscape sensitivity, is one of the more sensitive sites assessed in landscape terms.

There are high ecological constraints due to the proximity of the Combe Pool SSSI and significant heritage constraints, including Walsgrave Hill Farmhouse, a late 18th-century Grade II listed building and the site's adjacency to the Grade II\* Coombe Abbey Registered Park and Garden, and the Coombe Abbey Conservation Area. The site promoter maintains that the ecological constraints can be successfully mitigated through a 75ha expansion to country park. This separation similarly assists in mitigating impact on the Registered Park and Garden.

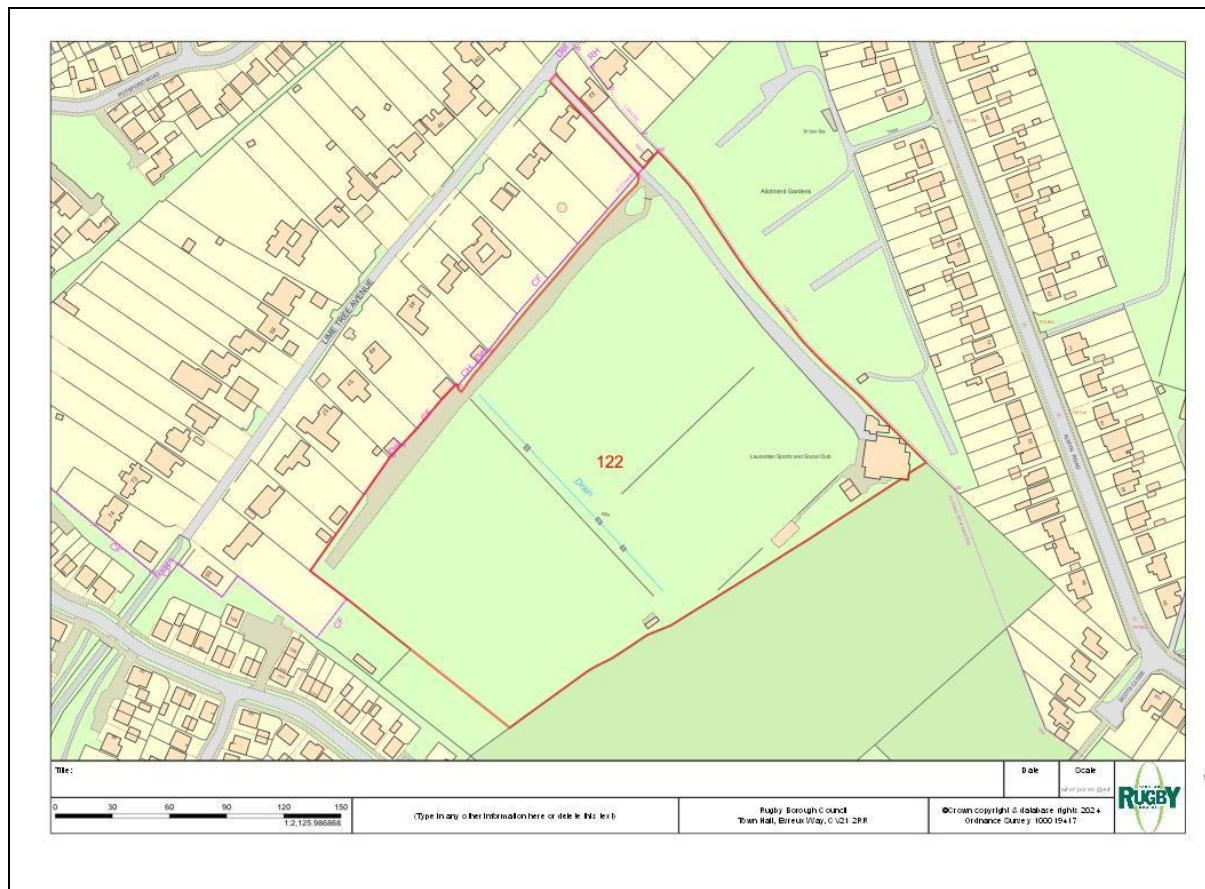
The site currently ranks moderately well for accessibility and is proximate to a future workforce in Coventry but there is potential to create excellent access by active travel modes, in particular to the new residential area on the opposite site of the A46.

It does not create the same degree of highways impacts as site 328 and its delivery is not contingent on delivery of uncommitted National Highways junction upgrades. It benefits from upcoming improvements on the A46 and has potential to be linked to Coventry's Very Light Rail in the future, offering good non-car modes of access. The creation of a blue light route to the hospital is also a significant opportunity.

On balance, there is potential for ecological and heritage constraints to be mitigated, subject to further assessment, and the site presents significant opportunities for non-car commuting,

hospital access and delivering employment land which is close to a large workforce (in Coventry) and high-value existing employment uses. Relative to alternative large site employment options, the impacts on the SRN are lesser and site delivery is not contingent upon significant junction upgrades. For these reasons the site is a proposed allocation.

## Site 122: Land at Fenley Field, Old Laurentian Rugby Club, Rugby



**Ward:** Dunsmore Ward

**Parish:** Dunchurch

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 80

Topic area	Evaluation summary
Transport	<p>The site is accessed from Lime Tree Avenue and Elborow Way.</p> <p>The site has an average connectivity score of 57 with a maximum of 64, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 1, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 144m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would be improved to 1b by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 28 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium/Low. The site consists of rugby pitches divided by a row of mature trees. It is on the edge of Rugby town and surrounded by residential properties on three sides. The value of the site is primarily recreational, though there is also some natural value. The sensitivities that these lead could potentially be annulled via mitigatory measures.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Not progressed**

##### **Reasoning:**

The site consists of rugby pitches divided by a row of mature trees.

The surrounding road network has high levels of congestion, but the overall accessibility and connectivity of the site is good and would improve further as south west Rugby is built out. The site will be surrounded on all sides by residential development.

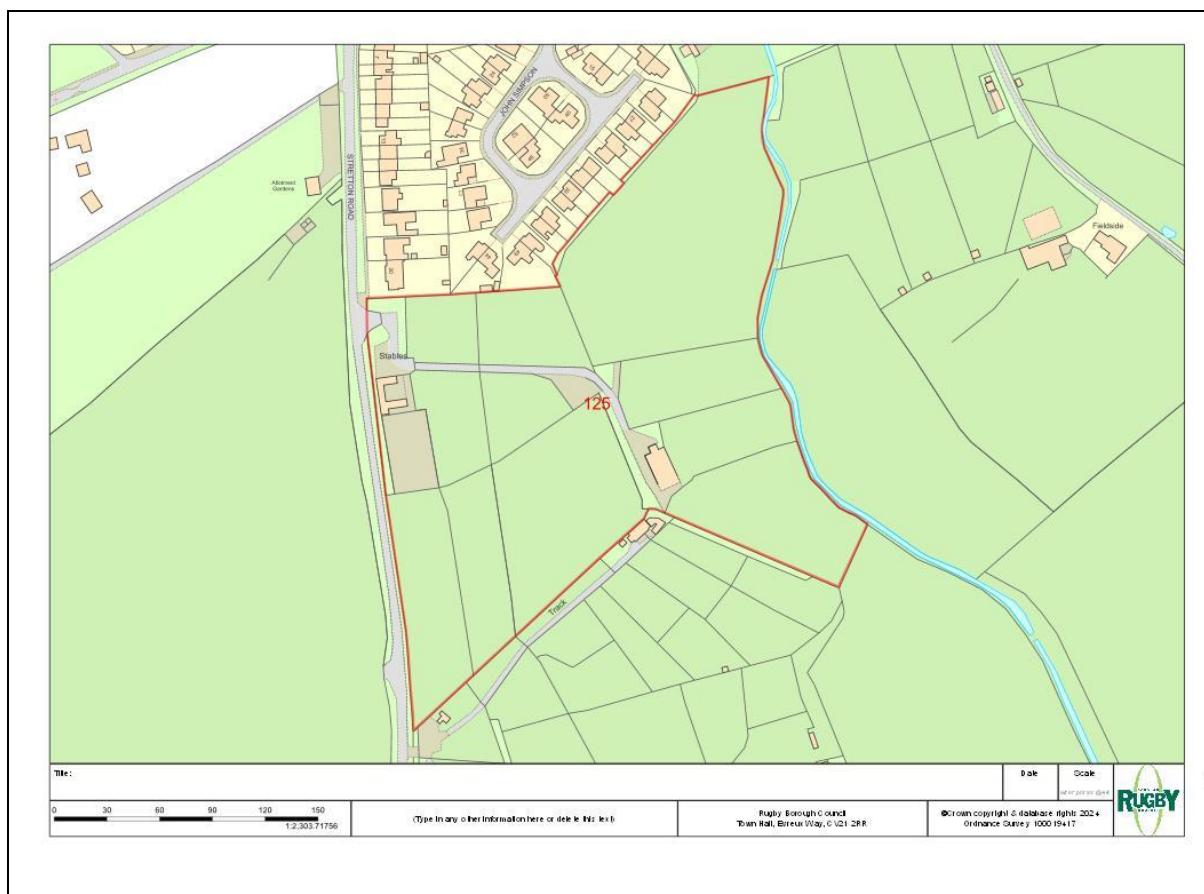
There were no heritage or ecology constraints identified, and the site is not Green Belt. Landscape sensitivity is Medium/Low.

The principal considerations with the site are whether suitable vehicular access can be provided and whether replacement sports pitches can be delivered elsewhere in the Borough.

Subsequent to the site being put forward Old Laurentians Rugby Club has signed a new 35 year lease for the site and has raised money to improve facilities.

The site is therefore not available and for this reason is not progressed.

**Site 125: Land east of Stretton Rd, Wolston**



**Ward:** Wolston and the Lawfords Ward

**Parish:** Wolston

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 75

Topic area	Evaluation summary
Transport	<p>The site is accessed from Stretton Road.</p> <p>The site has an average connectivity score of 38 with a maximum of 40, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 215m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 92 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 125 given the location of the River Avon and Tributaries LWS adjacent to the site and the potential impact pathways to Brandon Marsh SSSI. It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI from any development at Site 125 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 125 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon River Avon and Tributaries LWS through sensitive site design and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>This is a relatively large site on the southern edge of Wolston which currently hosts numerous paddocks separated by fencing. It is a tranquil area with a rural character that is diminished slightly by its proximity to residential dwellings. There are some expansive views from the site, and intervisibility with adjoining land and properties. Sensitivities arise from the site's tranquillity and sections of limited enclosure, as well as its proximity to a local wildlife site (Riven Avon tributary).</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is provisionally identified as Grey Belt, making a strong contribution to purpose C, and moderate contribution to purpose A. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. Flood zone 2/3 on the site's eastern boundary. School capacity known to be an issue in Wolston.</p>
Opportunities/benefits	Residential.

**Outcome of further assessment: Not progressed**

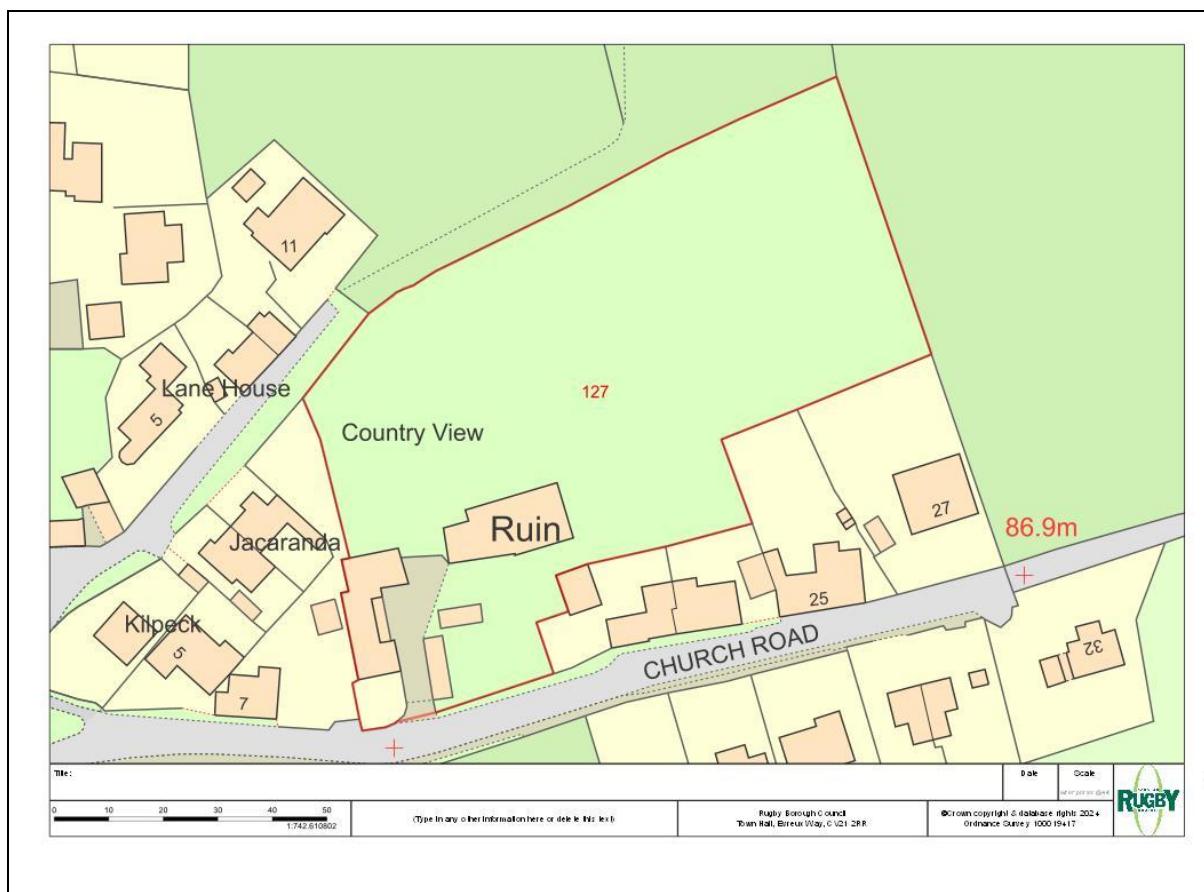
**Reasoning:** This is on the southern edge of Wolston and currently hosts numerous paddocks separated by fencing.

Accessibility is assessed to be relatively poor, but the site is walkable to services and facilities in Wolston giving it a moderate connectivity score.

The site has medium ecology constraints and is provisionally within the Grey Belt. No heritage constraints have been identified.

The site has greater landscape sensitivity than other sites put forward in Wolston and is one of the more landscape sensitive sites assessed overall. For this reason the site is not progressed beyond the stage 2 Site Assessment.

### Site 127: Land north of Church Road, Church Lawford



**Ward:** Wolston and the Lawfords Ward

**Parish:** Church Lawford

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 20

Topic area	Evaluation summary
Transport	<p>The site is accessed from Church Road.</p> <p>The site has an average connectivity score of 26 with a maximum of 26, placing it within Band D relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 95m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 59 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 127. It is necessary to demonstrate that there will be no adverse impacts on Brandon Marsh SSSI from any development at Site 127 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 127 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Church Lawford Meadows LWS through sensitive site design and the adoption of appropriate mitigation measures.</p> <p>Mapping data shows that Site 127 is covered by 71.8% of with habitat of medium to high distinctiveness. It is therefore recommended that the site be re-surveyed to better understand the distribution of sensitive habitats to inform mitigation and site design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>Situated within the historic settlement of Church Lawford, the site comprises overgrown scrub and grassland with some derelict buildings and telephone wires situated within. 'Church Lawford Meadows' pLWS lies adjacent to the north of the site, with interspersed areas of traditional orchard priority habitat. Depending on the scale and height of development, there is potential for views into the site from nearby Grade II Listed Buildings, particularly the 'Adjoining Cottage' adjacent to the northwest boundary.</p> <p>It is recommended that ecological networks within the site to create green infrastructural buffers for the proposed development. The PRoW should also be preserved to maintain recreational access. Any proposed development should reflect the historic character of the Dunsmore LCA and complement the existing red-brick and Lias limestone architecture.</p>

	It is suggested that proposed development is situated along the southern and western edges of the site, to limit potential habitat fragmentation of adjacent pLWS. Development at this site may provide opportunities to further connect PRoW networks to the north and east to Church Lawford.
Heritage	The Grade II listed Adjoining Cottage is located within 50m of the site. The site is likely to make a minor positive contribution to Adjoining Cottage. If the site were allocated a site specific design policy, and the retention of the boundary hedgerow may be considered as options to mitigate impact on the adjoining cottage. Further investigation may also be required to determine if the farm buildings warrant retention or repurposing. The borough conservation officer noted that the 'ruin' identified on the plan is likely a non-historic building as there is no record of ruins on this site.
Other constraints	Most of the site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. The remainder is not in the Green Belt. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

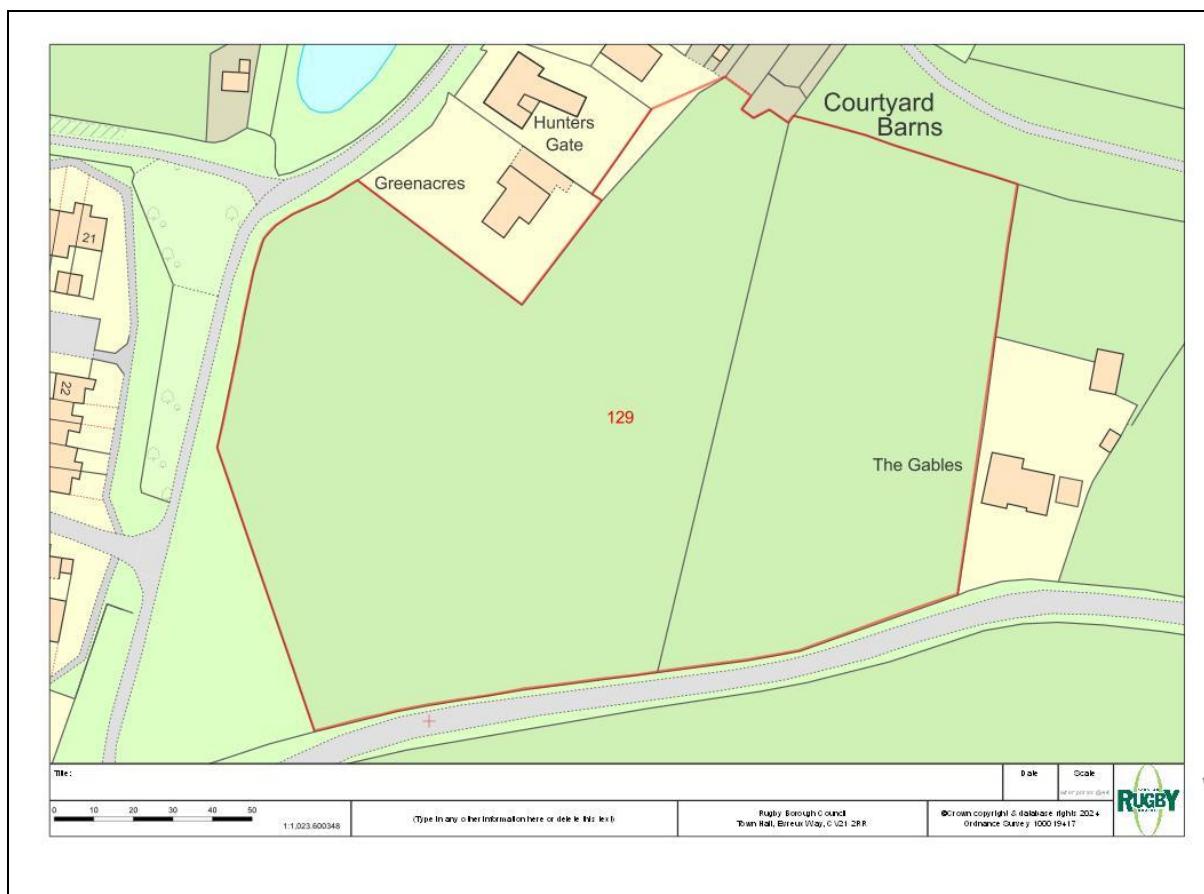
#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site consists of one small field of scrub by vegetation and is situated on the northern periphery of the village of Church Lawford.

There are relatively low heritage constraints identified. Landscape sensitivity is Medium/Low. The site is provisionally identified as Grey Belt and there are limited services and facilities in Church Lawford. Connectivity is poor.

The site has medium ecological sensitivity in addition to sustainability concerns regarding the small size of the existing settlement and so is not progressed. Site could be considered as a neighbourhood plan site.

### Site 129: Land north of Lilbourne Road, Clifton upon Dunsmore



**Ward:** Clifton, Newton and Churchover Ward

**Parish:** Clifton upon Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 50

Topic area	Evaluation summary
Transport	<p>The site is accessed from Lilbourne Road.</p> <p>The site has an average connectivity score of 42 with a maximum of 45, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 167m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 17 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>A relatively small site composed of a single field on the eastern edge of Clifton upon Dunsmore currently used as a paddock. The landscape has little value and is quite well enclosed. The only sensitivities that arise from proximity to the conservation area, the limited intervisibility with nearby dwellings and the natural value of the existing field boundaries.</p>
Heritage	<p>The site is located on the eastern edge of the historic settlement of Clifton upon Dunsmore. While there are no designated heritage assets (including listed buildings) within the site boundary, it lies close to the Clifton upon Dunsmore Conservation Area and plays a key role in the village's rural setting.</p> <p>The site is in close proximity to two grade II listed buildings: The Old Hall and Clifton Manor. The Old Hall, a 17th century house, forms an important gateway into the village, while Clifton Manor, an 18th century house, is set back from the road and is partially obscured by a red-brick wall and mature trees.</p> <p>The site is an important element of the historic approach to the village, contributing to the rural backdrop of the conservation area and its listed buildings.</p> <p>Potential impacts of development include the erosion of the rural setting of the conservation area and of the gateway into the settlement from the east. Modern development could also intrude into views of and from The Old Hall and Clifton Manor.</p> <p>To mitigate these effects, development should respect the historic landscape through preserving hedgerows and providing additional</p>

	screening to limit intrusion into the conservation area. The design should reflect local precedents and complement the village's historic character, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. Known capacity constraints at the village primary school. Site comprises Grade 2 (good quality) agricultural land.
Opportunities/benefits	Residential (market and affordable housing).

#### **Outcome of further assessment: Proposed site allocation**

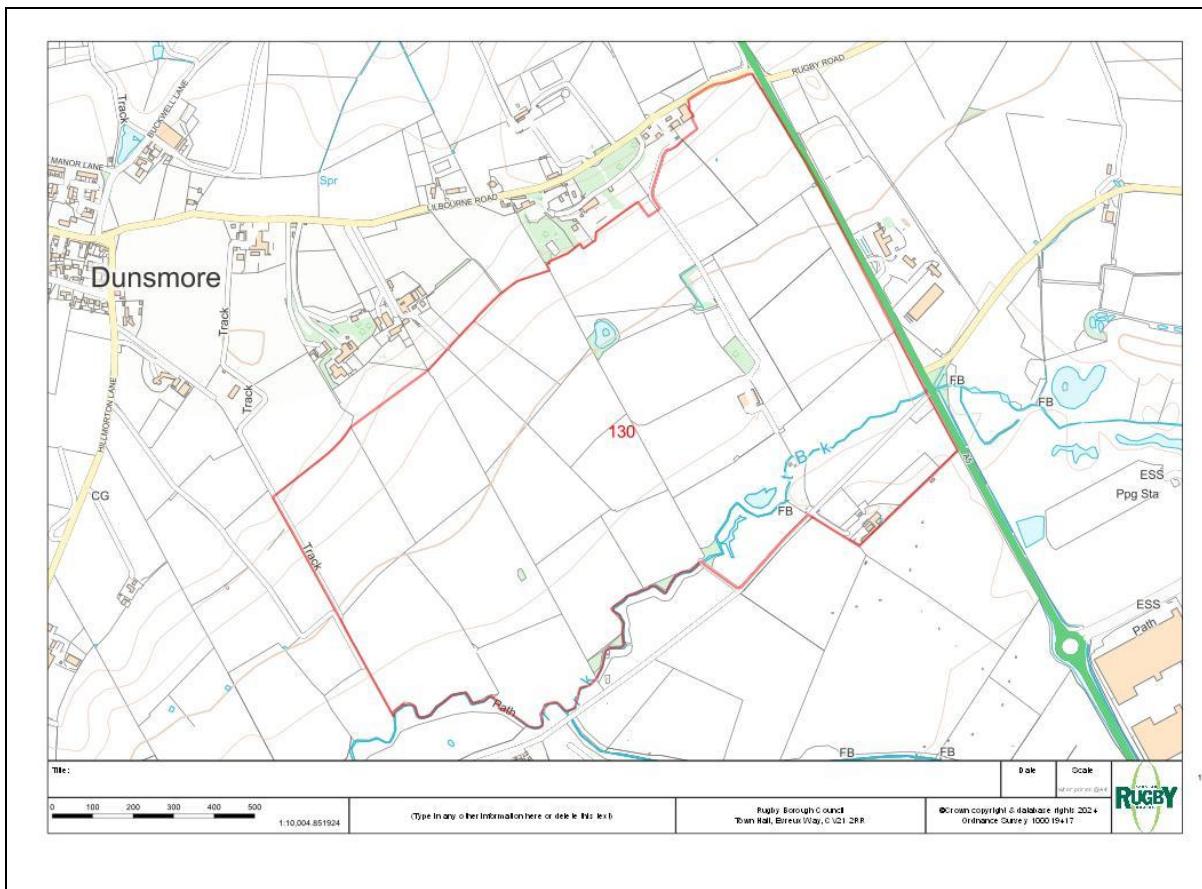
**Reasoning:** A relatively small site composed of a single field on the eastern edge of Clifton upon Dunsmore currently used as a paddock.

The surrounding road network has medium levels of congestion, but the site scored well for accessibility (although this likely reflect the MSOA rather than the site specifically), moderately well for connectivity, and is walkable to the services and facilities in the village.

The site is not within the Green Belt and ecology constraints have not been flagged. Landscape sensitivity is Medium/Low. There are heritage sensitivities but scope for mitigation. Site comprises Grade 2 agricultural land.

The site is proposed for allocation the basis of its better relationship with the rest of the village and lower heritage constraints than other sites within Clifton upon Dunsmore.

## Site 130: Land north of Houlton



**Ward:** Clifton, Newton and Churchover Ward, Hillmorton Ward

**Parish:** Clifton upon Dunsmore

**Proposed use:** Employment

**Potential yield (employment, sqm):** 320662

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A5.</p> <p>The site has an average connectivity score of 23 with a maximum of 39, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site access likely to be via new or existing access onto the A5 to the northeast. Large-scale site in a rural location which would result in heavy reliance on the private car. Significant impacts expected due to the development quantum identified, and proximity between the M6 to the north and M1 Junction 18 to the southeast via the A5.</p> <p>Emphasis on public transport opportunities and active modes would be required to reduce the traffic impacts of the development, with access improvements onto the A5 likely required.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment identified that highway infrastructure improvements at the A5/Market Harborough Road and the A5/Rugby Road junctions will be required to mitigate impacts on the network. These measures would alleviate some impacts on the A5 but residual impacts would remain at junctions on the A5 south of the site and at key junctions on the A426 Leicester Road corridor. Significant queue impacts identified at M6 Junction 1 and the A426/Brownsover Road roundabout may require additional measures beyond signal timing optimisation. The site is dependent on the delivery of improvement schemes at the A426/A5 Gibbet junction. This will increase the risk of delivery of this site.</p> <p>The distance to the nearest bus stop from the site is 150m. The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 114 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 130. It is necessary to demonstrate that there will be no adverse impacts on Cave's Inn Pit SSSI and Stanford Park SSSI from any development at Site 130 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 130 has potential to be taken forward for</p>

	<p>development subject to demonstrating that there would be no adverse effects upon the River Avon and Tributaries LWS (which runs through the site), the Rugby Radio Station A5 Meadows LWS (which is connected to the site via the tributary), and the adjacent parts of the Hill Morton Radio Station potential LWS which aren't due to be developed via the Houlton urban extension through sensitive site design and adoption of appropriate mitigation measures. Buffer zones should be incorporated along Clifton Brook and within areas of floodplain. Opportunities to include these areas into innovative sustainable nature-based drainage solutions should be sought which may also assist with flood mitigation.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>The large site comprises a number of fields partially enclosed by hedgerows with trees. The site is located within a rural landscape, situated between Rugby and the A5, around which warehousing developments are concentrated. There are no PRoWs within the site and therefore the site is not of recreational importance.</p>
Heritage	<p>The site lies in open countryside southeast of Clifton Upon Dunsmore, west of the A5, and north of the emerging Houlton housing development. It slopes steadily southeast, offering panoramic views from a ridge aligned roughly aligned with Lilbourne Road. While there are no designated heritage assets within the site, it sits within the setting of a listed building, two conservation areas, and a scheduled monument. Several non-designated heritage assets, historic landscape features and HER records are also located within, or close to the site.</p> <p>Dunsmore House, a Grade II listed late-19th century manor is among the most significant of the assets and is perhaps the one most likely to be adversely affected. It forms an historic group with ancillary buildings such as the former Dunsmore Hall Farm. Its gardens terraces and landscape architecture appear to have been deliberately designed to frame panoramic views across an area of still tangible parkland to the southeast, and onto the wider rural landscape. The gardens, parkland, neighbouring fields, and the set-piece view all strongly contribute to the house's setting and significance. The parkland and fields are located within the site.</p> <p>Further west, Clifton Court and Clifton Hall are attractive early 20th-century houses which, like Dunsmore House, took advantage of the topography to create designed views, from landscape gardens and parkland. The parkland at Clifton Court has been lost and its original garden heavily altered, and the view from Clifton Hall has been somewhat contained by modern planting, but the wider rural character still contributes to the setting of both assets.</p> <p>A scheduled motte and bailey earthwork lies 500m northeast of the site, positioned to overlook the roman road of Watling Street (now the A5). Despite the influence of modern development, the asset's</p>

	<p>elevated location and the panoramic views remain key to understanding its historic role as a strategic focal point within the landscape. Elements of the site can be seen within these views.</p> <p>Development of the site risks harm to the setting of Dunsmore House, through loss or erosion of its historic parkland, the key designed “set-piece” view, and/or the contributions of its wider rural setting. Views from and towards other non-designated heritage assets, including Dunsmore Hall Farm, Clifton Court, and Clifton Hall could be affected in a similar manner. Incongruous features could be introduced to views from the scheduled monument, creating further distractions to the panoramic viewpoint.</p> <p>Mitigation could include exclusion of development from the most sensitive areas, especially in (and possible adjacent) the historic parkland associated to Dunsmore Hall. Robust screening at the edges of that exclusion zone (nb. not at the boundary of the site to the Dunsmore House terrace), and an evidence-led approach to development layout, form, and scale will be essential to minimising visual impact. Sufficient screening to/from the scheduled monument might be achievable with targeted planting of native woodland. Retention of historic landscape features within the site is also encouraged. However, given the site's topography and the likely scale of buildings associated to an employment use, we consider that it is unlikely that heritage harm could be wholly avoided, and possible that such harm could remain at a high-level despite mitigation. Robust technical assessment (e.g. verified views and ZTVs) will be essential to steering design and informing planning decisions.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. The site's southern boundary comprises flood zone 3 and 2. Parts of the site are Grade 2 agricultural land and the rest is shown as “urban” in ALC mapping, which is an error, which suggests this is also likely Grade 2 agricultural land.</p>
Opportunities/benefits	<p>Employment (B2 and B8), provision of significant areas of public open space/country park, walking and cycling routes (to Houlton), contributions to delivery of the Rugby Parkway rail station. Potential Gypsy and Traveller site.</p>

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The large site comprises a number of fields partially enclosed by hedgerows with trees.

There are significant heritage constraints, primarily the erosion of the views from and onto the listed Dunsmore House, as well as the non-designated Clifton Court and Clifton Hall, and the scheduled mote and bailey. This would require significant mitigation measures and potential limitations on the location of developments within the site.

The surrounding road network has medium levels of congestion, and accessibility is currently assessed as poor to moderate. This can be expected to improve as Houlton develops and Rugby Parkway Station opens, improving access by non-car modes and proximity to its workforce.

The Strategic Transport Assessment identifies residual queue impacts at junctions on the A5 south of the site and at key junctions on the A426 Leicester Road corridor including M6 J1 and development of the site would be dependent on improving the A5/A426 Gibbet junction (with no scheme currently identified or funded), raising deliverability risks.

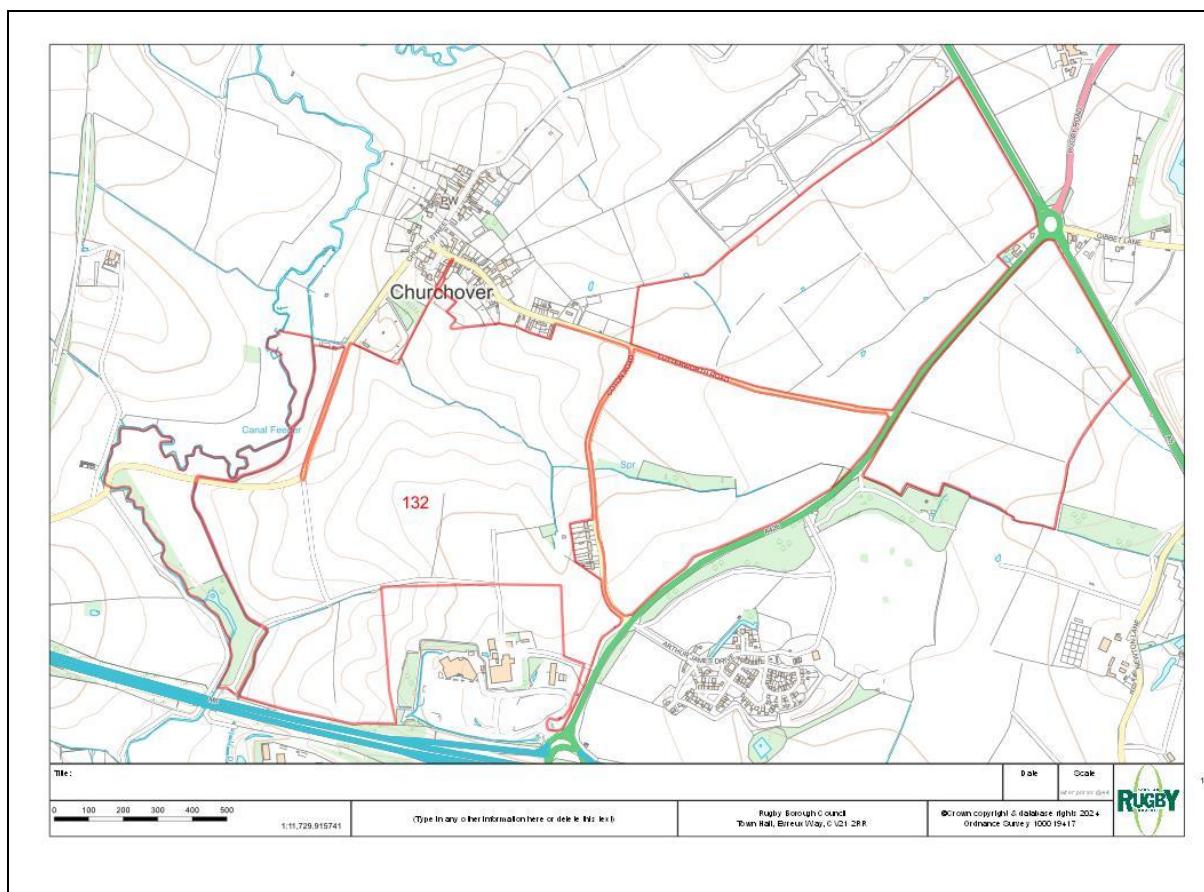
Ecology constraints are medium. Landscape sensitivity is assessed to be low. The site is not Green Belt.

In view of the significant heritage constraints which may be challenging to mitigate, the off-site highways impacts and the dependency on the delivery of improvements to the A5 Gibbet roundabout, the site is not progressed beyond Stage 2.

The Green Belt Exceptional Circumstances Topic Paper explains other factors which were important in the decision not to progress this site. Specifically:

- (1) this is not an extension to an existing employment area, albeit it is close to DIRFT
- (2) the opportunities for diversification of employment land are lower here given that it is a distribution-focussed location in comparison to the edge of Coventry which has existing universities, research institutes and clusters of manufacturing and R&D uses.
- (3) Given the existing high quantity of, largely B8, employment floorspace on this stretch of the A5 at Magna Park and DIRFT, both of which have proposals to expand, locating a further large employment site here is likely to drive long-distance commuting.

## Site 132: Land north of M6 J1



**Ward:** Clifton, Newton and Churchover Ward, Revel and Binley Woods Ward

**Parish:** Churchover, Harborough Magna

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 350000

**Potential yield (residential):** 3500

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A426.</p> <p>The site has an average connectivity score of 24 with a maximum of 45, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Significant impacts anticipated on the SRN at the M6 Junction 1. emphasis on public transport and active modes would be required to reduce traffic impacts given the scale of the development proposed, especially given likely commuter travel patterns to Rugby to the south, which would require access via the M6 Junction 1.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging</p>

	<p>from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would be improved to 1a PM by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 114 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 132. It is necessary to demonstrate that there will be no adverse impacts on Cave's Inn Pit SSSI and Misterton Marshes SSSI from any development at Site 132 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 132 has the potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon the River Swift potential LWS which is located within the site boundary or the adjacent River Avon and Tributaries LWS, Watling Street Trackway potential LWS and Churchover Meadows potential LWS through sensitive site design and adoption of appropriate mitigation measures. Buffer zones should be incorporated along the River Swift and within areas of floodplain. Opportunities to include these areas into innovative sustainable nature based drainage solutions should be sought which may also assist with flood mitigation.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The large site comprises a number of fields partially enclosed by hedgerows with trees. The site is located at the urban fringe within extensive key transport infrastructure, around which warehousing developments are concentrated. There are no biodiversity</p>

	designations, cultural heritage or historic features within the surrounding landscape. However, the site is of recreational value with several PRoWs within and surrounding the site. The River Swift runs along the western boundary.
Heritage	<p>The site is located around the historic settlement of Churchover, with a small section within the Churchover Conservation Area. The area is noted for its open green spaces, mature planting, and views of the church spire, which is a dominant feature of the settlement and its surrounding landscape.</p> <p>The conservation area includes several listed buildings and important views, some of which include the site. The site itself is mostly open countryside in agricultural use and contributes positively to the character of the historic settlement and the approach into it from the east.</p> <p>A Scheduled Monument (bowl barrow) is located just south of the site, though it is barely perceptible from its surroundings and its setting has been somewhat compromised by the surrounding road network.</p> <p>Potential impacts of development include the dilution of the conservation area's character, particularly in terms of its open views, agricultural setting, and the village's still-isolated feel. To mitigate these impacts, site boundaries should be reinforced with planting, and local historic landscape features (such as hedgerows and woodland) should be restored. The design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.</p>
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. Parts of the site comprise Grade 2 (very good quality) agricultural land.
Opportunities/benefits	Sustainable urban extension. Housing and employment land, district centre, schools, community facilities, active travel and green infrastructure.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The large site comprises a number of fields partially enclosed by hedgerows with trees.

The site is very poorly accessible at present and is severed from Rugby by the M6. The scale of development proposed could provide improved transport links and local facilities, but the site remains disconnected from the Rugby urban area.

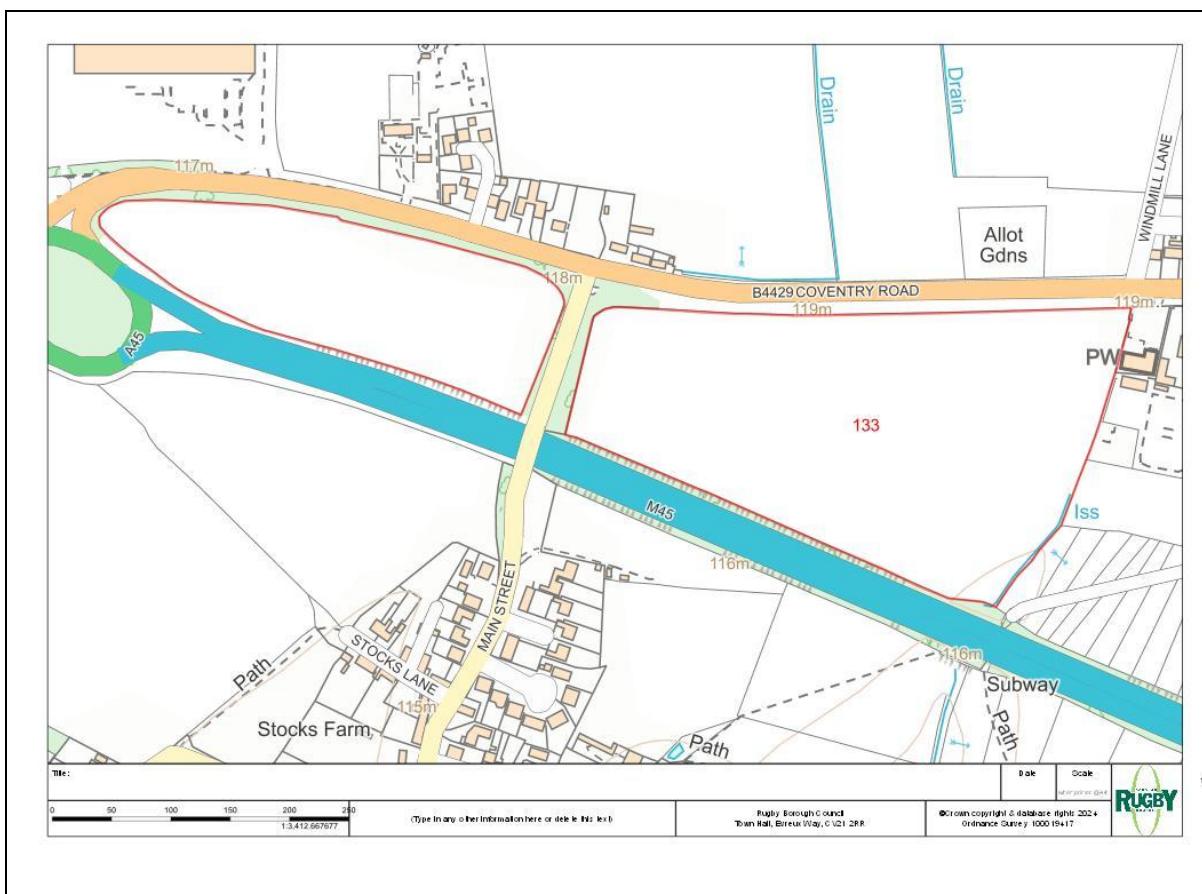
National Highways have expressed high levels of concern.

Landscape sensitivity is Medium/Low. The site is not within the Green Belt and ecological sensitivity is medium.

The site is located around the historic settlement of Churchover, with a small section within the Churchover Conservation Area. The conservation area includes several listed buildings and important views, some of which include the site.

Overall, the heritage and accessibility constraints are significant. The site was also grouped with site 142 and assessed as a large strategic site, see site 323. This site has not been progressed past the Stage 2 Site Assessment either as standalone or part of a larger site.

## Site 133: Land North of M45



**Ward:** Dunsmore Ward

**Parish:** Dunchurch, Thurlaston

**Proposed use:** Employment

**Potential yield (employment, sqm):** 34620

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4429.</p> <p>The site has an average connectivity score of 38 with a maximum of 45, placing it within Band B relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site bounded by the M45 to the south, with site access via from Coventry Road, for direct access to the M45. Impact on HGV routing anticipated to the east for access to the M1 via the M45. In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p>

	<p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment predicted that the site would generate significant trip numbers at the Thurlaston Interchange and on the A45 towards the Toll Bar Interchange which are already constrained. Additional capacity generated by the future Homestead Link Road which includes a reconfiguration of the Thurlaston Interchange is likely to be absorbed by the South West Rugby development. It concluded that given the lack of realistic active travel options and limited bus services, there would likely be significant highway capacity issues caused by this site which could not be easily mitigated.</p> <p>There is a bus stop immediately adjacent to the site.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 29 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are low ecological constraints at Site 133. It is necessary to demonstrate that there will be no adverse impacts on Draycote Meadows SSSI from any development at Site 133 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 133 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon the SSSI through sensitive site design and the adoption of appropriate mitigation measures. An Ecological Impact Assessment is required, to be informed by bat transect surveys, but ecological constraints remain low following further ecological appraisals submitted by the site promoter.</p>
Landscape	The overall landscape sensitivity of the site is Medium/Low.

	This is a medium sized site consisting of two arable fields just to the north of Thurlaston. It is enclosed by the M45 to the south and Coventry Road to the north. Sensitivities are only likely to arise from the site's intervisibility with adjacent properties on Coventry Road, and from the natural value of the trees and hedges that enclose the site and from its contribution to the rural setting of Thurlaston.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. The site would form part of an area of separation between South West Rugby and Thurlaston proposed in the Areas of Separation Study.
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

**Reasoning:** This is a medium sized site consisting of two arable fields just to the north of Thurlaston.

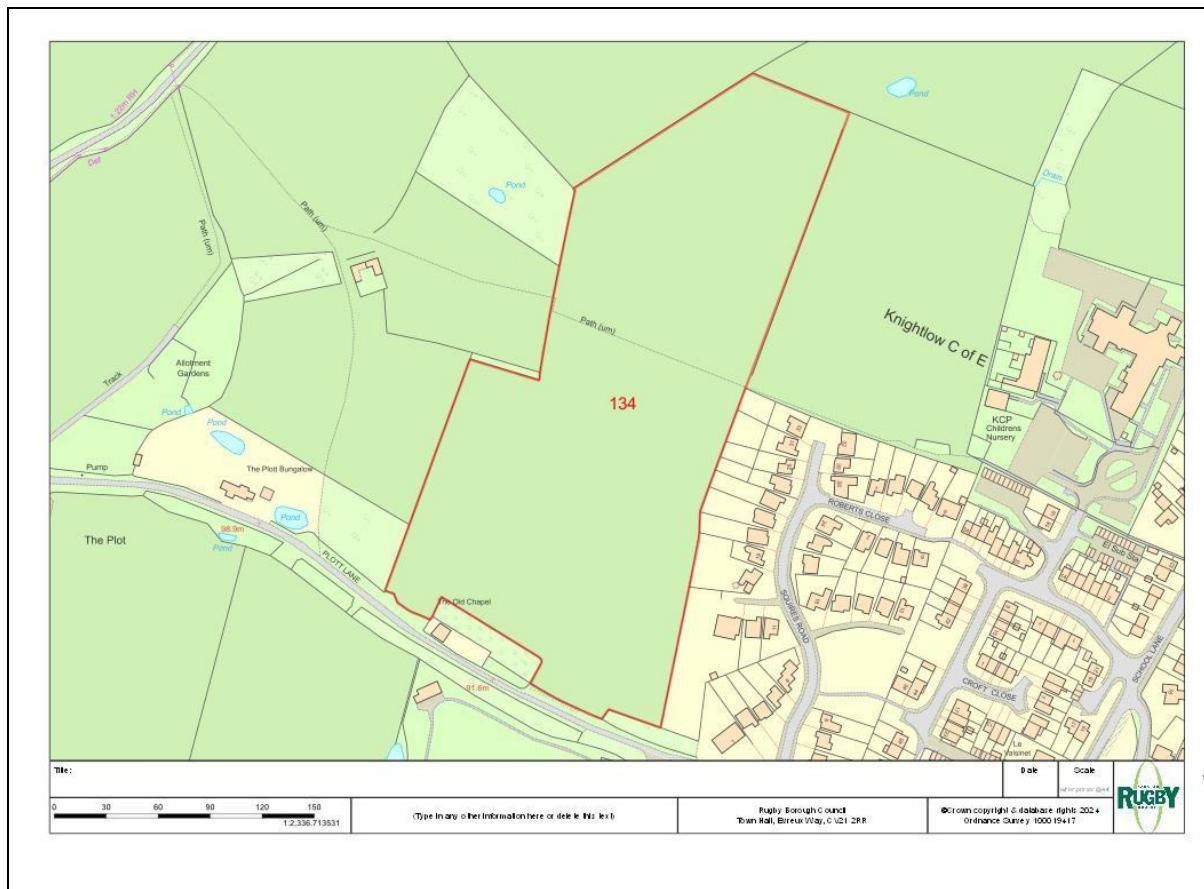
The surrounding road network has relatively high levels of congestion, but the site has reasonably good accessibility and moderate connectivity which may improve further as south west Rugby is built out.

Landscape sensitivity is Medium/Low and ecological sensitivity is Low. The site didn't flag for heritage constraints but the relationship with Thurlaston conservation area requires further assessment.

The principal sensitivities are traffic levels (as discussed in the Strategic Transport Assessment) and the site's relationship with South West Rugby, Thurlaston and Dunchuch. At present, other than a short area of adjacency with Symmetry Park it is not well related to any of the surrounding built up areas. The site also forms part of a proposed area of separation in the draft plan given its important role in maintaining separation between Thurlaston and the South West Rugby development.

In view of these factors, the site is not progressed beyond Stage 2.

## Site 134: Land North of Plott Lane, Stretton-on-Dunsmore



**Ward:** Dunsmore Ward

**Parish:** Stretton-on-Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 105

Topic area	Evaluation summary
Transport	<p>The site is accessed from Plott Lane or via existing Local Plan allocation.</p> <p>The site has an average connectivity score of 33 with a maximum of 34, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment identified that in conjunction with other residential sites in Stretton, Wolston and Ryton this</p>

	<p>location may increase pressures at Bretford Bridge but the individual impact of this site would be limited.</p> <p>The distance to the nearest bus stop from the site is 271m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 64 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest for the type of development proposed, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium/Low. This is a relatively large site consisting of a single arable field on the northwestern edge of Stretton-on-Dunsmore. It has a simple landform and low natural value. Limited sensitivities are likely to arise from the presence of a PROW and intervisibility with properties on Squires Road.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Medium.
Opportunities/benefits	Residential with public open space.

#### **Outcome of further assessment: Not progressed**

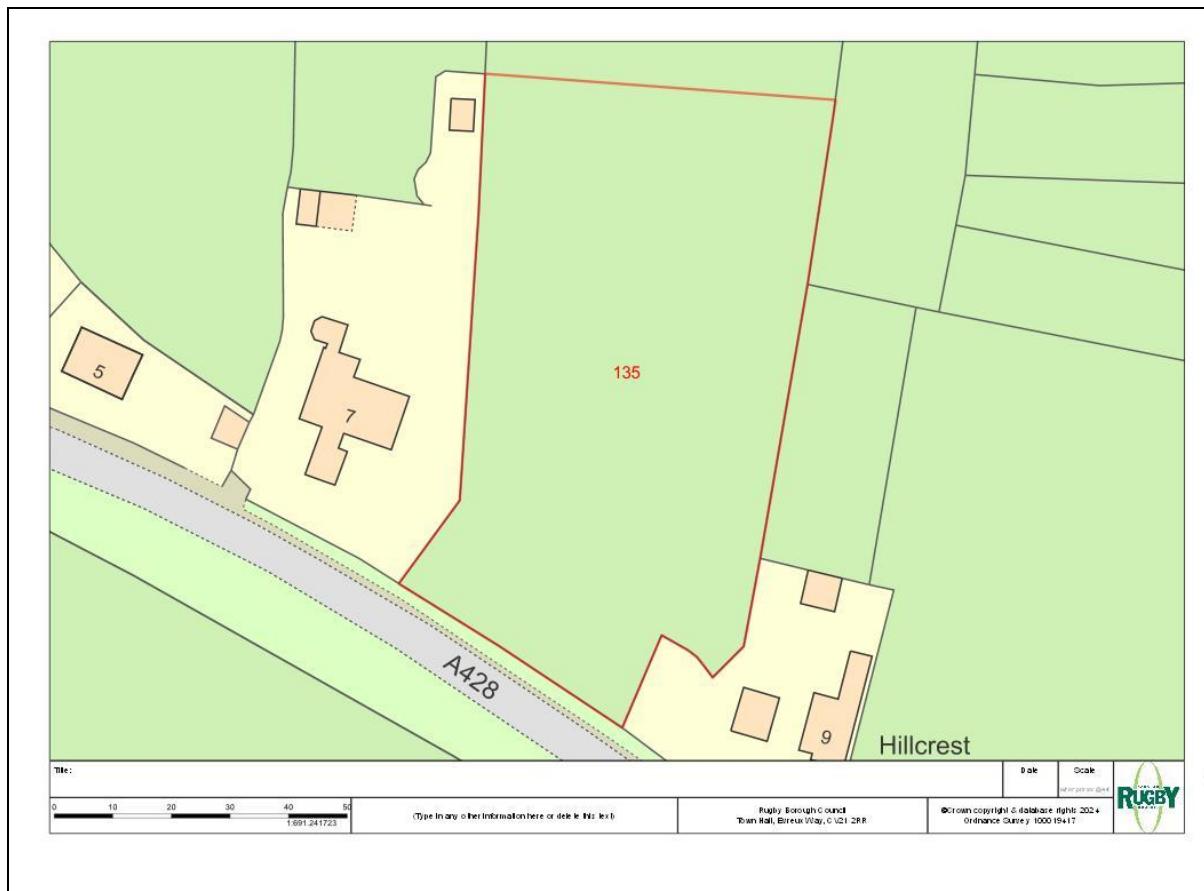
**Reasoning:** The site consists of a single arable field on the northwestern edge of Stretton-on-Dunsmore.

Neither heritage or ecology constraints were flagged, and the site is assessed to have Medium/Low landscape sensitivity. The site is provisionally within the Grey Belt.

The surrounding road network has medium levels of congestion, the site ranks moderately for accessibility and poorly for connectivity but is walkable to services and facilities in the village.

The access road, Plott Lane, is narrow and potentially problematic for increased volumes of traffic. The site has greater potential for traffic routing through narrow village streets than other site options in the village. On this basis, the site is not progressed beyond Stage 2.

### Site 135: Land north of Rugby Road, Church Lawford



**Ward:** Wolston and the Lawfords Ward

**Parish:** Church Lawford

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 16

Topic area	Evaluation summary
Transport	<p>The site is accessed from Church Road.</p> <p>The site has an average connectivity score of 27 with a maximum of 28, placing it within Band D relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 6, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 120m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 60 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>The site is most likely no longer used for agricultural purposes, so unmanaged in terms of groundcover or crops, surrounded by thick boundary vegetation. There are no public rights of way. It has an edge of village semi-rural character.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Not progressed**

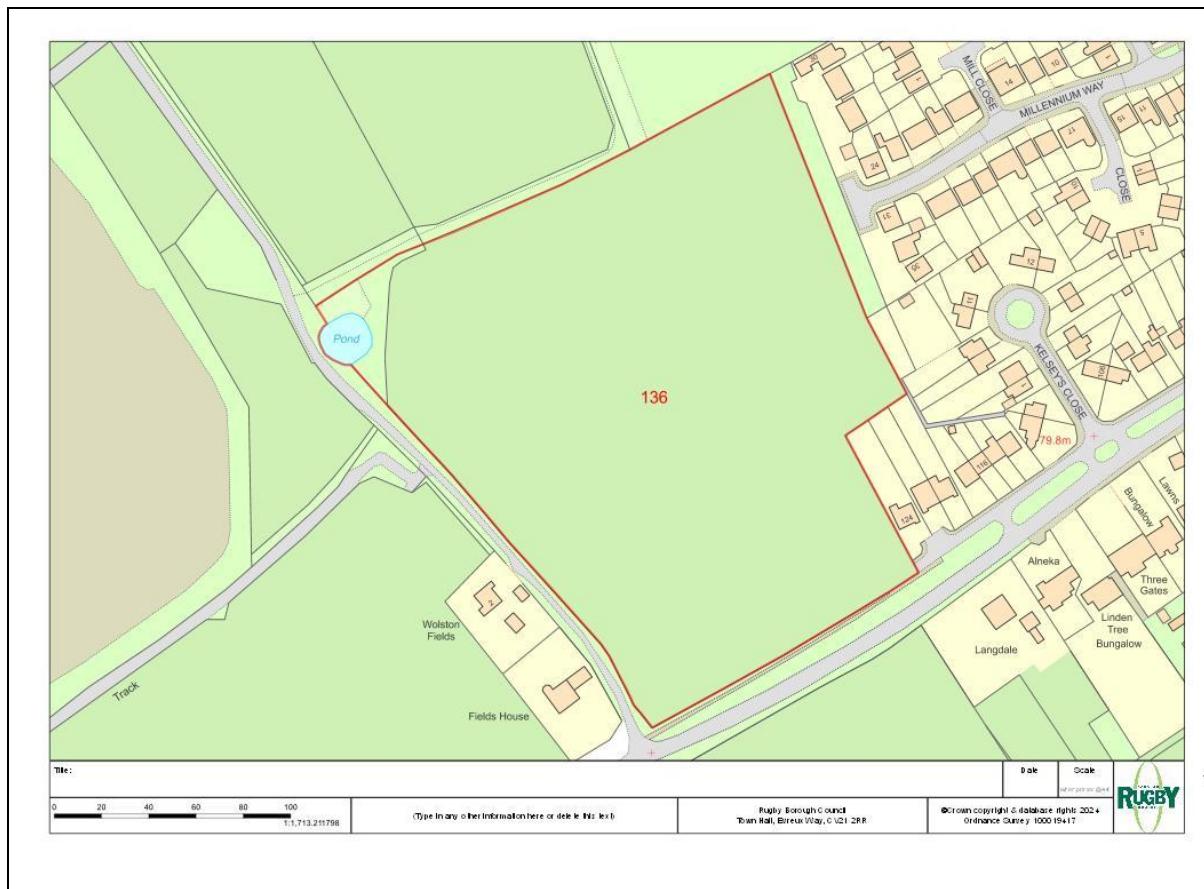
**Reasoning:** Small edge of village site currently unmanaged in terms of groundcover or crops.

Provisional Grey Belt site, although it has relatively few other constraints. The site is immediately adjacent to the village built up area. There are very few services and facilities available in Church Lawford.

There are access question marks in view of traffic speeds on the A428, access may need to come through adjacent site 101. Connectivity is poor.

Based on the small size of the existing settlement and the findings of the Rural Sustainability Report the site is not progressed but may be suitable for allocation through a Neighbourhood Plan.

### Site 136: Land North of Warwick Road, Wolston



**Ward:** Wolston and the Lawfords Ward

**Parish:** Wolston

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 80

Topic area	Evaluation summary
Transport	<p>The site is accessed from Warwick Road.</p> <p>The site has an average connectivity score of 35 with a maximum of 37, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 190m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 93 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 136. Site 136 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Brandon Marsh SSSI through sensitive site design and the adoption of appropriate mitigation measures. Habitats of medium to high distinctiveness covers the entire area of Site 136. It is therefore necessary to survey this site to ensure that these habitat types still dominate and where required mitigate impacts upon habitats of medium to high distinctiveness through sensitive site layout and landscaping design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. The site consists of a single green field on the southwestern edge of Wolston. It has a simple landform and is unremarkable in its features. Limited sensitivities are only likely to arise from the sites intervisibility with residential properties to the east, from the PROW and from the natural value of the trees, shrubs and hedges which bound the site.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is provisionally identified as Grey Belt, making a strong contribution to purpose C, and a moderate contribution to purpose A. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low. Known capacity constraints at the village primary school. Potential noise from quarry.</p>
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Proposed site allocation**

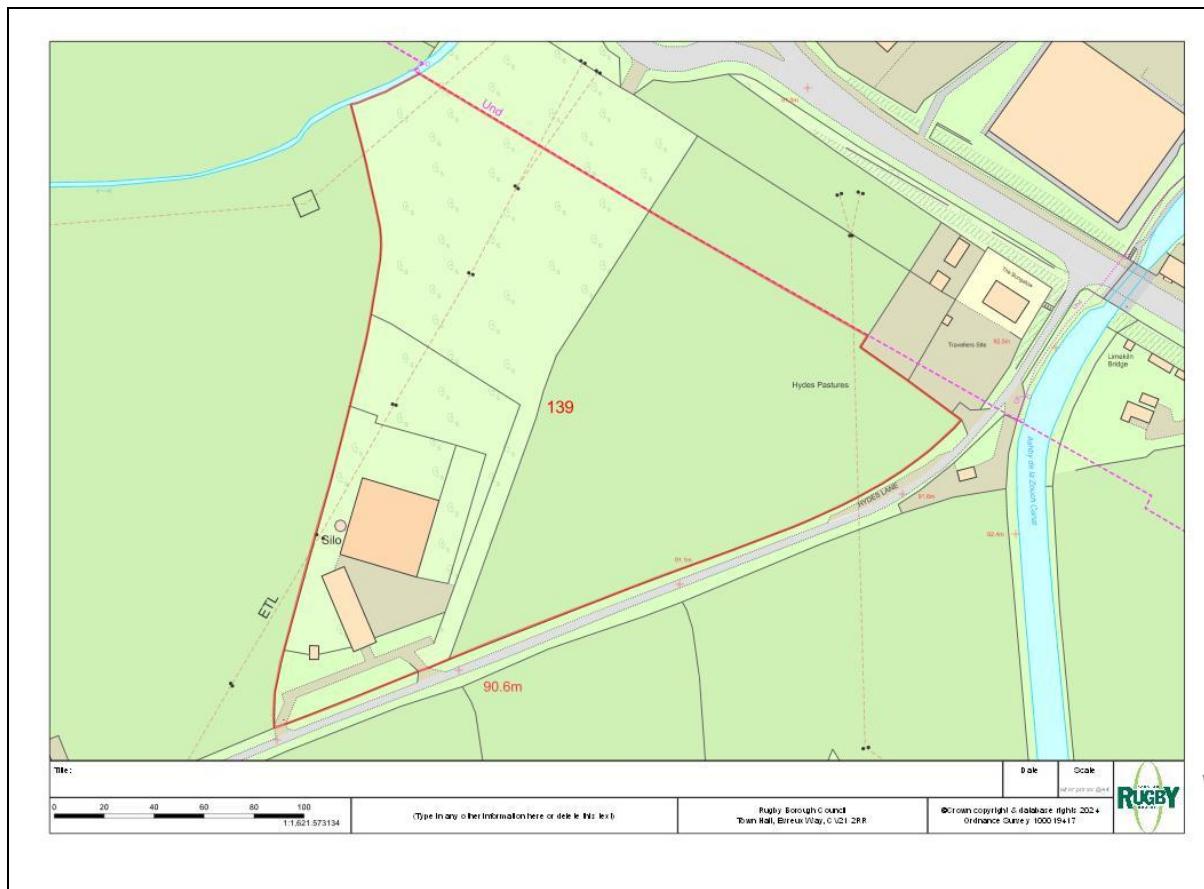
**Reasoning:** The site consists of a single green field on the southwestern edge of Wolston.

The surrounding road network has relatively low levels of congestion. The site scores poorly for accessibility but is walkable to services and facilities in the village, giving it a moderate connectivity score.

There are medium ecology constraints and landscape sensitivity is assessed as Medium/Low. Heritage constraints are not flagged. The site provisionally lies within the Grey Belt.

The site is a proposed allocation due to the relatively few constraints and good relationship with the village.

## Site 139: Land off A5 Hinckley



**Ward:** Wolvey and Shilton Ward

**Parish:** Stretton Baskerville

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 7250

**Potential yield (residential):** 30

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A5.</p> <p>The site has an average connectivity score of 47 with a maximum of 52, placing it within Band A relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site to be accessed directly from the A5 via a fourth arm of the A5 / Hammonds Way Roundabout. Anticipated residential impact during the peak hours would require modelling of this junction layout. Potential for improved pedestrian / cycle facilities at the A5 / Hammonds Way roundabout. Cumulative impact of surrounding developments to be considered in terms of required SRN improvements to the A5.</p> <p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic</p>

	<p>road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 220m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 115 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. However, the site is in close proximity to the Ashby de la Zouch Canal LWS and the Lime Kiln Meadow LWS. It is recommended that sensitive design and site layout, established in consultation with Natural England, avoid and ensure the protection of ecologically sensitive features associated with these LWS. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton. The presence of several PRoWs within and surrounding the site provides recreational value. Views into the site from Hydes Lane and the A5 are possible, with the latter impacting the visual and audial quality of the landscape. The Ashby-de-la-Zouch Canal contributes positively by offering recreational opportunities for walkers and boaters, while priority habitat located to the south of the site further underscores its ecological significance. Note that this site was assessed jointly with sites 289, 60 and 98.</p>

Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution purposes A, B and C. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment, residential or retail.

**Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton.

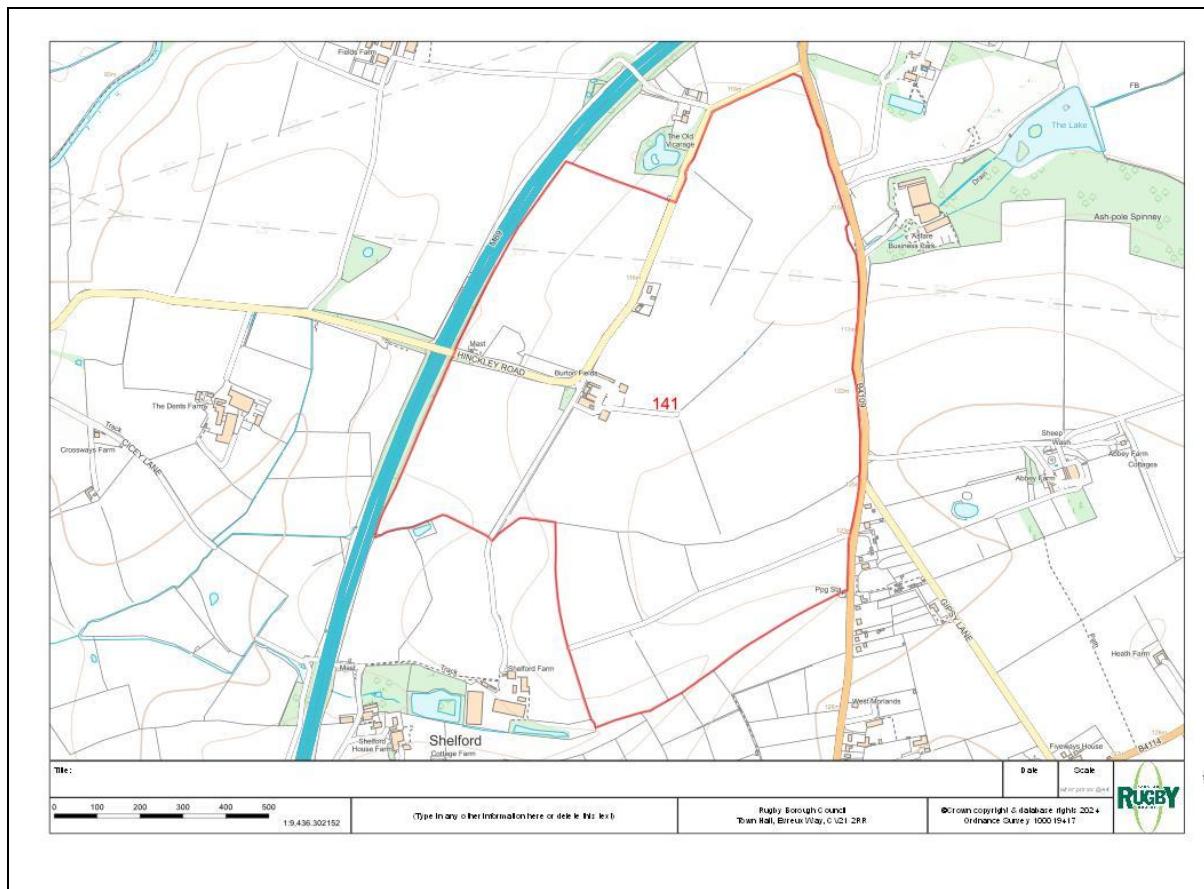
The surrounding road network has medium levels of congestion, the site has poor accessibility by non-car modes, albeit that it is close to Hinckley and has reasonable connectivity.

Heritage and ecology constraints have not been identified.

The site lies within the Green Belt in a particularly sensitive location in a narrow gap between Hinckley and Nuneaton and contributes strongly to three Green Belt purposes. The site's Green Belt sensitivity, highways concerns and its incongruity as a standalone protrusion from the settlement boundary are the principal reasons for not progressing the site.

For thorough consideration, the site was merged with others to create a larger site, site 321. However, the site is not progressed beyond the Stage 2 Site Assessment.

## Site 141: Land off Hinckley Road, South side of M69 A5 Jctn



**Ward:** Wolvey and Shilton Ward

**Parish:** Burton Hastings, Wolvey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 200000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from Hinckley Road.</p> <p>The site has an average connectivity score of 17 with a maximum of 23, placing it within Band E relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site bounded to the west by the M69, with access likely to be taken from the east on Hinckley Road. Likely nearest connection to the SRN is the Stretton Baskerville Island M69 Junction 1 / A5. Site is very rural in character, with likely a heavy reliance on the private car for employee trips associated with the site, especially given commuter trips associated with Hinckley to the north via the Stretton Baskerville Island. No localised typical traffic delay observed using Google traffic data at the Stretton Baskerville Island, however, significant traffic impact anticipated due to the quantum of development proposed.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 650m. The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 116 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low. The site comprises a number of arable fields partially enclosed by hedgerows with trees. The site is located within an agricultural landscape with urban influences, situated alongside the M69 motorway. There are not known to be recreational, cultural heritage or historic features within the surrounding landscape. Vehicular traffic along the M69 and Hinckley Road have expansive views into the site.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>Approximately 90% of the site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. The remainder is within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are</p>

	assessed as Low. More than half of the site is Grade 2 (very high quality) agricultural land.
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises a number of arable fields partially enclosed by hedgerows with trees.

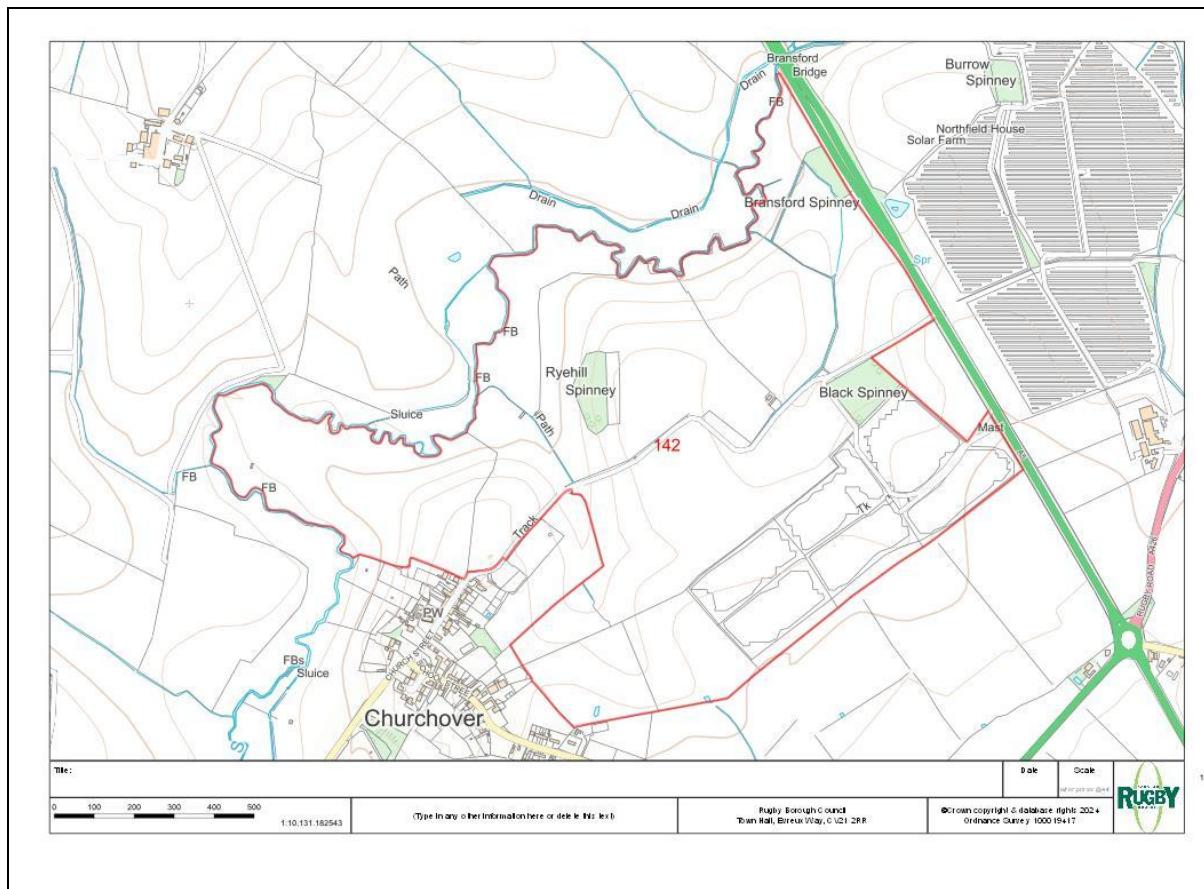
The surrounding road network has medium levels of congestion, but the site is very poorly accessible and not related to existing built development or well related to built-up areas. National Highways have expressed high concern about the site.

The site is mainly within provisional Grey Belt land, with a small portion in the Green Belt.

Neither heritage/ecology constraints were flagged, and landscape sensitivity is low.

The principal concerns are poor accessibility. Green Belt and BMV agricultural land loss are also factors. For these reasons this site has not been progressed past the Stage 2 Site Assessment.

## Site 142: Land off A5, Churchover



**Ward:** Clifton, Newton and Churchover Ward, Revel and Binley Woods Ward

**Parish:** Churchover, Monks Kirby

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 140000

**Potential yield (residential):** 1866

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A5/Church Road.</p> <p>The site has an average connectivity score of 15 with a maximum of 27, placing it within Band D relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Likely new vehicular access or accesses required onto the SRN at the A5 in addition to via Churchover village. Large scale site with potential for significant impacts on the A5 and on the M6 Junction 1 to the south of the site, which also forms a constraint as part of the main route to Rugby for commuter trips.</p> <p>Rural in location with a heavily reliance on the private car.</p> <p>Cumulative impact of the site to be considered along with sites in relation to this section of the A5 / Gibbet Lane and the M6 Junction 1.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is High.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 150m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would be improved to 1a PM by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 104 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium. The site consists of several pastoral and arable fields, along with a solar farm, partially enclosed by hedgerows and sparse tree cover. Situated in a rural landscape, the A5 runs along the eastern boundary. There are no known notable cultural heritage or historic features in the surrounding landscape. The presence of several PRoWs, including connections to Churchover, suggests that the site holds recreational value for local residents. The site also offers long-distance, wide views of the surrounding landscape, contributing to its rural character and scenic quality.</p>
Heritage	<p>The site is located to the north and east of the historic settlement of Churchover, and adjacent to the conservation area. The key characteristics of the conservation area are the views of open countryside, and of listed buildings including the Church of the Holy Trinity (grade II* listed). The approach into the village from the east</p>

	<p>along Lutterworth Road is also highlighted as a key view in the conservation area character appraisal.</p> <p>The site comprises predominantly agricultural land, with a small solar farm and woodland. It contributes positively to the character of the conservation area.</p> <p>Potential impacts of development include the dilution of the conservation area's character, particularly in terms of its open views, agricultural setting, and the village's still-isolated feel. To mitigate these impacts, site boundaries should be reinforced with planting, and local historic landscape features (such as hedgerows and woodland) should be restored. The design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	Employment, residential or retail.

#### **Outcome of further assessment: Not progressed**

##### **Reasoning:**

The site consists of several pastoral and arable fields, along with a solar farm.

The site is poorly accessible by non-car modes at present and is severed from Rugby by the M6. The scale of development proposed could provide improved transport links and local facilities, but the site remains very disconnected from the Rugby urban area and (for employment) from its workforce.

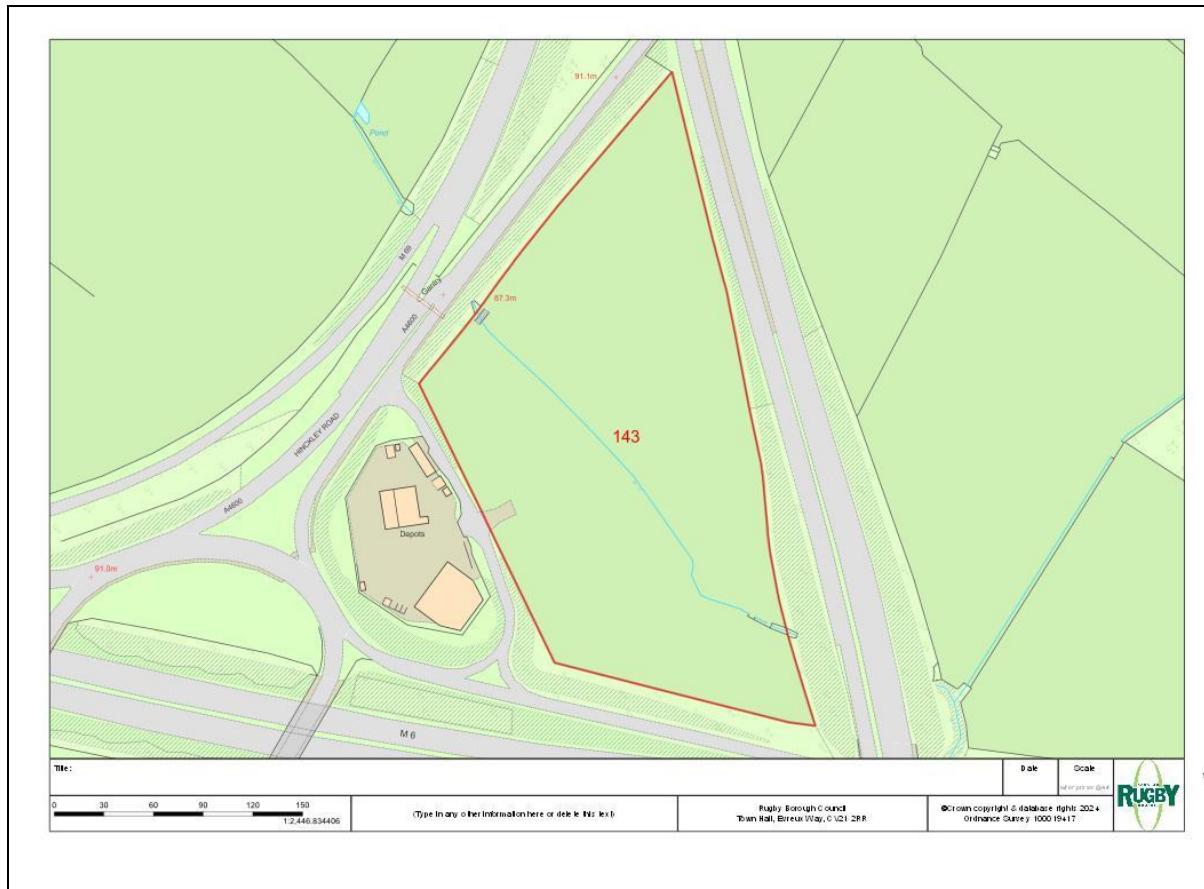
National Highways have expressed high levels of concern.

Landscape sensitivity is Medium, meaning it is one of the more relatively sensitive sites. The site is not within the Green Belt and ecological sensitivity is not flagged.

The site is near the historic settlement of Churchover, and adjacent to the conservation area. The key characteristics of the conservation area are the views of open countryside, and of listed buildings including the Grade II\* listed Church of the Holy Trinity.

Overall, the heritage, landscape and accessibility constraints are significant. The site was also grouped with site 132 and assessed as a large strategic site, see site 323. This site has not been progressed past the Stage 2 Site Assessment, either as standalone or as part of a larger site.

## Site 143: Land off Hinckley Road, M6 Jctn 2



**Ward:** Revel and Binley Woods Ward

**Parish:** Ansty

**Proposed use:** Employment

**Potential yield (employment, sqm):** 17480

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4065.</p> <p>The site has an average connectivity score of 49 with a maximum of 53, placing it within Band A relative to the borough as a whole.</p> <p>National Highways were asked to provide initial comments and provided: Site bounded by the M6 to the south and M69 to the east. Likely traffic impact directly onto the SRN, with access likely required off the M6 Junction 2 circulatory / Hinckley Road. Would be heavily reliant on the private car, and junction improvements would likely be required to accommodate the development. Cumulative impact of the development on the M69 Junction 2 &amp; M69 should be considered along with other nearby sites. Existing typical traffic delay on A46 to the south of M6 Junction 2.</p>

	<p>In addition, their initial review considers levels of physical highway mitigation required in order to ensure that impact on the strategic road network from development on the site is addressed, ranging from low, medium to high. The current level of concern for this site is Medium.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 560m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 108 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 143. Site 143 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Combe Pool SSSI through sensitive site design and the adoption of appropriate mitigation measures. Planted broadleaved woodland covers the majority of Site 143. It is therefore necessary to survey this site to ensure that these habitat types still dominate and where required mitigate impacts upon habitats of medium to high distinctiveness through sensitive site layout and landscaping design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low. This is a site bound by ramps taking traffic between the M6 and M69 at the Ansty Interchange. The site's character is dominated by noise and movement from traffic along nearby roads.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is entirely within the Green Belt, making a strong contribution to purpose A, and a moderate contribution to purpose B and C. This is a site bound by ramps taking traffic between the M6 and M69 at the Ansty Interchange. The site's character is dominated by noise and movement from traffic along nearby roads.</p>
Opportunities/benefits	<p>Employment.</p>

### **Outcome of further assessment: Not progressed**

**Reasoning:** This is a site bound by ramps taking traffic between the M6 and M69 at the Ansty Interchange.

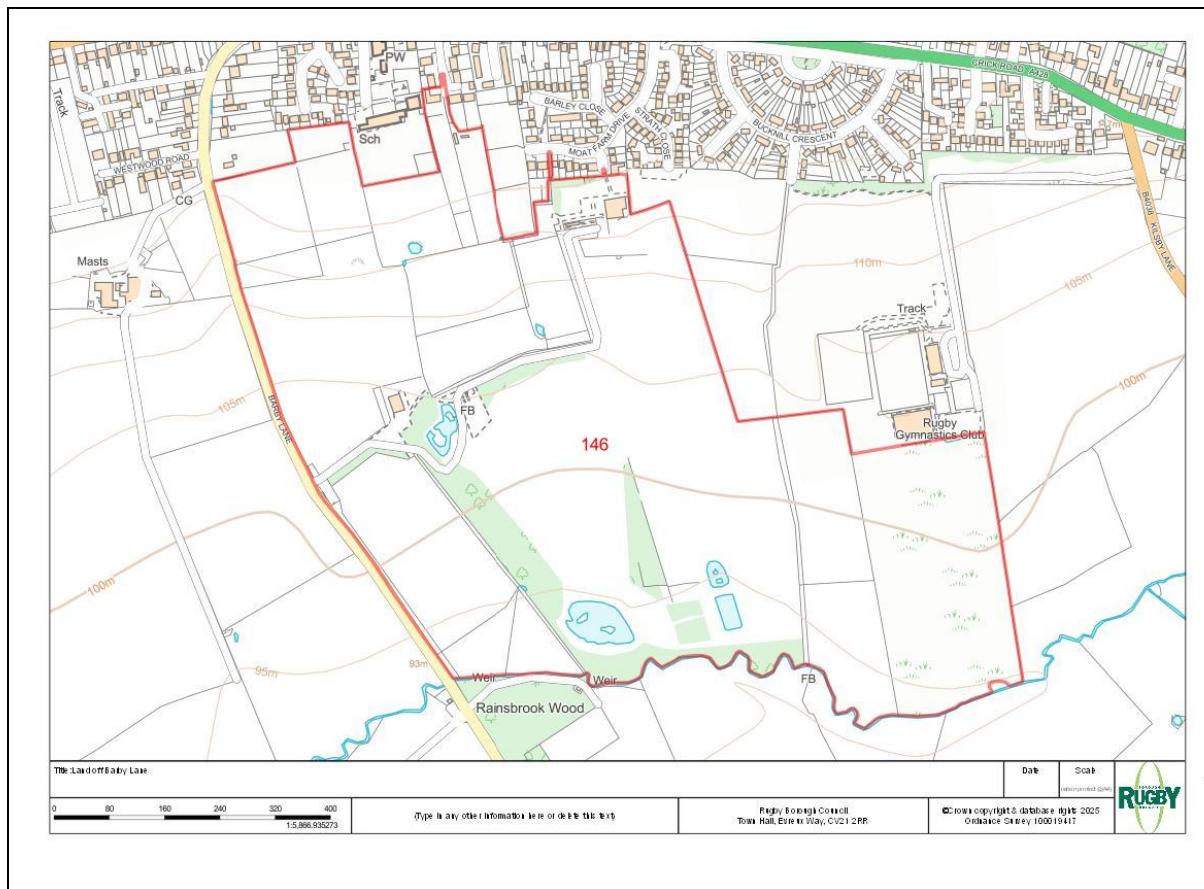
The surrounding road network has relatively high levels of congestion, and the site ranks poorly for accessibility by non-car modes. There is no realistic prospect or pedestrian, bicycle or public transport access. However, the site is proximate to a future workforce in Coventry and therefore has a higher connectivity score.

There are medium ecology constraints, landscape sensitivity is low, and heritage constraints are not flagged.

The site is within the Green Belt.

Overall, the severance and relative isolation of the site, coupled with its Green Belt location mean this site has not been progressed past the Stage 2 Site Assessment.

## Site 146: Land off Barby Lane, Hillmorton



**Ward:** Hillmorton Ward

**Parish:** Unparished

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 380

Topic area	Evaluation summary
Transport	<p>The site is accessed from Barby Lane.</p> <p>The site has an average connectivity score of 46 with a maximum of 62, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 120m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would be improved to 1b by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 49 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 146. It is necessary to demonstrate that there will be no adverse impacts on Cave's Inn Pit SSSI from any development at Site 146 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Given the site's ecological constraints to the east and the south, it may be challenging for development at the site depending on layout and design. If development were to occur, this should be concentrated in the north-west of the site. Mitigation including a wildlife corridor along Rains Brook should be considered, alongside buffers adjacent to the LWSs on site (Kilsby Lane Meadows LWS, Meadows adjoining Kilsby Lane Meadows potential LWS, and Old Cross Fields potential LWS) including a quiet area of limited public access. Waterbodies and dense scrub should be strategically used to deter cat predation and limit recreational access to the LWS.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>The site consists of fields enclosed by hedgerows and trees, situated at the urban fringe with settlements to the north. There are no known cultural heritage or historic features within the surrounding landscape. The site holds recreational value due to the presence of Public Rights of Way (PRoWs) both within and within 200 meters of the area. Expansive views of the surrounding landscape contribute to scenic quality, while high levels of tranquillity and a strong sense of enclosure create a peaceful environment. Overall, the landscape exhibits medium levels of sensitivity due to its scenic value, recreational opportunities, and tranquil atmosphere, indicating the need for careful management and consideration in any potential development or land-use changes.</p> <p>Forms part of proposed Rainsbrook Valley Landscape of Elevated Sensitivity.</p>

Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. Parts of the site comprise Grade 2 (very high quality) agricultural land.
Opportunities/benefits	Residential with open space. Potential for new/extended PROWs.

**Outcome of further assessment: Not progressed**

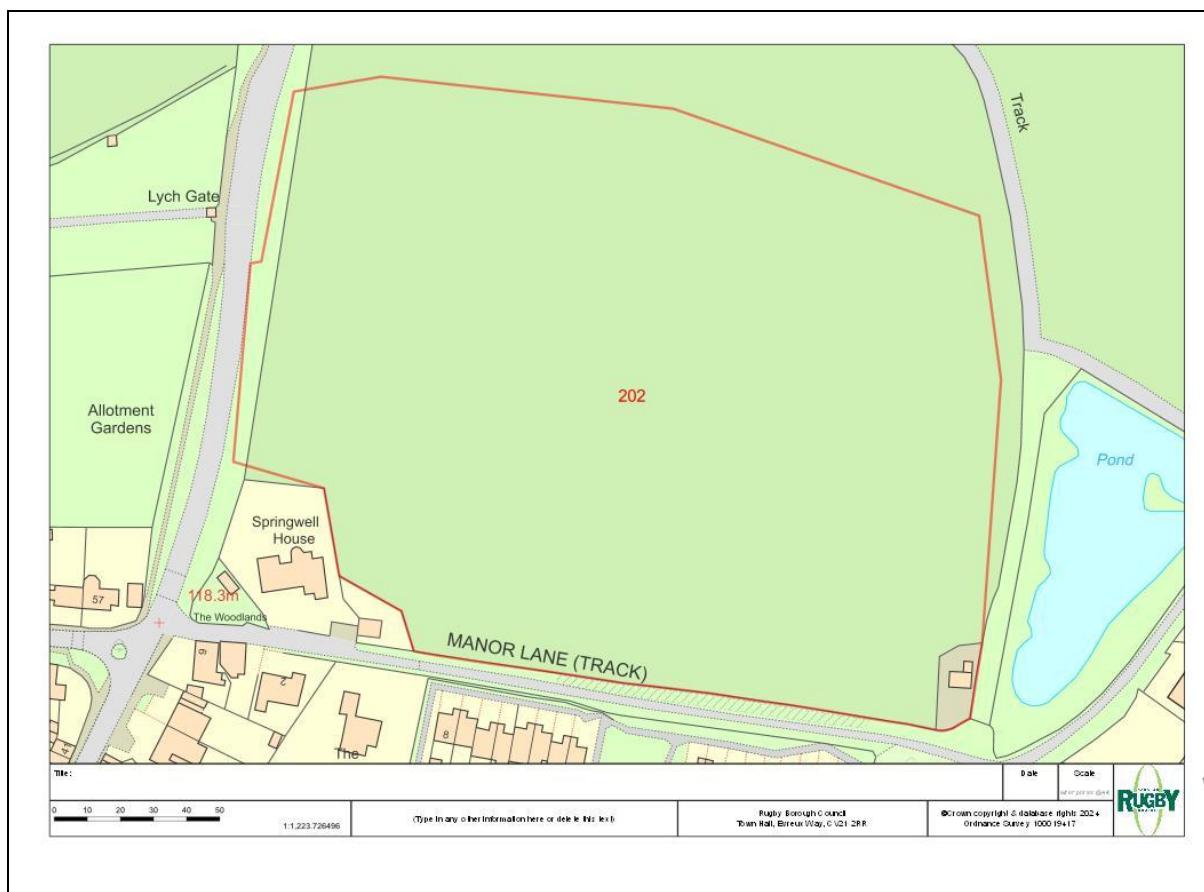
**Reasoning:** The site consists of fields enclosed by hedgerows and trees, situated at the urban fringe.

The surrounding road network has medium levels of congestion. The site has generally good accessibility and high connectivity which can be expected to improve considerably with the opening of Rugby Parkway station. The site would be walkable to bus stops and services and facilities in Hillmorton, including schools.

There are medium ecological constraints and medium landscape sensitivity. In relation to the latter the site forms part of a proposed area of Enhanced Landscape Sensitivity designated within the plan. The site is not within the Green Belt and there are no heritage constraints. Developing all of the site would involve loss of significant areas of BMV agricultural land.

Owing to the landscape sensitivities linked to the PROW and ecological sensitivities to the east and south, this site has not been progressed beyond the Stage 2 Assessment but was instead been redrawn as **site 334** comprising just the northwest part of the site. Site 334 is not separately assessed in this report but has been subject to landscape sensitivity assessment. That site is also not progressed due to landscape concerns.

## Site 202: Newton Road, Clifton upon Dunsmore



**Ward:** Clifton, Newton and Churchover Ward

**Parish:** Clifton upon Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 80

Topic area	Evaluation summary
Transport	<p>The site is accessed from Newton Road / Manor Lane.</p> <p>The site has an average connectivity score of 43 with a maximum of 46, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 190m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 18 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium/Low. The site consists of part of a field on the northern edge of the village of Clifton upon Dunsmore. Sensitivities arise from the limited natural value of the current landscape (derived from the field boundaries), and its intervisibility with dwellings in the village, the PROWs and the countryside to the north.
Heritage	The site is just outside the Clifton Upon Dunsmore Conservation Area. The agricultural use and predominantly rural character of the site is likely to contribute positively to the setting of the conservation area. As the site is outside the Conservation Area , and the Conservation Area Appraisal does not reference any key views or vistas over the site, it is likely that development of the site would cause, at most, a low level of harm to the setting of the Conservation Area.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. Known capacity constraints at the village primary school. Site comprises Grade 2 (good quality) agricultural land.
Opportunities/benefits	Residential with open space.

#### **Outcome of further assessment: Proposed allocation site**

**Reasoning:** The site consists of part of a field on the northern edge of the village of Clifton upon Dunsmore.

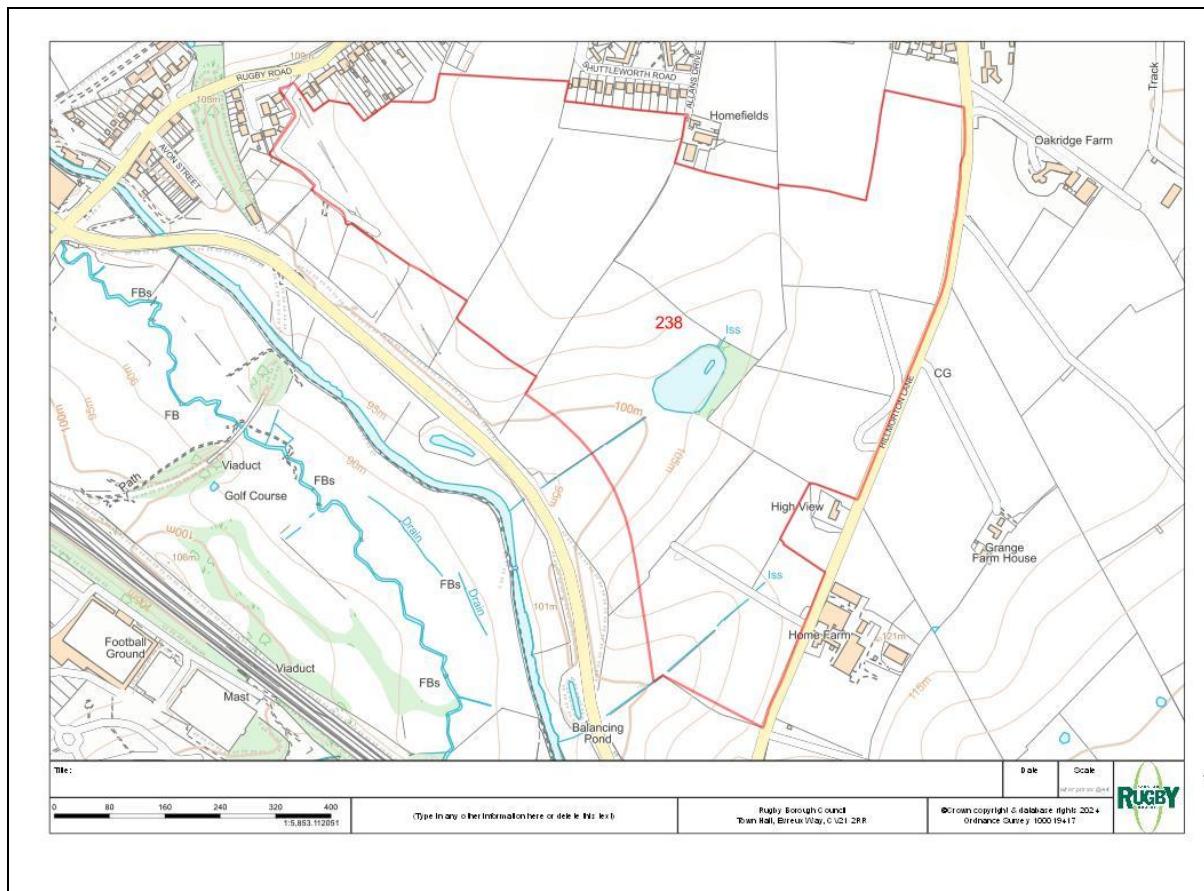
The surrounding road network has medium levels of congestion and the site scores well for accessibility, although this likely reflect the MSOA rather than the site specifically. Nonetheless, the site would be walkable to services and facilities in the village and connectivity is moderate.

The site comprises Grade 2 agricultural land.

The site has very minor heritage constraints, no ecology constraints, and landscape sensitivity is Medium/Low. The site is not in the Green Belt. The site is well related to the village and could be viewed as 'rounding off'.

For these reasons the site is a proposed allocation.

## Site 238: Land off Rugby Rd, Clifton upon Dunsmore



**Ward:** Clifton, Newton and Churchover Ward

**Parish:** Clifton upon Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 700

Topic area	Evaluation summary
Transport	<p>The site is accessed from Rugby Road / Newall Close.</p> <p>The site has an average connectivity score of 45 with a maximum of 55, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 90m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 77 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium. The site, located at the urban fringe of Rugby and Clifton-upon-Dunsmore, consists of arable and pastoral fields. It offers recreational value with a PRoW traversing the site. While long-distance views are accessible at gaps in the hedgerows and trees, the landscape maintains a strong sense of enclosure due to the dense vegetation and gently undulating topography. Overall, the site has a medium level of landscape sensitivity.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. Much of the site comprises Grade 2 (very good quality) agricultural land. The site is within a proposed separation area between Clifton upon Dunsmore and Rugby.
Opportunities/benefits	Residential with primary school and parkland.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site, located at the urban fringe of Rugby and Clifton-upon-Dunsmore, consists of arable and pastoral fields.

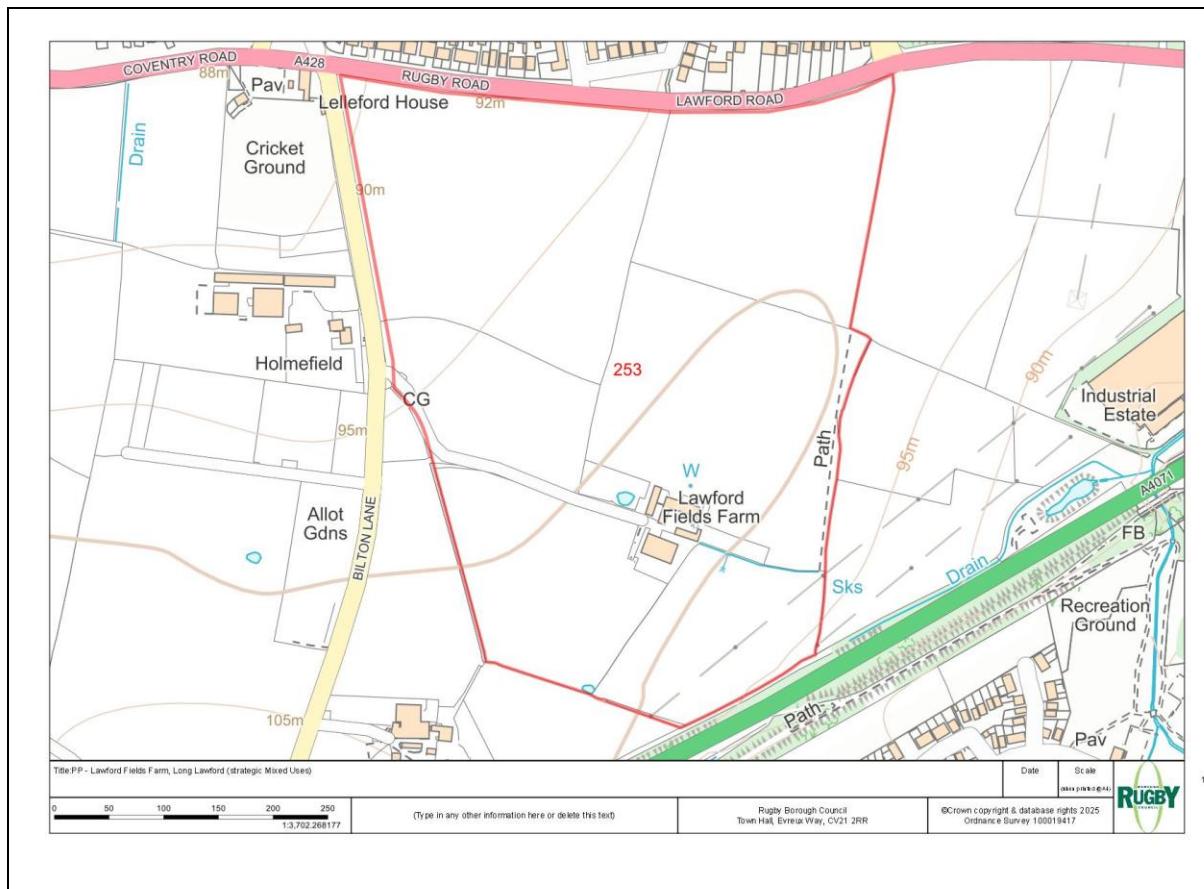
The surrounding road network has medium levels of congestion, and the site scores moderately for connectivity. There are significant concerns about how the site would integrate with the village and provide pedestrian connectivity given that it is not contiguous with the built form. Clifton-upon-Dunsmore is a nucleated hilltop village and the development of the site would detract from that character by developing the valley slopes between the village and lower ground on the Rugby urban edge.

The site also forms a significant part of the proposed area of separation in the draft plan given its important role in maintaining separation between Clifton-upon-Dunsmore and Rugby.

Neither ecology nor heritage constraints are flagged but medium landscape sensitivity is identified making this one of the more sensitive sites in this respect. Developing the site would also involve loss of significant areas of BMV agricultural land.

In view of the landscape sensitivity and disconnection from the built form of the village, this larger site is not progressed. A smaller site comprising just the western part of this site for circa 150 homes is assessed separately as site 335.

## Site 253: Lawford Fields Farm, Long Lawford



**Ward:** New Bilton Ward, Wolston and the Lawfords Ward

**Parish:** Long Lawford, Unparished

**Proposed use:** Mixed Use

**Potential yield (employment, sqm):** 70000

**Potential yield (residential):** 350

Topic area	Evaluation summary
Transport	<p>The site is accessed from Rugby Road / the A4071 / Bilton Lane.</p> <p>The site has an average connectivity score of 51 with a maximum of 58, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment identified that signal timing optimisation would be sufficient to mitigate highway impacts from this site. These would be required at A4071/A428 Lawford Road and</p>

	<p>A4071/Bilton Lane. This would avoid any significant worsening of the network performance.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 54 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Low. This site comprises a patchwork of arable and pastoral fields of various shapes and sizes, divided and bounded with hedgerows, which are well maintained and cut short. The site is surrounded by development within the town of Rugby to the north, east and south.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is within the Green Belt, making a strong contribution to purposes A and C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. School capacity has not been flagged as a constraint in Long Lawford. Gas pipeline crosses site with HSE consultation zones. Building houses in inner zone not possible, but can in principle be addressed by masterplanning. Primary school capacity identified in Long Lawford (see Education Topic Paper).
Opportunities/benefits	Residential with country park/public open space/sport pitches. Potential land for a school if required. Potential to create a safe walking and cycling route to Bilton.

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** This site comprises a patchwork of arable and pastoral fields of various shapes and sizes.

The surrounding road network has medium levels of congestion, and assessed accessibility is moderate, but this is influenced by MSOA-level assessment and the site could benefit from bus services on Lawford Road. It is within walking distance of services within Long Lawford.

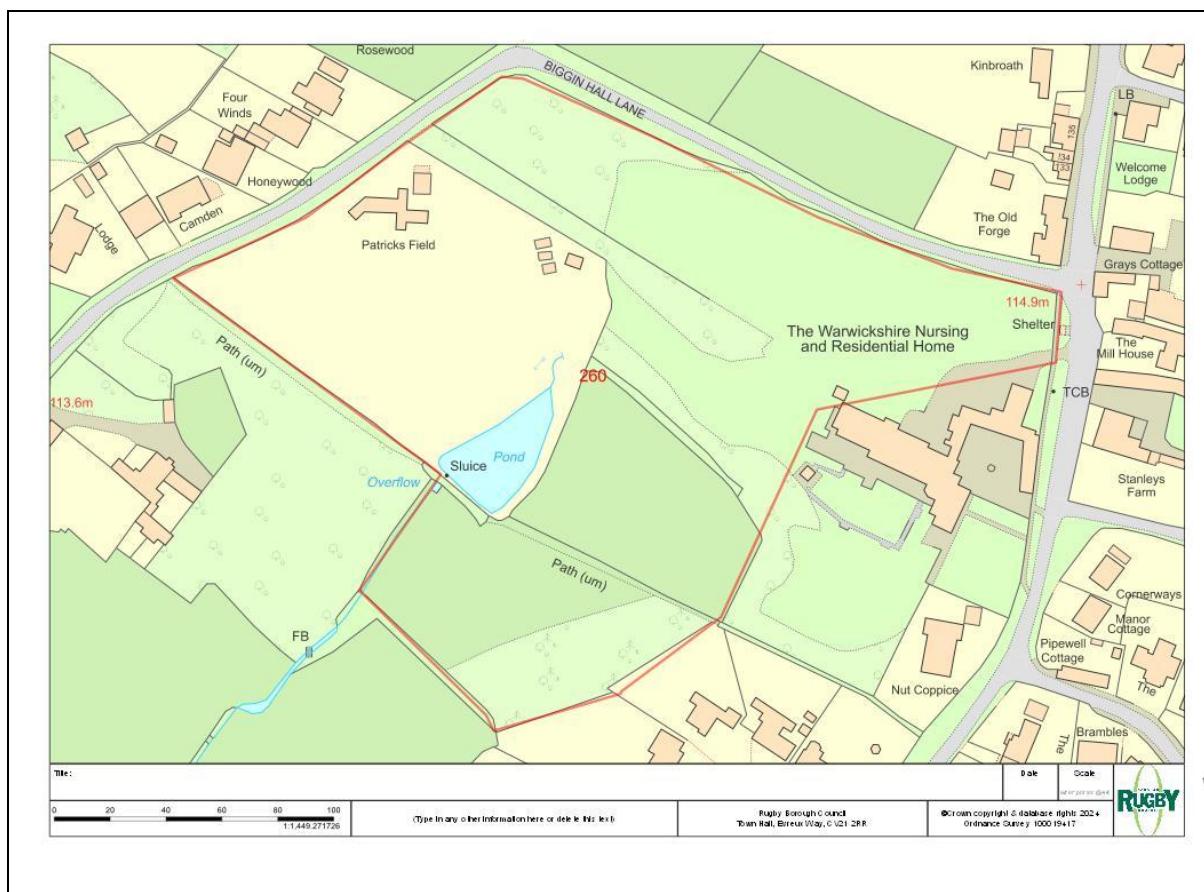
Landscape sensitivity is low, and the site was not flagged for ecology or heritage constraints.

Green Belt is a concern for this site. It contributes strongly to two Green Belt purposes and its development would coalesce Rugby and Long Lawford contributing to the sprawl of the Rugby built-up area. This can be partly mitigated by restricting development to the north of the site closer to Lawford Road.

There is an opportunity to create a walking route through the site connecting Long Lawford with primary and secondary schools in Cawston and Bilton.

The site is a proposed allocation based on its sustainable location with access to services in Long Lawford and proximity to the Rugby town centre. The site also has significant opportunities including open space delivery and delivering a new safe walking and cycling route to Bilton. There is school capacity in Long Lawford. The principal constraint is Green Belt but there is some potential for mitigation of coalescence impacts through site layout.

## Site 260: Thurlaston Meadows Care Home, Main Street, Thurlaston



**Ward:** Dunsmore Ward

**Parish:** Thurlaston

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 74

Topic area	Evaluation summary
Transport	<p>The site is accessed from Main Street.</p> <p>The site has an average connectivity score of 29 with a maximum of 34, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has</p>

	<p>a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 30 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are low ecological constraints at Site 260. It is necessary to demonstrate that there will be no adverse impacts on Draycote Meadows SSSI from any development at Site 260 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 260 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon the SSSI through sensitive site design and the adoption of appropriate mitigation measures.</p>
Landscape	<p>The overall landscape sensitivity of the site is High/Medium.</p> <p>The site comprises the grounds of a nursing home and adjacent residential gardens on the edge of Thurlaston, enclosed by mature vegetation and well-maintained hedgerows. The undulating topography includes steep scrub-covered slopes and small plateaus, with a pond located in the southern area and woodland clusters covered by TPOs that enhance the scenic quality of the site. The site retains a semi-rural feel that contributes positively to the setting of the Thurlaston Conservation Area, which partially overlaps its western edge. However, the proposed development would visually and historically overwhelm the small settlement, altering valued views from nearby PRoWs, the public bench to the northwest, the adjacent care home, as well as heritage assets including Grade II Listed Buildings 'The Old Forge' and 'Stanley's Farmhouse'. Views towards Thurlaston from walking and cycling networks surrounding Draycote Water are also likely to be altered.</p> <p>Development is unlikely to be appropriate at this location; however, a lower density development than those proposed would be more suitable. Development should be set back from the conservation area and care home and be in keeping with the historic character and setting. PRoW networks should be enhanced to provide more direct connections to recreational routes around Draycote Water. Trees within the site should be retained as well as the pond, and</p>

	biodiversity should be enhanced through the planting of native species.
Heritage	<p>The site is located in the historic settlement of Thurlaston, near Main Street. The northeastern part of the site is located within the Thurlaston Conservation Area, which is characterised by its rural setting and views out into the open countryside. It is also in close proximity to several grade II listed buildings, including The Old Forge and Stanley's Farmhouse.</p> <p>The site itself plays a significant role in framing views of the conservation area from Biggin Hall Lane and the nearby public rights of way.</p> <p>The site includes a mixture of open pasture, woodland, and landscaped gardens, all of which contribute to the setting of nearby designated and non-designated heritage assets (including Biggin Hall Farm).</p> <p>Potential impacts of development include the dilution of the conservation area's character, particularly in terms of its agricultural setting and the experience of approaching from the west. Development could also impact on setting of the nearby heritage assets, including Biggin Hall Farm.</p> <p>To mitigate these impacts, development should not significantly extend the existing settlement boundary, with reinforced planted boundaries to filter views, and local historic landscape features (such as hedgerows and woodland) should be restored. The design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.</p>
Other constraints	The site is not within the Green Belt. No data was received relating to constraints for foul water drainage, constraints for surface water drainage are assessed as Low. No education yield is expected as a result of the proposed use of retirement accommodation.
Opportunities/benefits	Retirement accommodation.

#### Outcome of further assessment: Not progressed

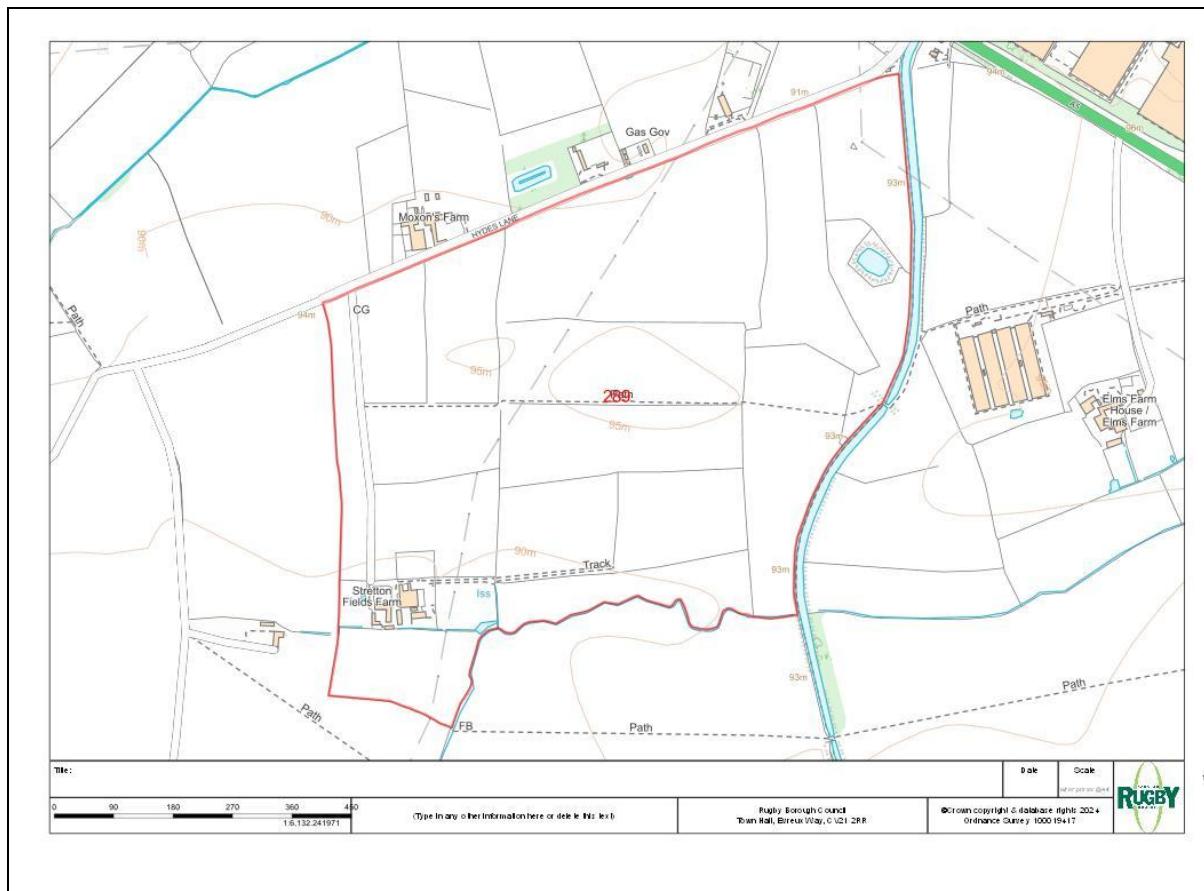
**Reasoning:** The site grounds of a nursing and residential home, and the grounds of a large residential dwelling, on the edge of the rural village of Thurlaston.

The surrounding road network has medium levels of congestion, and the site performs well for accessibility, although this reflects MSOA level analysis. Connectivity is relatively weak. The site itself has limited walkable facilities in Thurlaston and no bus service.

The site is not in the Green Belt and ecological sensitivity is low. However, landscape sensitivity is High/Medium and development on the site is expected to impact heritage assets and contribute to the dilution of the Thurlaston Conservation Area's character.

In view of these constraints the site has not been progressed beyond the Stage 2 Site Assessment.

## Site 289: Land at Elms Farm and Stretton Fields Farm (plot B)



**Ward:** Wolvey and Shilton Ward

**Parish:** Stretton Baskerville

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 128000

**Potential yield (residential):** 769

Topic area	Evaluation summary
Transport	<p>The site is accessed from Hydes Lane.</p> <p>The site has an average connectivity score of 33 with a maximum of 47, placing it within Band B relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 415m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 117 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. However, the site is adjacent to the Ashby de la Zouch Canal LWS and in close proximity to the Lime Kiln Meadow LWS. It is recommended that sensitive design and site layout, established in consultation with Natural England, avoid and ensure the protection of ecologically sensitive features associated with the LWS. The site was not further assessed for ecological constraints.
Landscape	Assessed as part of site 321. Landscape sensitivity Medium/Low. The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton. The presence of several PRoWs within and surrounding the site provides recreational value. Views into the site from Hydes Lane and the A5 are possible, with the latter impacting the visual and audial quality of the landscape. The Ashby-de-la-Zouch Canal contributes positively by offering recreational opportunities for walkers and boaters, while priority habitat located to the south of the site further underscores its ecological significance.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A, B and C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Medium.
Opportunities/benefits	Employment, residential or retail.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton.

The overall landscape sensitivity of the site is Medium/Low. The surrounding road network has moderate levels of congestion and accessibility by non-car modes is poor, albeit that the site is

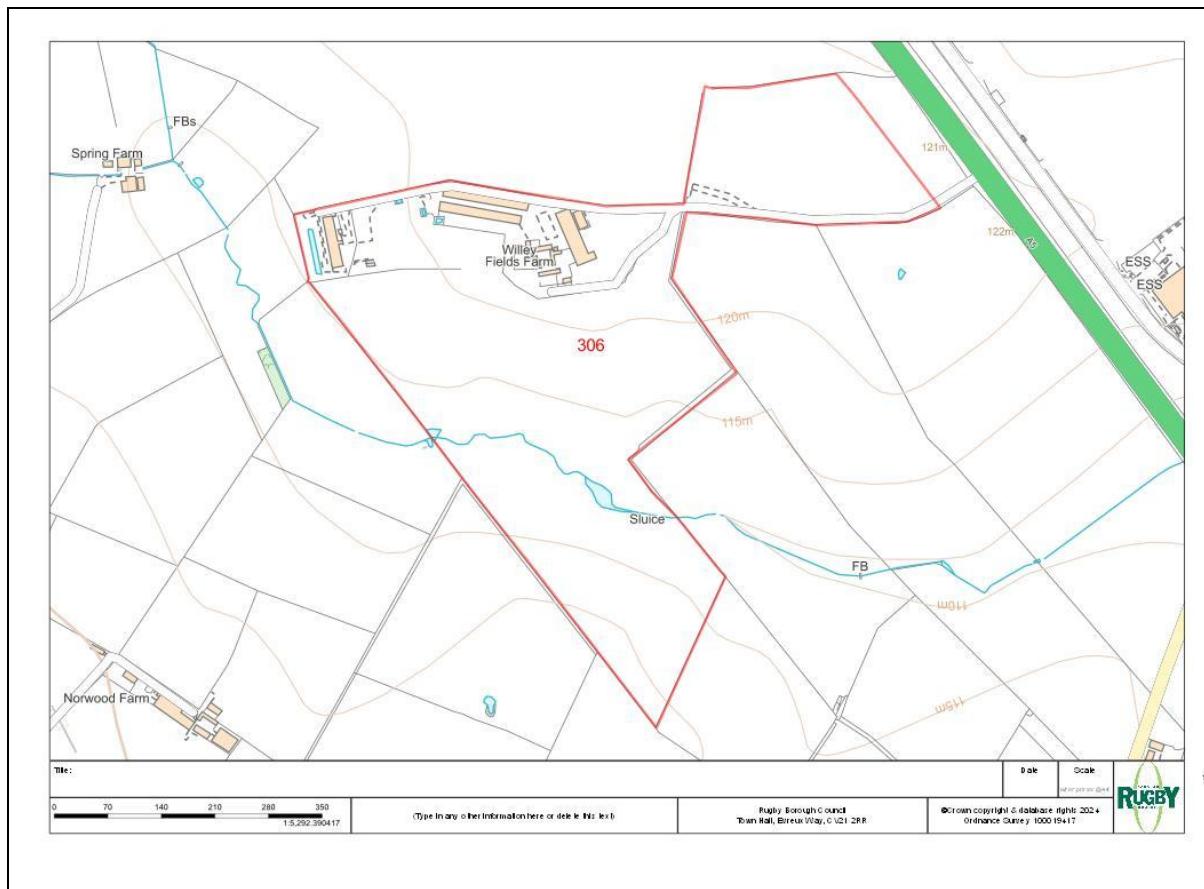
proximate to Hinckley, which gives it a moderate connectivity score. National Highways have expressed high concern.

This site could not be developed as a standalone, as this would lead to an incongruous pattern of development projecting from Hinckley. For thorough consideration, the site was merged with others to create a larger site, site 321.

Neither heritage nor ecology constraints were flagged, and the site has Medium/low landscape sensitivity.

The site lies within the Green Belt in a particularly sensitive location in a narrow gap between Hinckley and Nuneaton and contributes strongly to three Green Belt purposes. The site's Green Belt sensitivity, highways concerns and its incongruity as a standalone protrusion from the settlement boundary are the principal reasons for not progressing the site.

## Site 306: Land at Willey Fields Farm, Willey



**Ward:** Revel and Binley Woods Ward

**Parish:** Wibtoft, Willey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 97160

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A5.</p> <p>The site has an average connectivity score of 6 with a maximum of 9, placing it within Band J relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 750m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 123 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The site was assessed in the landscape assessment alongside adjacent site 7.</p> <p>The site's landscape sensitivity was assessed as medium/low. The site features arable fields positioned to the west of the A5, warehousing development is located to the east. Its recreational value is highlighted by the presence of PRoWs that traverse both the site and the surrounding area. Views into the site from the A5 and Penn Lane are available in certain locations, though these are partially filtered by hedgerows and sparse trees.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment.

#### Outcome of further assessment: Not progressed

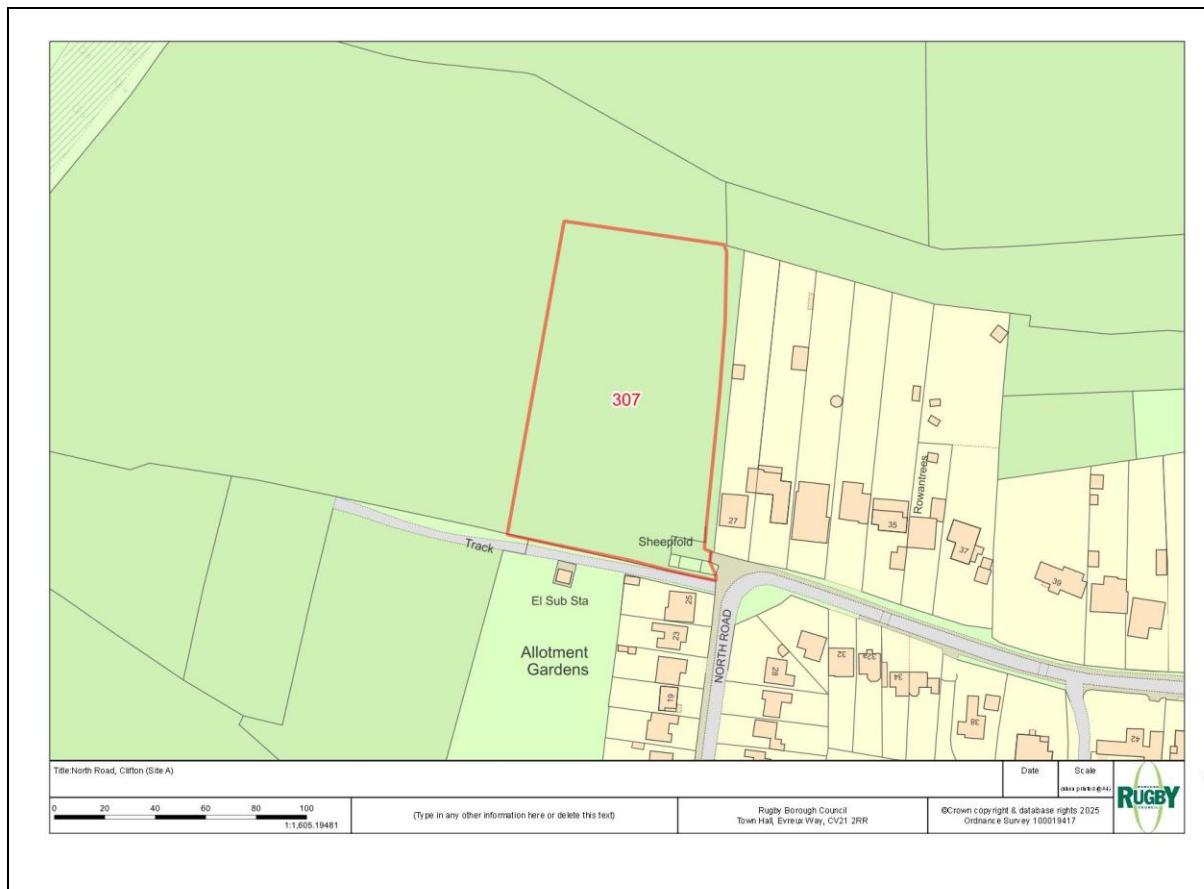
**Reasoning:** The site features arable fields positioned to the west of the A5, warehousing development is located to the east.

The site ranks very poorly for accessibility by non-car modes and has very low connectivity score. The site is located at distance from other built development except for Magna Park and any future workforce. The site is entirely located within the Green Belt. Other sites opposite Magna Park do not lie within the Green Belt and would be considered preferable.

Due to the shape of this site it could not be developed as a standalone. It has been combined with site 7 to create a larger site 331 which is assessed separately but also not progressed.

For these reasons the site is not being progressed beyond the Stage 2 Assessment.

### Site 307: SC - North Road, Clifton upon Dunsmore (Site A)



**Ward:** Clifton, Newton and Churchover Ward

**Parish:** Clifton upon Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 10

Topic area	Evaluation summary
Transport	<p>The site is accessed from a track off North Road.</p> <p>The site has an average connectivity score of 47 with a maximum of 48, placing it within Band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 230m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has</p>

	<p>a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 19 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium/Low. This is a small site that consists of a cutting of a larger field used as pastureland on the edge of the village of Clifton upon Dunsmore. The site has minimal landscape value. The only sensitivities are likely to be due to its expansive views of Rugby town to the northwest, its proximity to residential dwellings which have some intervisibility, and the current tranquillity of the area.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. Known capacity constraints at the village primary school.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** This is a small site that consists of part of a larger field used as pastureland on the edge of the village of Clifton upon Dunsmore.

The site is not within the Green Belt and didn't flag ecology or heritage constraints. The site scores well for accessibility, though this likely reflect MSOA-level factors rather than the specifics of the site itself. Nonetheless, the site is walkable to services and facilities in the village, giving it a relatively high connectivity score.

The site is assessed as Medium/Low landscape sensitivity which is the principal identified constraint.

In view of the relatively few constraints the site is a proposed allocation.

## Site 309: SC - Land North of the B4109, Wolvey



**Ward:** Wolvey and Shilton Ward

**Parish:** Wolvey

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 150

Topic area	Evaluation summary
Transport	<p>The site is accessed from Bulkington Road.</p> <p>The site has an average connectivity score of 25 with a maximum of 27, placing it within Band D relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 150m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 78 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium/Low. A medium-sized site comprising four agricultural fields on the edge of Wolvey enclosed by hedgerows on all sides and a concentration of trees along the boundary with the River Anker to the north. Limited sensitivities are likely to arise from its intervisibility with nearby dwellings, its natural value (particularly as a setting for the River Anker), and the recreational value of its PRoW.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	<p>The site is provisionally identified as Grey Belt, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. The estimated primary pupil yield could be accommodated in the existing catchment, the site is in a catchment for a secondary school which is outside the borough.</p> <p>Water Cycle Study highlights potential water supply constraints pending upgrade to the Bramcote Wolvey Booster Station.</p>
Opportunities/benefits	Residential and open space.

#### **Outcome of further assessment: Proposed site allocation**

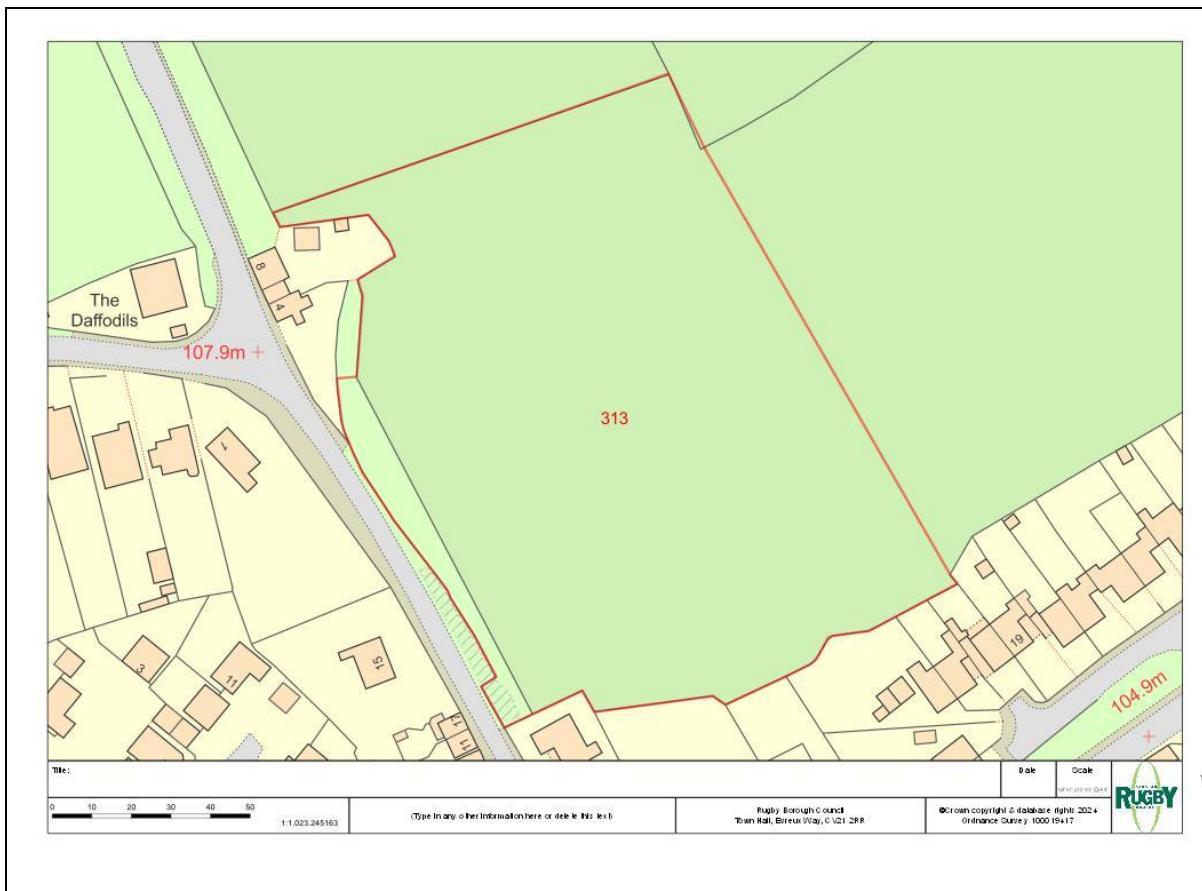
**Reasoning:** A medium-sized site comprising four agricultural fields on the edge of Wolvey.

The surrounding road network has medium levels of congestion, accessibility by non-car modes is assessed as generally weak but the site is walkable to the services and facilities in Wolvey including the school opposite. The site is well-related to settlement edge with good connectivity.

Site doesn't flag ecology or heritage constraints. The site is provisionally within the Grey Belt and landscape sensitivity is assessed as Medium/Low.

In view of the site's good relationship to the village and absence of constraints, the site is a proposed allocation.

### Site 313: Land north of Shilton, Bedworth



**Ward:** Wolvey and Shilton Ward

**Parish:** Shilton and Barnacle

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 45

Topic area	Evaluation summary
Transport	<p>The site is accessed from Bulkington Road.</p> <p>The site has an average connectivity score of 29 with a maximum of 31, placing it within Band C relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 3, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 20m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has</p>

	<p>a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 71 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	The overall landscape sensitivity of the site is Medium/Low. The site is an irregular shape, bound by farmland to the north and the rest of the field to the east, Bulkington Road to the west, and the rear of residential development of Shilton to the south. It comprises part of a single mid-sized field. There are some mature trees on the southern and western boundaries, and hedgerows on the eastern boundary. The site is elevated and therefore offers some views. PROWs provide some recreational value.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Not progressed**

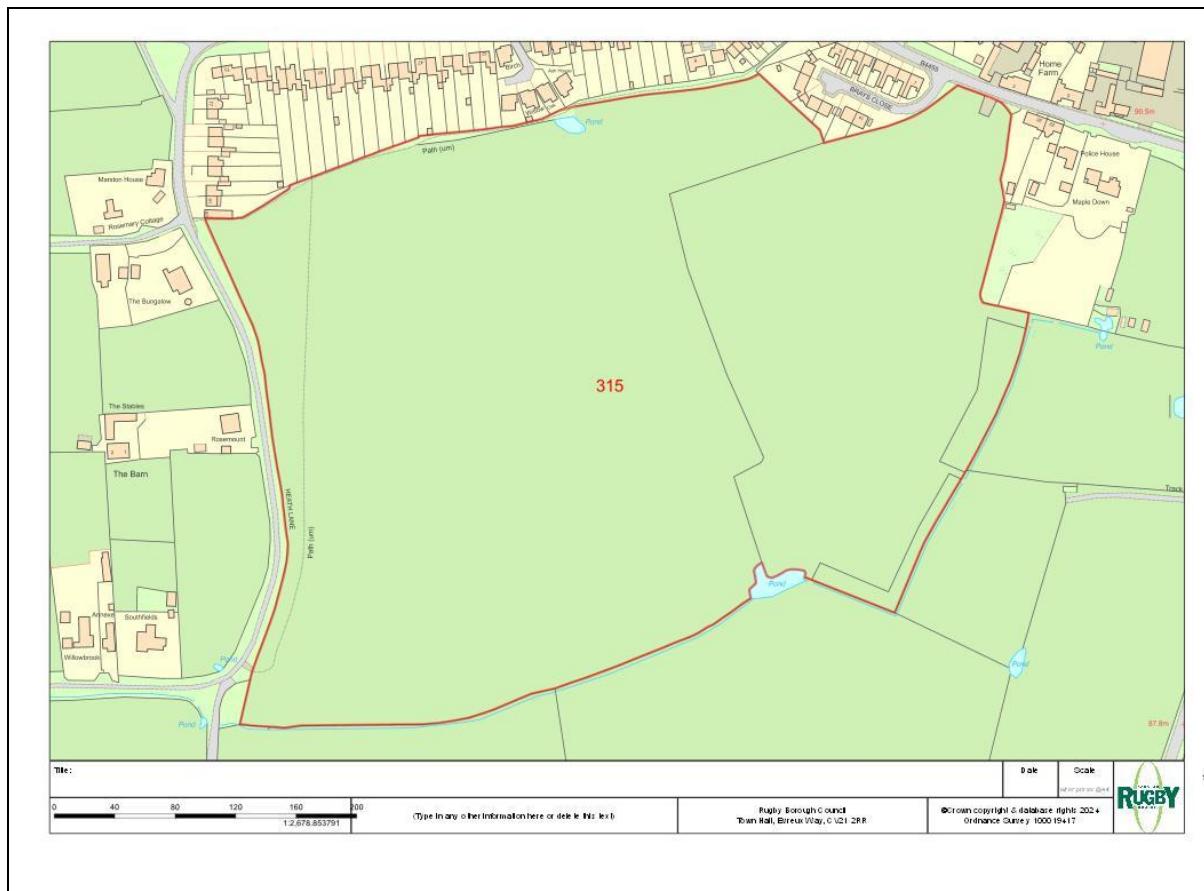
**Reasoning:** The site is an irregular shape, bound by farmland to the north and the rest of the field to the east, Bulkington Road to the west, and the rear of residential development of Shilton to the south.

The surrounding road network has medium levels of congestion, and the site performs relatively weakly for accessibility and connectivity. The site lies on the village edge but there are very limited services and facilities in Shilton.

The site does not flag heritage or ecology constraints, and landscape sensitivity is Medium/Low. The site is provisionally within the Grey Belt.

Based on the small size of the existing settlement and the findings of the Rural Sustainability Report the site is not progressed but may be suitable for allocation through a Neighbourhood Plan.

### Site 315: Land south of Brinklow (Residential)



**Ward:** Revel and Binley Woods Ward

**Parish:** Brinklow

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 340

Topic area	Evaluation summary
Transport	<p>The site has an average connectivity score of 31 with a maximum of 34, placing it within Band C relative to the borough as a whole.</p> <p>National Highways didn't comment on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 60m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has</p>

	<p>a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 73 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 315. It is necessary to demonstrate that there will be no adverse impacts on Combe Pool SSSI and Brandon Marsh SSSI from any development at Site 315 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. The Ecological Appraisal and site walkover submitted by site promoters identified the presence of Habitats of Principle Importance such as hedgerows, mature trees and woodland, which should be retained and enhanced where possible.</p> <p>Site 315 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon the River Avon and Tributaries LWS (which is adjacent to the site) through sensitive site design and the adoption of appropriate mitigation measures. In addition, habitat of medium to high distinctiveness should be protected from development and enhanced through sensitive planting design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>The flat site is situated on the southern edge of Brinklow adjacent to Heath Lane and comprises an arable field and a large mixed-use field bordered by unmanaged hedgerows, mature trees and 'River Avon and Tributaries' LWS. 'Brinklow' Conservation Area lies directly to the north of the site, where there are likely views into the site from properties on Rugby Road, as well potential for visibility from Grade II* Listed Building 'Church of St John the Baptist' and the Scheduled Monument associated with Brinklow Castle. Interconnecting PRoW networks contribute to the recreational value of the site.</p> <p>The vision document illustrates a small landscape buffer within the north of the site, separating the proposed development from the conservation area and associated listed buildings. It is recommended that native vegetation and hedgerows are retained as well as the PRoW networks. It is suggested that proposed development is situated in the northern area of the site, away from</p>

	the LWS to avoid habitat fragmentation. SuDS opportunities linking to the River Avon would likely be appropriate within the southern section of the site. The design of development should be appropriate to the historic setting of the site by incorporating local design features such as square nine-pane windows.
Heritage	<p>The site contains no designated heritage assets but lies immediately south of Brinklow Conservation Area. It is characterised by a mix of cultivated and pastoral fields, with hedgerow boundaries. The eastern field features well-preserved ridge and furrow earthworks, which are remnants of historic agricultural practices, and contribute to the setting of the conservation area, Brinklow Castle (a Norman scheduled monument), and the nearby grouping of historic farmsteads and agricultural buildings.</p> <p>Potential impacts include the loss of views across the rural landscape, the demolition of historic buildings on Rugby Road to facilitate site access, and the destruction of the ridge and furrow earthworks. All would have the potential to harm the character of the conservation area, and the setting of some of its constituent heritage assets, including Brinklow Castle. Housing form, materials, and aesthetic could either erode or enhance local built character, depending on the quality of design and construction.</p> <p>To minimise harm, development could: be restricted in the eastern field to the greatest extent possible (noting the requirement for site access across it); ensure site access requirements (e.g. a new roundabout) do not impact historic buildings fronting Rugby Road; and planting should reinforce screening of the site where appropriate. Opportunities to restore historic landscape features should also be explored, and the existing public rights of way should be improved.</p> <p>Proactive archaeological assessment and evaluation is advised to address the site's potential, and early landscape and visual impact assessment is recommended to inform design from the outset.</p>
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential with open space.

#### **Outcome of further assessment: Proposed site allocation with reduced site capacity**

**Reasoning:** The site comprises arable fields and agricultural infrastructure situated at the southern fringe of Brinklow.

The surrounding road network has medium levels of congestion, and the site has relatively weak assessed accessibility and connectivity. However, this reflects the score of a wider area and the site is walkable to services and facilities in the village.

The site has medium ecological sensitivity and medium landscape sensitivity. There are greater potential heritage sensitivities. The site contains no designated heritage assets but lies immediately south of Brinklow Conservation Area. The field features ridge and furrow

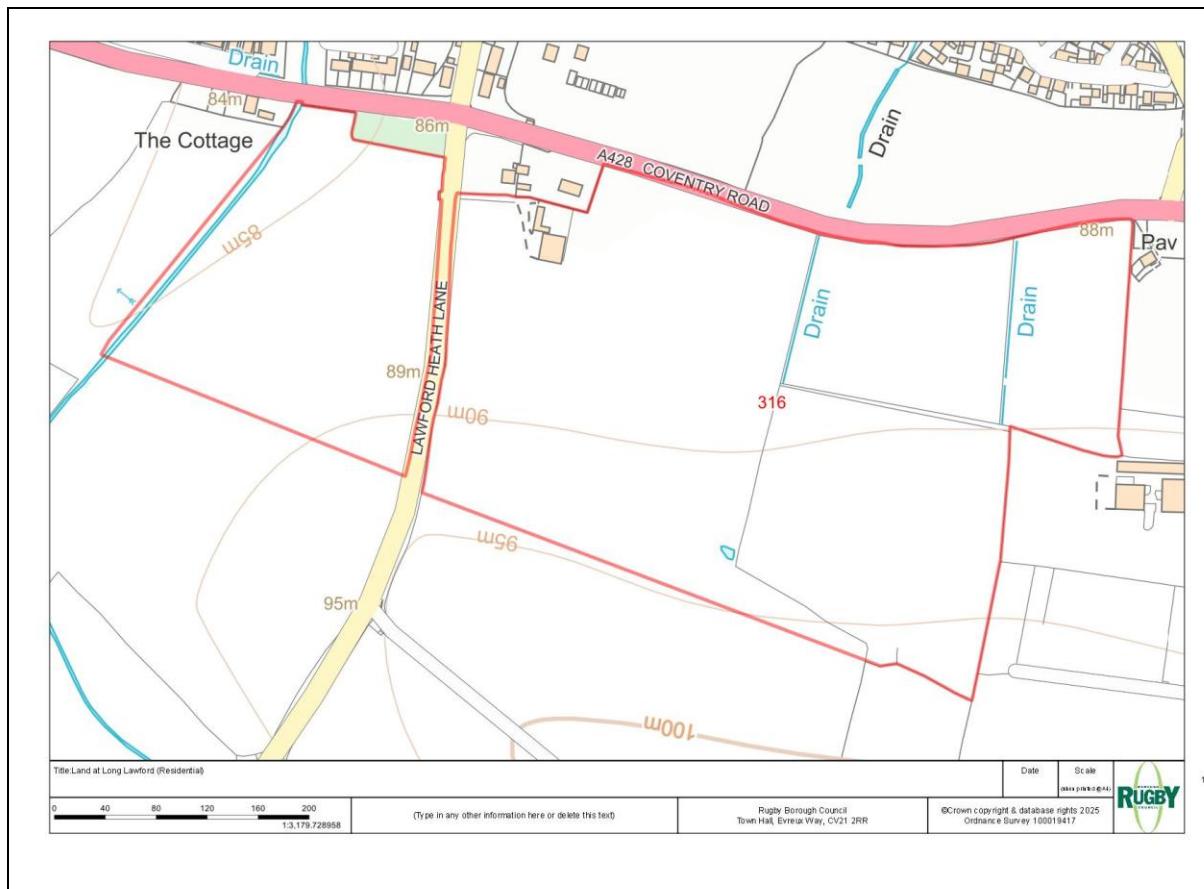
earthworks, that are remnants of historic agricultural practices, and contributes to the setting of the conservation area, Brinklow Castle, and the nearby grouping of historic farmsteads and agricultural buildings.

The site provisionally lies in the Grey Belt.

There is scope to mitigate against archaeological heritage constraints by restricting development to the western field which borders Heath Lane. This also reduces impacts on the setting of the conservation area and Brinklow Castle. To achieve this, the capacity of the site would be reduced.

Considering these measures, the site is a proposed allocation.

## Site 316: Land at Long Lawford (Residential)



**Ward:** Wolston and the Lawfords Ward

**Parish:** Long Lawford

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 400

Topic area	Evaluation summary
Transport	<p>National Highways didn't comment on this site.</p> <p>The site has an average connectivity score of 42 with a maximum of 49, placing it within Band A relative to the borough as a whole.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 27m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements.</p>

	<p>PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 55 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	Medium ecology constraints were identified for site 4, which forms part of this composite site (see above).
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site consists of arable and pastoral fields situated at the urban edge, yet it retains rural scenic character. There are no known notable landscape, cultural heritage, or historic features present within the site. However, it holds recreational value due to the presence of several PRoWs in the surrounding landscape. While views into the site are possible, they are partially filtered by the surrounding transport infrastructure. The presence of transport infrastructure and HGVs detracts from the site's tranquillity. Warwickshire County Council<sup>30</sup> categorises the site as having a 'high' sensitivity to residential development. Sensitivity varies within the site, being lower to the north and higher to the south.</p>
Heritage	<p>The site is located at the southern edge of Long Lawford, and envelopes Avon Lodge, a grade II listed 18th-century farmhouse. The asset is a good example of its type, and retains some associated historic working buildings. One is an L-plan 19th century working building located within the site that, while it appears to be heavily altered, may be of heritage interest, and a 'curtilage listed' structure. Further investigation would be required prior to, and to inform site redevelopment.</p> <p>The site's large agricultural fields contribute to the farmhouse's setting, albeit to a somewhat diluted degree due to their 20th century amalgamation and character. The farmhouse's visibility from its surroundings is limited by hedgerows and tree planting, but glimpses allude to its presence and architectural interest.</p> <p>Potential impacts include the erosion of the farmhouse's rural setting through loss of the historic L-Plan range, the redevelopment of fields, further loss of historic hedgerows.</p> <p>Mitigation can be achieved through: the considered layout of the redevelopment, to ensure the farmhouse remains singular and distinctive in its surroundings; creation of a pedestrian connection linking local public rights of way to improve public appreciation; providing a buffer to the farmstead; and potential retention and reuse of the historic L-plan working buildings should they be found to be of heritage interest.</p>
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purpose A and C and a moderate contribution to

	purpose B at stage 2 assessment. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. There is an area of Flood Zone 2 and 3 on the site's western boundary. Gas pipeline crosses site with HSE consultation zones. Building houses in inner zone not possible, but can in principle be addressed by masterplanning. There is school capacity in Long Lawford.
Opportunities/benefits	Residential. Small-scale retail and community use.

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** The site consists of arable and pastoral fields situated at the urban edge.

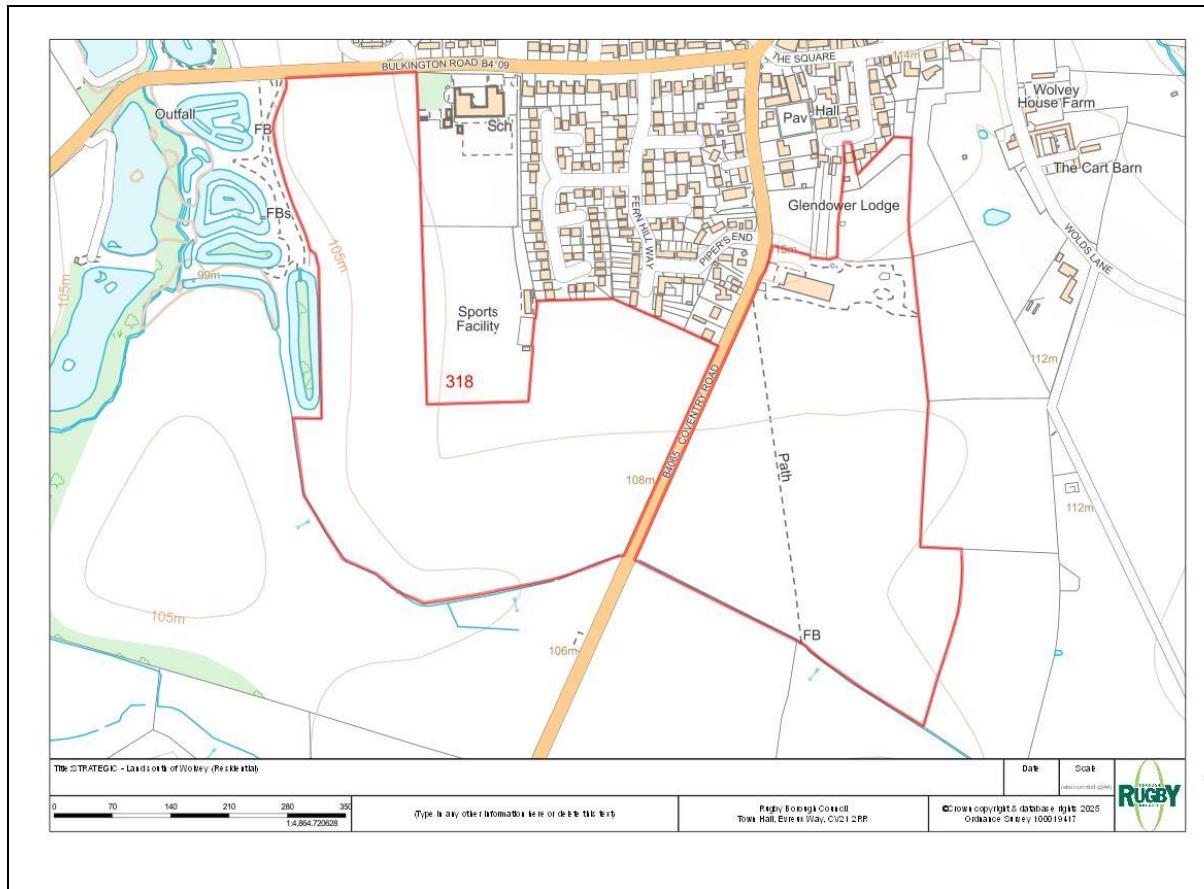
Medium ecology constraints were identified for the part of the site north of Lawford Heath Lane. There is a Grade II listed building on the site's northern boundary and an area of flood zone 3 and 2 on its western boundary. The site lies entirely within the Green Belt.

School capacity exists locally. The surrounding road network is relatively uncongested. The moderate score in the Vectos assessment based on MSOA-level accessibility does not pick up that the site lies on a good bus route and has potential for pedestrian routes into Long Lawford. It has a good connectivity score.

Green Belt is the principal constraint and mitigation for this would focus on creating a strong future Green Belt edge on the southern site boundary.

In view of the sustainable location and access to proximate amenities and the Rugby town centre, the site is a proposed allocation.

## Site 318: Land south of Wolvey (Residential)



**Ward:** Wolvey and Shilton Ward

**Parish:** Wolvey

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 520

Topic area	Evaluation summary
Transport	<p>The site has an average connectivity score of 24 with a maximum of 27, placing it within Band D relative to the borough as a whole.</p> <p>National highways didn't comment on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 60m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be</p>

	<p>improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1-hour bus journey, the overall accessibility of the site is ranked 79 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So, it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site is located to the south of Wolvey and comprises arable fields with the B4065 running through the centre. There are no known cultural heritage or historic features within the site or surrounding landscape. The site is likely of recreational value to local residents due to the location of a PRoW within the site. Views into the site from the surrounding transport infrastructure are filtered. Note that this site was assessed jointly with site 96.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	<p>The site is provisionally identified as Grey Belt, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.</p> <p>Water Cycle Study highlights potential water supply constraints pending upgrade to the Bramcote Wolvey Booster Station.</p>
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site is located to the south of Wolvey and comprises arable fields with the B4065 running through the centre.

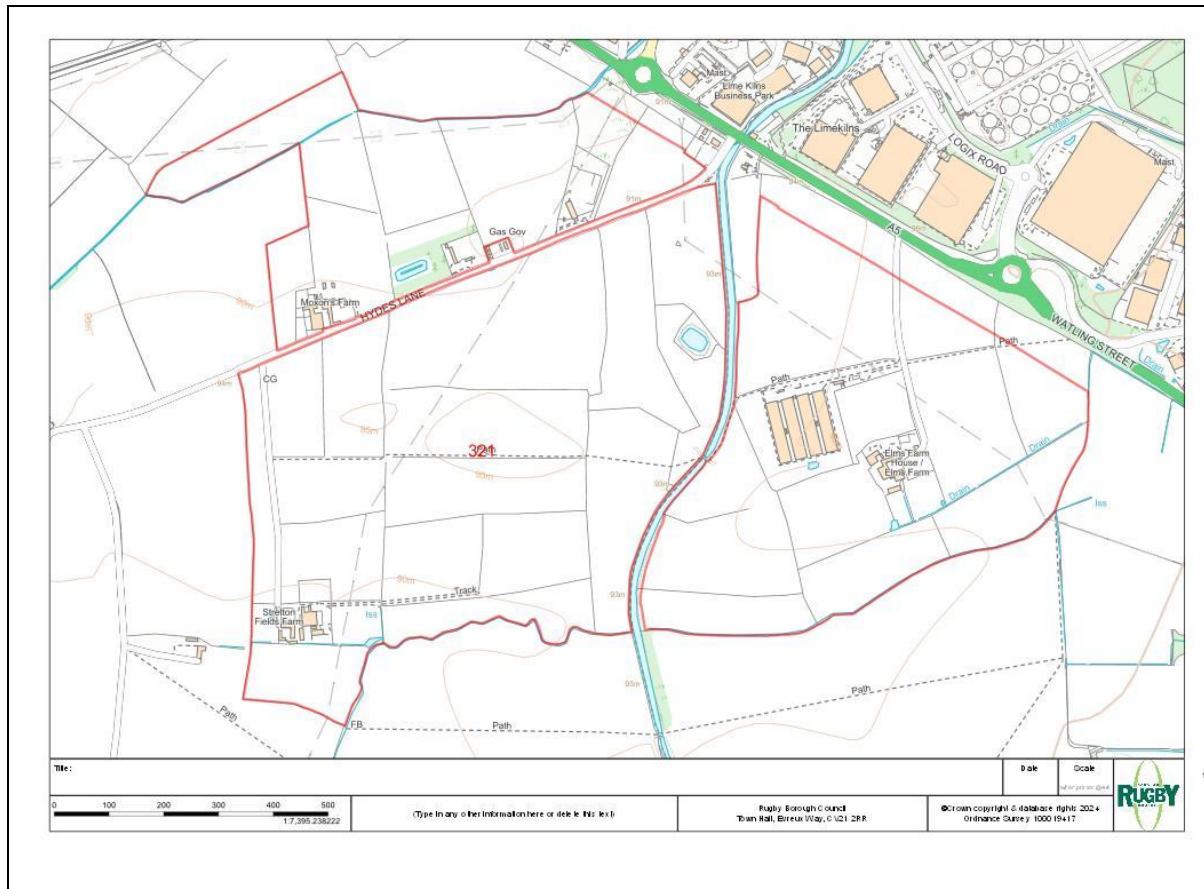
The site combines site 96 and 104.

The surrounding road network has a medium level of congestion, the overall MSOA-based accessibility of the site is relatively poor, as is the connectivity score. However, the site is walkable to services and facilities in Wolvey.

Neither heritage nor ecology sensitivities were identified, and landscape sensitivity is Medium/Low. It is provisionally identified as Grey Belt.

The inclusion of site 104 potentially requires demolition of an existing dwelling and could pose design challenges to this part of the site. Therefore the site was therefore not progressed beyond Stage 2 in this configuration see also sites 96 and 358.

### Site 321: Land south of A5 (Residential or Employment)



**Ward:** Wolvey and Shilton Ward

**Parish:** Stretton Baskerville

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 252420

**Potential yield (residential):** 1514

Topic area	Evaluation summary
Transport	<p>National Highways haven't commented on this site combined site, but did comment on its component sites (see above).</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 2, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 220m.</p> <p>The site has an average connectivity score of 36 with a maximum of 52, placing it within Band A relative to the borough as a whole.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved</p>

	<p>by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1-hour bus journey, the overall accessibility of the site is ranked 118 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So, it only provides information on accessibility for the part of the borough in which the site lies.</p> <p>There are known existing highways issues on the Longshoot to Dodwells stretch of the A5 near to the site.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest nor was it comprised of more than 20% medium to high distinctiveness habitat. However, the Ashby de la Zouch Canal LWS intersects the site, and the Lime Kiln Meadow LWS is directly adjacent to it. It is recommended that sensitive design and site layout, established in consultation with Natural England, avoid and ensure the protection of ecologically sensitive features associated with these LWS. The site was not further assessed for ecological constraints.
Landscape	The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton. The presence of several PRoWs within and surrounding the site provides recreational value. Views into the site from Hydes Lane and the A5 are possible, with the latter impacting the visual and audial quality of the landscape. The Ashby-de-la-Zouch Canal contributes positively by offering recreational opportunities for walkers and boaters, while priority habitat located to the south of the site further underscores its ecological significance.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A, B and C. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment, residential or retail. Proximity to proposed Nuneaton Parkway station.

#### **Outcome of further assessment: Not progressed**

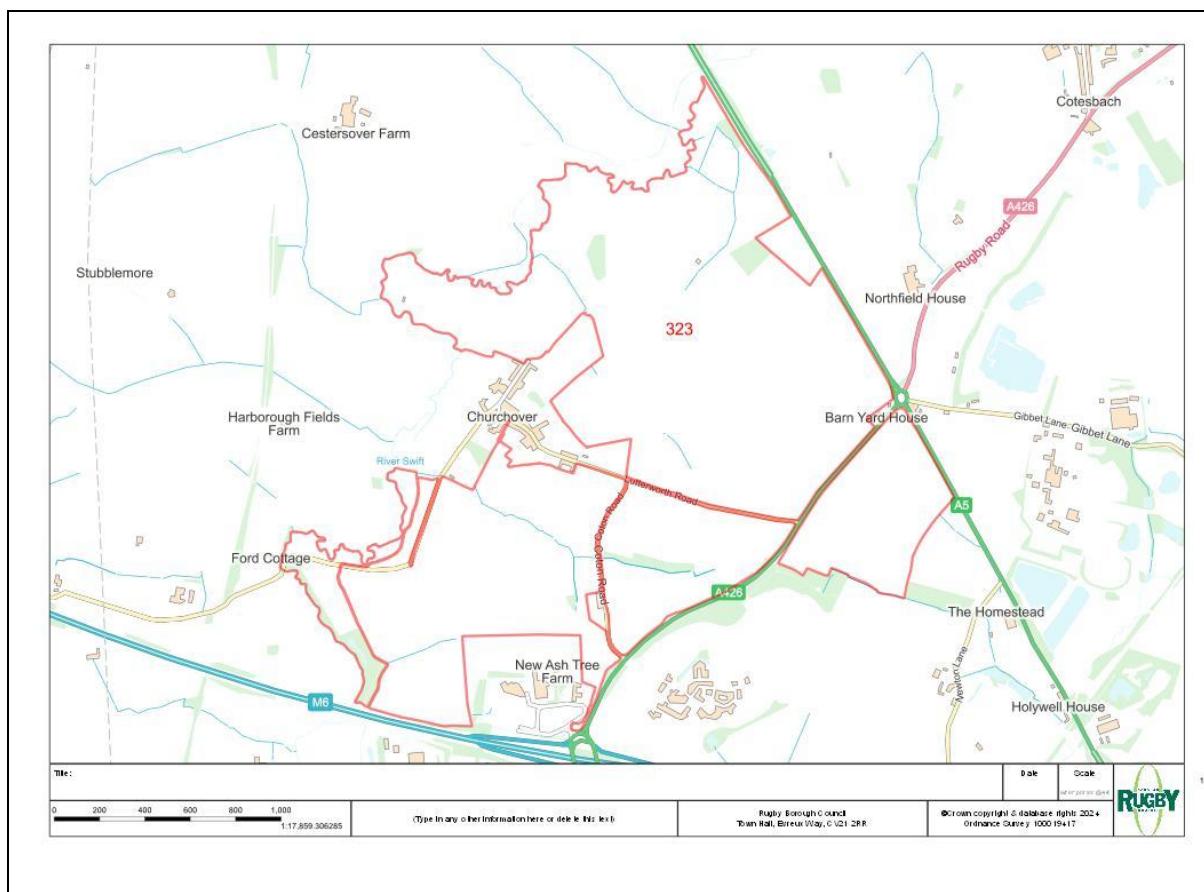
**Reasoning:** The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton.

The surrounding road network has high levels of congestion and accessibility is poor, albeit that the site is proximate to Hinckley which gives it a higher connectivity score. National Highways have expressed high concern. Site is located at a known congestion hotspot on the A5.

Neither heritage nor ecology constraints were flagged, and the site has Medium/low landscape sensitivity.

The site lies within the Green Belt in a particularly sensitive location in a narrow gap between Hinckley and Nuneaton and contributes strongly to more than one Green Belt purpose. The site's Green Belt and highways sensitivity are the principal reasons for rejecting the site.

### Site 323: Land at Churchover (Residential or Employment)



**Ward:** Clifton, Newton and Churchover Ward, Revel and Binley Woods Ward

**Parish:** Churchover, Harborough Magna, Monks Kirby

**Proposed use:** Residential or Employment

**Potential yield (employment, sqm):** 490000

**Potential yield (residential):** 5366

Topic area	Evaluation summary
Transport	<p>The site has an average connectivity score of 21 with a maximum of 45, placing it within Band B, relative to the borough as a whole.</p> <p>National Highways haven't commented on this site combined site, but did comment on its component sites (see above).</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would be improved to 1a for the PM period by proposed and recent public transport</p>

	<p>improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1-hour bus journey, the overall accessibility of the site is ranked 105 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So, it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are medium ecological constraints at Site 323. It is necessary to demonstrate that there will be no adverse impacts on Cave's Inn Pit SSS from any development at Site 323 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. Site 323 has potential to be taken forward for development subject to demonstrating that there would be no adverse effects upon Swift Valley LNR (connected to the site via the River Swift potential LWS), Black Spinney potential LWS, , River Avon and Tributaries LWS, Churchover Meadows potential LWS, and Watling Street Trackway potential LWS through sensitive site design and the adoption of appropriate mitigation measures. In addition, habitat of medium to high distinctiveness should be protected from development and enhanced through sensitive planting design.</p>
Landscape	<p>The landscapes assessment rated part of the site's overall sensitivity as Medium and part as Medium/Low.</p> <p>Site 132: The large site comprises a number of fields partially enclosed by hedgerows with trees. The site is located at the urban fringe within extensive key transport infrastructure, around which warehousing developments are concentrated. There are no biodiversity designations, cultural heritage or historic features within the surrounding landscape. However, the site is of recreational value with several PRoWs within and surrounding the site. The River Swift runs along the western boundary.</p> <p>Site 142: The site consists of several pastoral and arable fields, along with a solar farm, partially enclosed by hedgerows and sparse tree cover. Situated in a rural landscape, the A5 runs along the eastern boundary. There are no known notable cultural heritage or historic features in the surrounding landscape. The presence of several PRoWs, including connections to Churchover, suggests that the site holds recreational value for local residents. The site also offers long-distance, wide views of the surrounding landscape, contributing to its rural character and scenic quality.</p>

Heritage	<p>The site is located around the historic settlement of Churchover, with a small section within the Churchover Conservation Area. The area is noted for its open green spaces, mature planting, and views of the church spire, which is a dominant feature of the settlement and its surrounding landscape.</p> <p>The conservation area includes several listed buildings and important views, some of which include the site. The site itself is mostly open countryside in agricultural use, with a small solar farm and woodland, and contributes positively to the character of the historic settlement and the approach into it from the east.</p> <p>A Scheduled Monument (bowl barrow) is located just south of the site, though it is barely perceptible from its surroundings and its setting has been somewhat compromised by the surrounding road network.</p> <p>Potential impacts of development include the dilution of the conservation area's character, particularly in terms of its open views, agricultural setting, and the village's still-isolated feel. To mitigate these impacts, site boundaries should be reinforced with planting, and local historic landscape features (such as hedgerows and woodland) should be restored. The design should reflect local precedents, and the public rights of way should be improved to strengthen connections with the surrounding historic landscape.</p>
Other constraints	The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Sustainable urban extension. Housing and employment land, district centre, schools, community facilities, active travel and green infrastructure.

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The large site is a combination of submissions 142 and 132 located around the historic settlement of Churchover.

The site is very poorly accessible at present and is severed from Rugby by the M6. The scale of development proposed could provide improved transport links and local facilities, but the site remains disconnected from the Rugby urban area and (for employment) from its workforce.

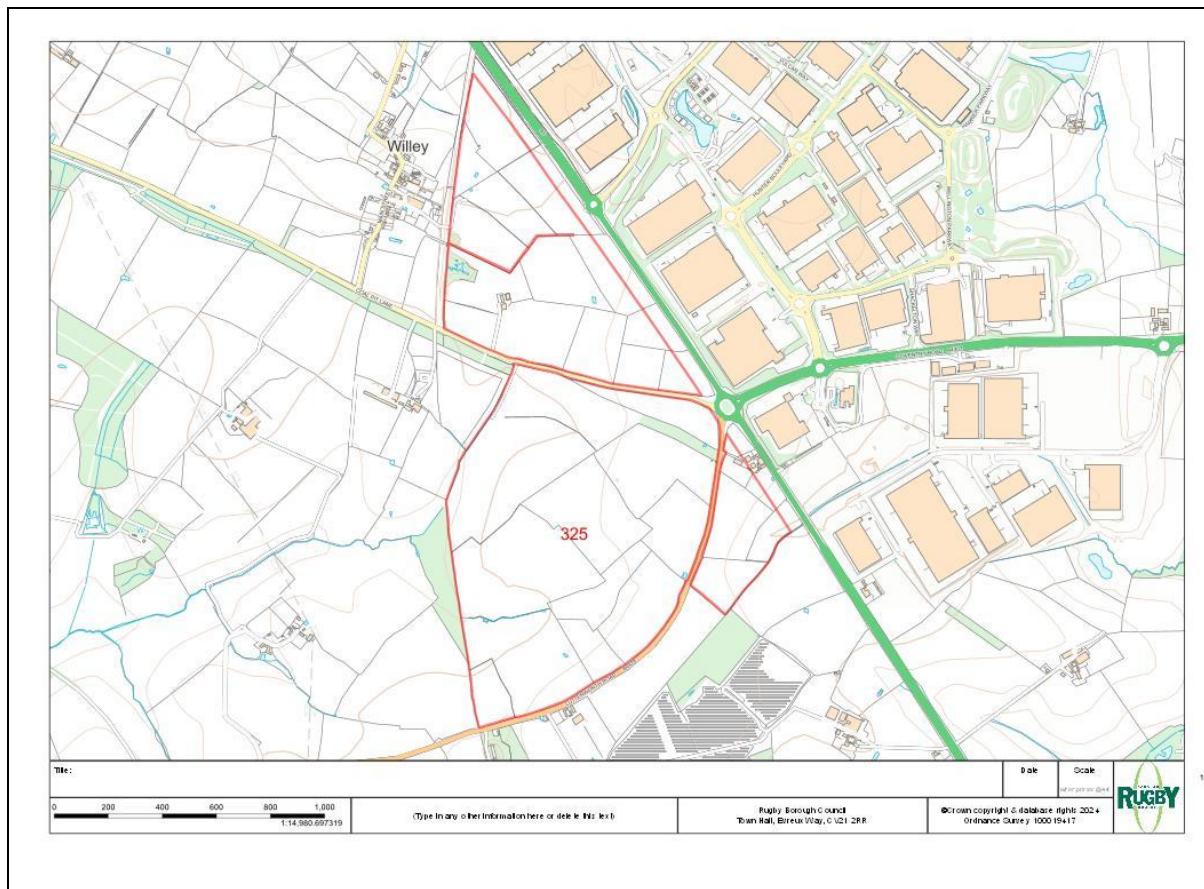
National Highways have expressed high levels of concern.

Landscape sensitivity is Medium for the northern part of the site, meaning it is one of the more relatively sensitive sites. The site is not within the Green Belt. Ecological sensitivity is medium.

The site is near the historic settlement of Churchover and surrounds the conservation area. The key characteristics of the conservation area are the views of open countryside, and of listed buildings including the Grade II\* listed Church of the Holy Trinity.

Overall, the heritage landscape and accessibility constraints are significant, and this site has not been progressed past the Stage 2 Site Assessment.

### Site 325: Land adjacent Magna Park (Employment)



**Ward:** Revel and Binley Woods Ward

**Parish:** Monks Kirby, Willey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 583175

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site has an average connectivity score of 15 with a maximum of 24, placing it within Band E relative to the borough as a whole.</p> <p>National Highways haven't commented on this site combined site, but did comment on its component sites (see above). In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested.</p> <p>The Strategic Transport Assessment forecasts the site to generate significant trip numbers through the A426/Gibbet Hill Roundabout which already suffers from capacity constraints, and at the A5/Cross in Hand roundabout. It concluded that given the lack of realistic active travel options and limited bus services, there would</p>

	<p>likely be significant highway capacity issues caused by this site which could not be easily mitigated.</p> <p>The distance to the nearest bus stop from the site is 220m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1-hour bus journey, the overall accessibility of the site is ranked 90 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east. There are no known cultural heritage or historic features within the site and views from and into the surrounding RPGs are unlikely to be affected by the development. The site is of recreational value due to the location of PRoWs within and surrounding the site. Views into the site are filtered from the surrounding transport infrastructure. The A5 and B4027 and surrounding warehousing development detracts from the tranquillity and visual value of the site.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	Less than 2% of the site is within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. The site promoters have requested redrawing of the site area to exclude this part. The site considered here is non-Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment (B2, B8 and E). Potential to deliver significant green infrastructure/country park.

**Outcome of further assessment: Not progressed**

**Reasoning:** The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east. It combines site 35, 36 and 57.

Neither heritage nor ecology constraints have been identified. Landscape sensitivity is Medium/Low. Only a very small part of the site originally submitted was in the Green Belt and the site promoters have requested redrawing of the site area to exclude this part. The site considered here is non-Green Belt.

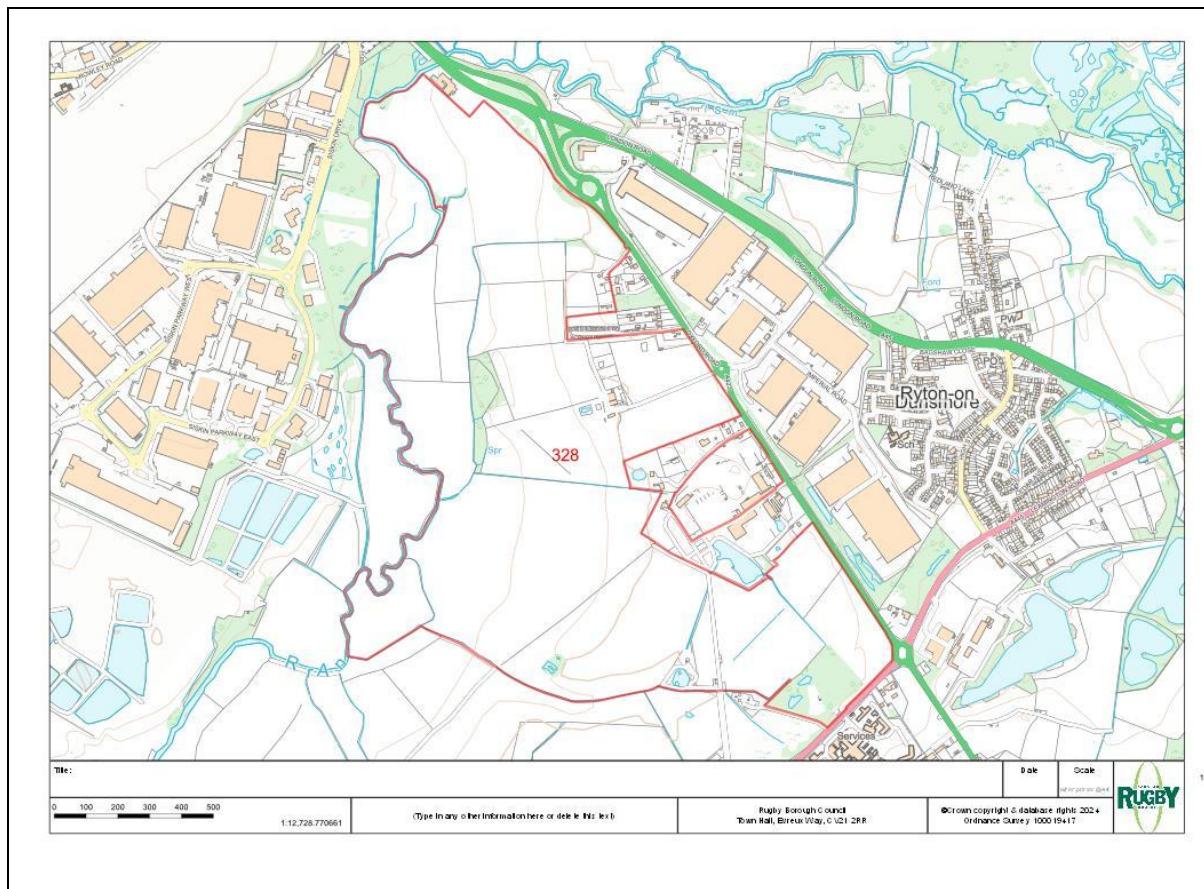
The surrounding road network is relatively uncongested, however access to the site by non-car modes is very poor and the site is not proximate to its future workforce. Transport modelling has indicated that the site could cause highway capacity issues which would be difficult to mitigate.

The Green Belt Exceptional Circumstances Topic Paper explains other factors which were important in the decision not to progress this site. Specifically:

- (1) the opportunities for diversification of employment land are lower here given that it is a distribution-focussed location in comparison to the edge of Coventry which has existing universities, research institutes and clusters of manufacturing and R&D uses.
- (2) Given the existing high quantity of, largely B8, employment floorspace on this stretch of the A5 at Magna Park, with proposals for further expansion in Harborough District, locating a further large employment site here is likely to drive long-distance commuting.

For these reasons, the site is not progressed beyond Stage 2.

### Site 328: Land West of Prologis Park (Employment)



**Ward:** Dunsmore Ward

**Parish:** Ryton-on-Dunsmore

**Proposed use:** Employment

**Potential yield (employment, sqm):** 350000

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site has an average connectivity score of 33 with a maximum of 51, placing it within Band A relative to the borough as a whole.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 6, with 1 being the most congested and 6 being less congested. There is a bus stop immediately adjacent to the site.</p> <p>The Strategic Transport Assessment identified significant queue impacts at the A46/A45 Toll Bar End which are not alleviated by reasonable mitigations.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking</p>

	<p>into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 47 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	<p>There are high ecological constraints at Site 328. Given the location of Ryton Wood SSSI within 500m of the site, there are significant constraints to the development at this site and other alternative sites for development should be considered in the first instance. Where alternatives site locations are not feasible, it is recommended that sensitive design and site layout avoid and ensure the protection of ecologically sensitive features associated with Ryton Wood SSSI, River Avon and Tributaries LWS, Featherstone Farm Fields potential LWS and Siskin Drive Bird Sanctuary LWS. This should be undertaken in consultation with Natural England. It is necessary to demonstrate that there will be no adverse impacts on Ryton Wood SSSI from any development at Site 328 to ensure compliance with national legislation and policy. This must be demonstrated through an assessment, careful consideration of mitigation measures and consultation and approval from Natural England. Should the nature of development lead to any impacts on a SSSI, this would be subject to appropriate mitigation to ensure no adverse effects. The River Avon's floodplain also extends into the site. Development should avoid and protect these areas of the site through careful site layout and design. Mitigation may include the incorporation of a wildlife corridor along the River Avon and buffer zones. Opportunities to include these areas into innovative sustainable nature-based drainage solutions should be sought which may also assist with flood mitigation. Habitats of medium to high distinctiveness should be retained and enhanced within the site layout and a site planting scheme.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>Situated on Coventry's urban fringe between existing warehousing developments and key transport infrastructure, the site is visually and audibly influenced by surrounding infrastructure. Nevertheless, it holds recreational value due to the presence of PRoWs within the site, including the Centenary Way, Coventry Way and Shakespeare's Avon Way. Development would align with the existing landscape, filling an evident gap between current warehousing developments. However, the priority habitat</p>

	to the north, woodland areas, key recreational routes, and scenic views towards the wooded landscapes to the south and southwest contribute to the site's aesthetic and recreational value.
Heritage	<p>The site lies southwest of Coventry, between Middlemarch Business Park and the A423. It contains no designated heritage assets. While historic agricultural character remains through landscape features, most traditional buildings have been lost. One surviving 19th century structure at Coney Grey Farm may hold limited heritage interest, though access constraints mean its significance remains unconfirmed.</p> <p>The site lies near several designated heritage assets, including the grade II listed Ryton Bridge, approximately 75 metres north. While there is no strong visual or functional relationship, the bridge can be encountered from a Public Right of Way which first crosses the site and provides some allusion to its original, rural setting. That setting is, however, now heavily affected by road activity and noise.</p> <p>In the site's wider context are a scheduled pit alignment and the Bubbenhall Conservation Area. The site is considered to make an at most minor contribution to their setting.</p> <p>The local Historic Environment Record notes ridge and furrow and find spots indicating medieval and prehistoric activity. Potential impacts include loss of archaeological features, erosion of the rural landscape character that modestly contributes to local assets' heritage significance, and potential loss of a non-designated asset at Coney Grey Farm (subject to further investigation). A coordinated approach to archaeological assessment, heritage appraisal, and landscape design is encouraged to inform development and mitigate harm, particularly along the public right of way corridors.</p>
Other constraints	<p>The site is mostly within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. A small portion of the site close to Ryton Lodge was assessed at Stage 2 as making moderate contributions to A, B and C and is therefore provisionally identified as Grey Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. Parts of the site are at high risk of fluvial flooding.</p> <p>Part of the site is an allocated mineral site (Coney Grey Farm) in the Warwickshire Mineral Plan adopted in 2022.</p>
Opportunities/benefits	Employment land (inc. small units delivered by WCC), training hub, large country park along River Avon, and lorry park.

#### Outcome of further assessment: Not progressed

**Reasoning:** the site comprises a number of fields situated on Coventry's urban fringe between existing warehousing developments and key transport infrastructure. It is formed of sites 50 and 61.

The site offers opportunities to deliver small units, a training hub, lorry park and community park.

Low heritage constraints. There were no designated heritage assets identified within 50 metres of the site. Contribution to the nearby listed Ryton Bridge and Bubbenhall Conservation Area is minimal.

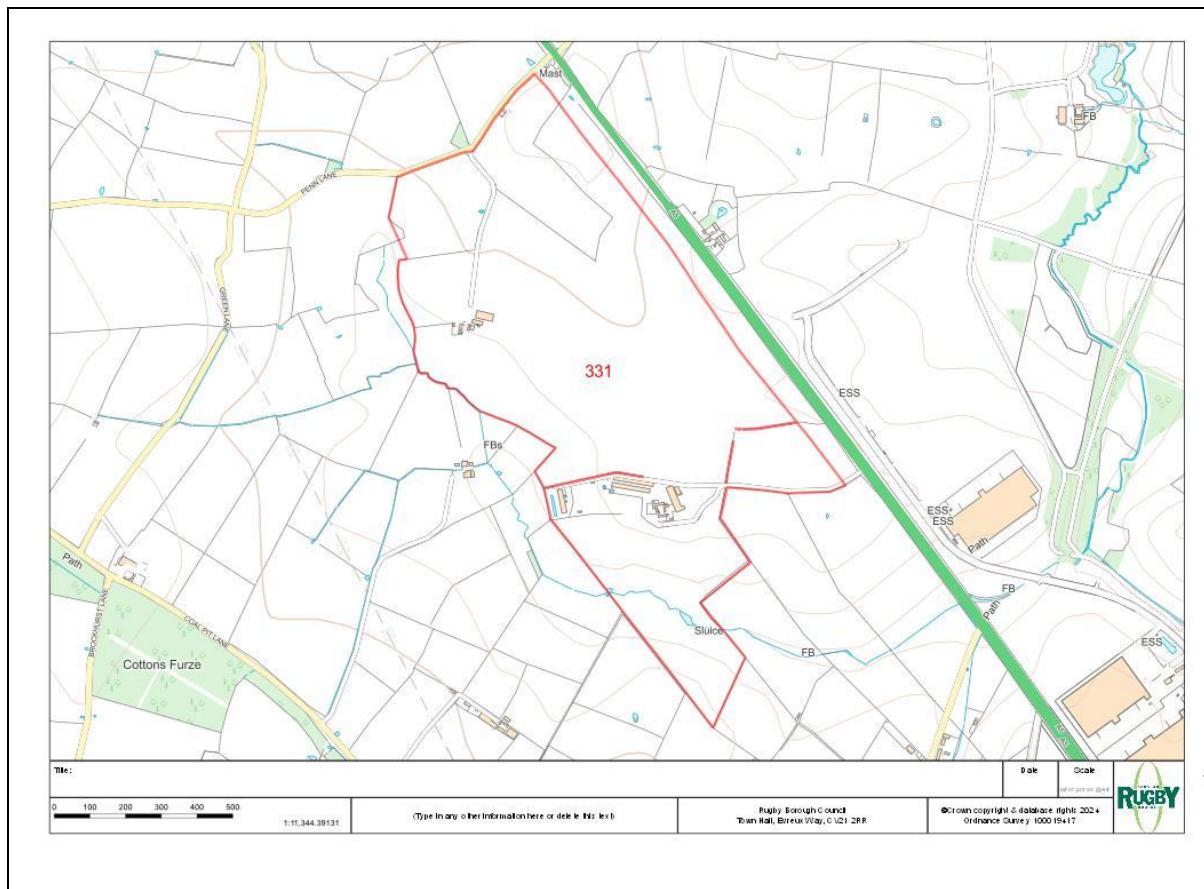
There are high ecological constraints on the southern part of the site due to the location of Ryton Wood SSSI within 500m of the site. The site is mainly in the Green Belt.

Parts of the site are also in flood zones 2 and 3 but site design including country park provision would help to mitigate this.

The site has reasonable accessibility and connectivity and the site is proximate to a future workforce in Coventry and there is potential for public transport improvements.

The Strategic Transport Assessment flags significant concerns in terms of impacts on the SRN, most notably at Tollbar End junction. These are not thought to be easily mitigated and present a risk to the deliverability of the site. The site is therefore not progressed on highways grounds.

## Site 331: Land at Willey Fields / Tythe Platts Farms (Employment)



**Ward:** Revel and Binley Woods Ward

**Parish:** Wibtoft, Willey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 372160

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>National Highways haven't commented on this site combined site, but did comment on its component sites (see above).</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 5, with 1 being the most congested and 6 being less congested. The distance to the nearest bus stop from the site is 750m.</p> <p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is</p>

	<p>measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible. The site scores poorly for connectivity.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 94 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site features arable fields positioned to the west of the A5, warehousing development is located to the east. Its recreational value is highlighted by the presence of PRoWs that traverse both the site and the surrounding area. Views into the site from the A5 and Penn Lane are available in certain locations, though these are partially filtered by hedgerows and sparse trees.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment.

#### **Outcome of further assessment: Not progressed**

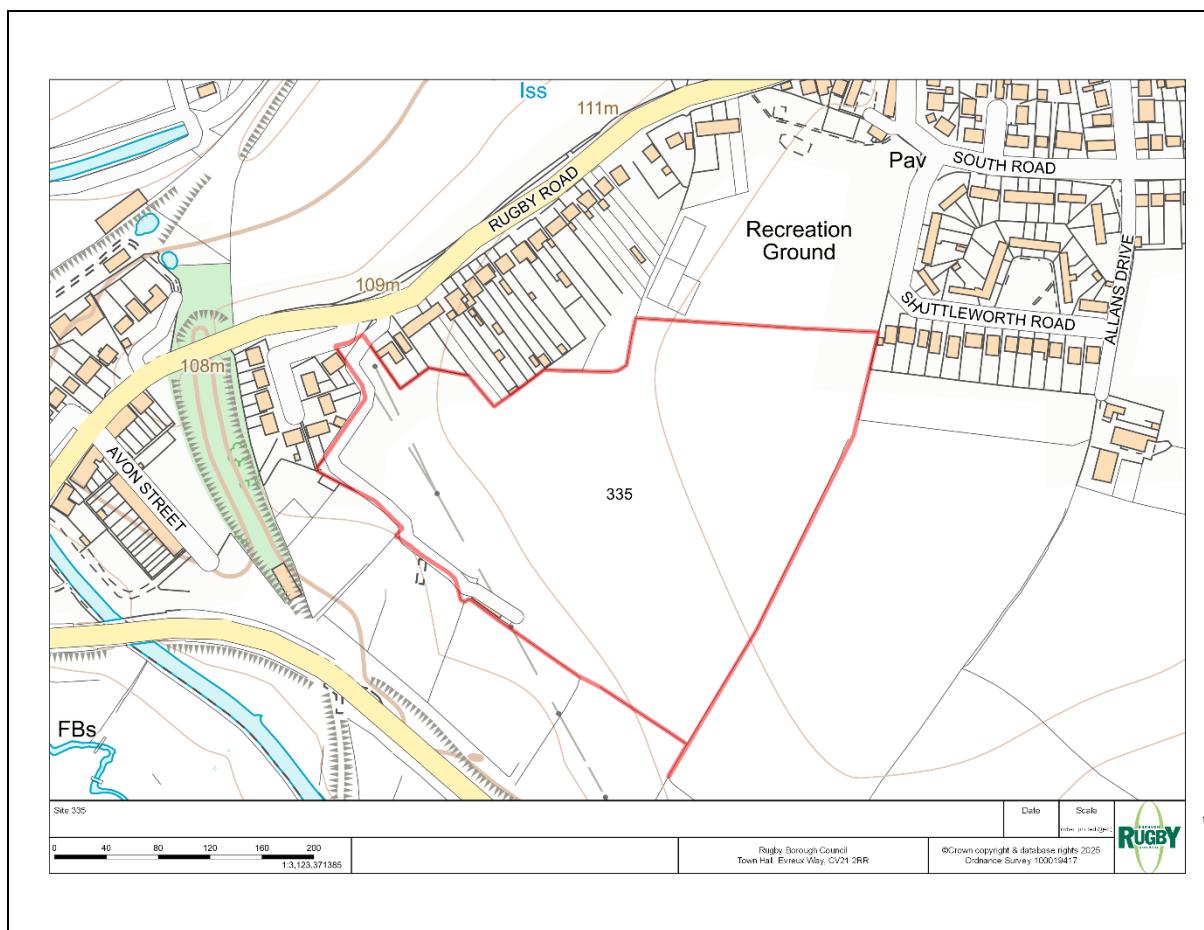
**Reasoning:** The site features arable fields positioned to the west of the A5, warehousing development is located to the east.

Landscape sensitivity is Medium/low, and heritage and ecology constraints have not been identified.

The site rated poorly in terms of accessibility and connectivity. The site is located at distance from other built development except for Magna Park and from any future workforce. The site is entirely located within the Green Belt and is not identified as grey belt. Other sites opposite Magna Park do not lie within the Green Belt and would be considered preferable.

For these reasons the site is not being progressed beyond the Stage 2 Assessment.

### Site 335: Land off Rugby Road, Clifton (smaller cut)



**Ward:** Clifton, Newton and Churchover

**Parish:** Clifton upon Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):**

**Potential yield (residential):** 150 dwellings

Topic area	Evaluation summary
Transport	<p>The site is accessed from Rugby Road / Newall Close.</p> <p>The site has an average connectivity score of 45 with a maximum score of 55, placing it within band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 90m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 77 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies. These SLR accessibility assessments relate to the larger site 238 of which this site forms part).</p>
Ecology	<p>An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>The site consists of a single arable field on the urban edge of Clifton-upon-Dunsmore with gently sloping topography from east to west, enclosed by residential development to the north, and low boundary hedgerows and interspersed trees to the south. Clifton-upon-Dunsmore Recreation Ground is located adjacent to the north of the site. Although telegraph poles are located within the site, some scenic qualities prevail where skylines are mostly vegetated looking south. Church spires within Rugby are visible when looking southwest, comprising Grade I Listed 'Chapel at Rugby School', and Grade II* Listed Buildings 'Roman Catholic Church of St Marie' and 'Church of St Andrew'. Although the site lies within the setting of the Clifton-upon-Dunsmore Conservation Area, proposed development is unlikely to alter views from nearby heritage assets due to existing suburban context.</p> <p>Views into the site could be further obscured by increasing planting of native trees and increasing tree heights along the site boundaries. The design of residential development should be in keeping with adjacent development and the historic context of the site, and access to the recreation ground should be established.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>
Other constraints	<p>The site is not within the Green Belt. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low. Half of the site comprises Grade 2</p>

	(very good quality) agricultural land. The site is within a proposed separation area between Clifton upon Dunsmore and Rugby.
Opportunities/benefits	Residential

**Outcome of further assessment: Not progressed**

**Reasoning:** This is a smaller cut of site 238 which was not progressed. The site, located at the urban fringe of Rugby and Clifton-upon-Dunsmore, consists of arable and pastoral fields.

The surrounding road network has medium levels of congestion, and the site ranks moderately highly for connectivity. There are significant concerns about how the site would integrate with the village and provide pedestrian connectivity given that it is not contiguous with the built form. Furthermore, the site forms part of a proposed area of separation in the draft plan given its important role in maintaining separation between the village of Clifton-upon-Dunsmore and the Rugby urban edge. Clifton-upon-Dunsmore is a nucleated hilltop village and the development of the site would detract from that character by developing the valley slope between the village and lower ground on the Rugby urban edge.

Neither ecology nor heritage constraints are flagged but medium landscape sensitivity is identified making this one of the more sensitive sites in this respect. Developing the site would also involve loss of areas of BMV agricultural land. Considering the landscape sensitivities and poor relationship with the village, this site is not progressed beyond Stage 2.

## Site 338: Land South of Crick Road, Houlton



**Ward:** Hillmorton

**Parish:** unparished

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 250

Topic area	Evaluation summary
Transport	<p>The site is accessed from Crick Road.</p> <p>The site has an average connectivity score of 45 and a maximum score of 48, placing it within band A relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>The site is closely located to land safeguarded for the proposed Rugby Parkway railway station.</p> <p>Due to the site's late submission it was not included in the Vectos accessibility assessment.</p>
Ecology	<p>There are low ecological constraints at Site 338. Site 338 has potential to be taken forward provided that impacts upon habitat of medium to high distinctiveness (semi-improved neutral grassland and marshy grassland) are mitigated through sensitive site layout and landscaping design.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low.</p>

	The site is comprised of a single green field to the south of the Houlton urban extension. It is mostly well enclosed by green field boundaries, has an unremarkable landform, and is closely bordered by a main road, railway line and warehouse. Overall, the landscape is likely to have minimal sensitivity to change.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is not within the Green Belt. No data was obtained relating to constraints for foul water drainage or surface water drainage. The site is currently allocated for employment development but is promoted for residential.
Opportunities/benefits	Residential

#### **Outcome of further assessment: Proposed site allocation**

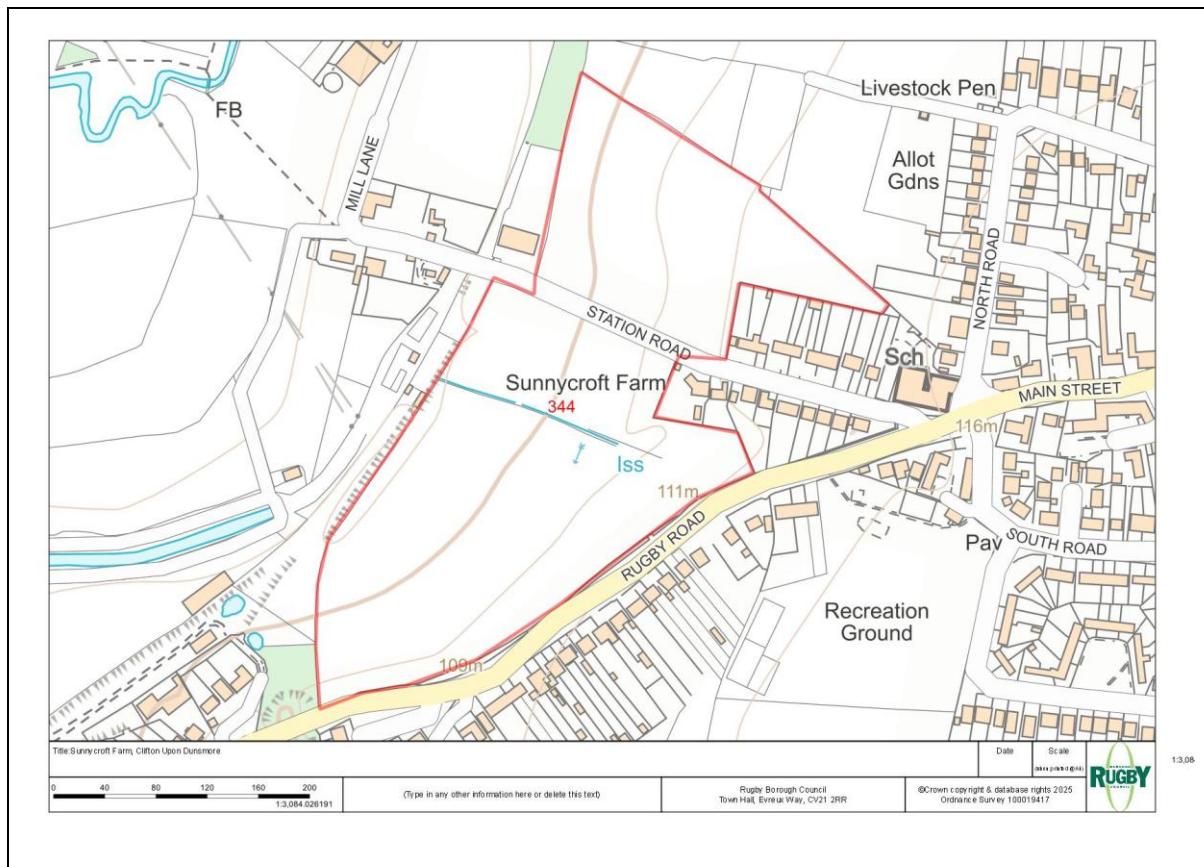
**Reasoning:** The site is comprised of a single green field to the south of the Houlton urban extension.

The site was proposed relatively late in the Stage 2 Site Assessment process and did not receive a full accessibility assessment. However, the site has a relatively high connectivity score, is close to existing bus stops, and is within the Houlton settlement boundary, close to the proposed location of Rugby Parkway Station.

There were no designated heritage assets identified within 50 metres of the site. The site is not within the Green Belt. Landscape sensitivity and ecology constraints are low.

The site has few constraints and an accessible location with potential to benefit from the future railway station. The site is therefore a proposed site allocation.

## Site 344: Sunnycroft Farm, Clifton upon Dunsmore



**Ward:** Clifton, Newton and Churchover

**Parish:** Clifton-upon-Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):**

**Potential yield (residential):** 120-150 dwellings

Topic area	Evaluation summary
Transport	<p>The site is accessed from Station Road and Rugby Road. The nearest bus stop is located on the southern site boundary. The site has an average connectivity score of 51 and a maximum score of 56, placing it within band A relative to the borough as a whole.</p> <p>The site was not included in the SLR transport and accessibility assessment.</p>
Ecology	<p>Clifton Disused Railway Local Wildlife Site runs alongside site boundary. The site lies within the outer Impact Risk Zone of the Cave's Inn Pits SSSI, although the proposed development does not necessarily require consultation with Natural England on this.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium.</p> <p>The site comprises three medium-sized arable fields with low, unmanaged hedgerows and trees, creating an open character with long distance views across the surrounding valley landscape. The</p>

	<p>site slopes northwards towards the valley between Clifton-upon-Dunsmore and Newton and is bordered by the 'Clifton Disused Railway' and 'Oxford Canal' pLWSs. Residential development along Rugby Road and nearby settlements introduce visual and auditory intrusion, whilst the northern section retains greater tranquillity and rural character. There is some intervisibility with the Clifton-upon-Dunsmore Conservation Area, as well as glimpsed views from nearby walking routes along the canal and disused railway.</p> <p>Development should be sensitively designed to complement the Clifton-upon-Dunsmore Conservation Area, and to integrate the contrasting 1970s residential properties to the south within the historical setting. Native vegetation planting would need to be increased towards the north of the site to soften views from the valley into the site. Development would most appropriately be located to the south, adjacent to Rugby Road.</p>
Heritage	<p>There are no designated heritage assets within 50m. The site is within 100m of the Clifton Conservation Area which contains multiple designated heritage assets, but existing development provides some separation.</p>
Other constraints	<p>The site is not within the Green Belt. Western boundary of the site is at high risk of surface water flooding requiring suitable mitigation. No data was obtained relating to constraints for foul water drainage or surface water drainage. The site is within a proposed separation area between Clifton upon Dunsmore and Rugby.</p>
Opportunities/benefits	Residential

#### **Outcome of further assessment: Not progressed**

**Reasoning:** The site is adjacent to existing settlement of Clifton and benefits from reasonable connectivity.

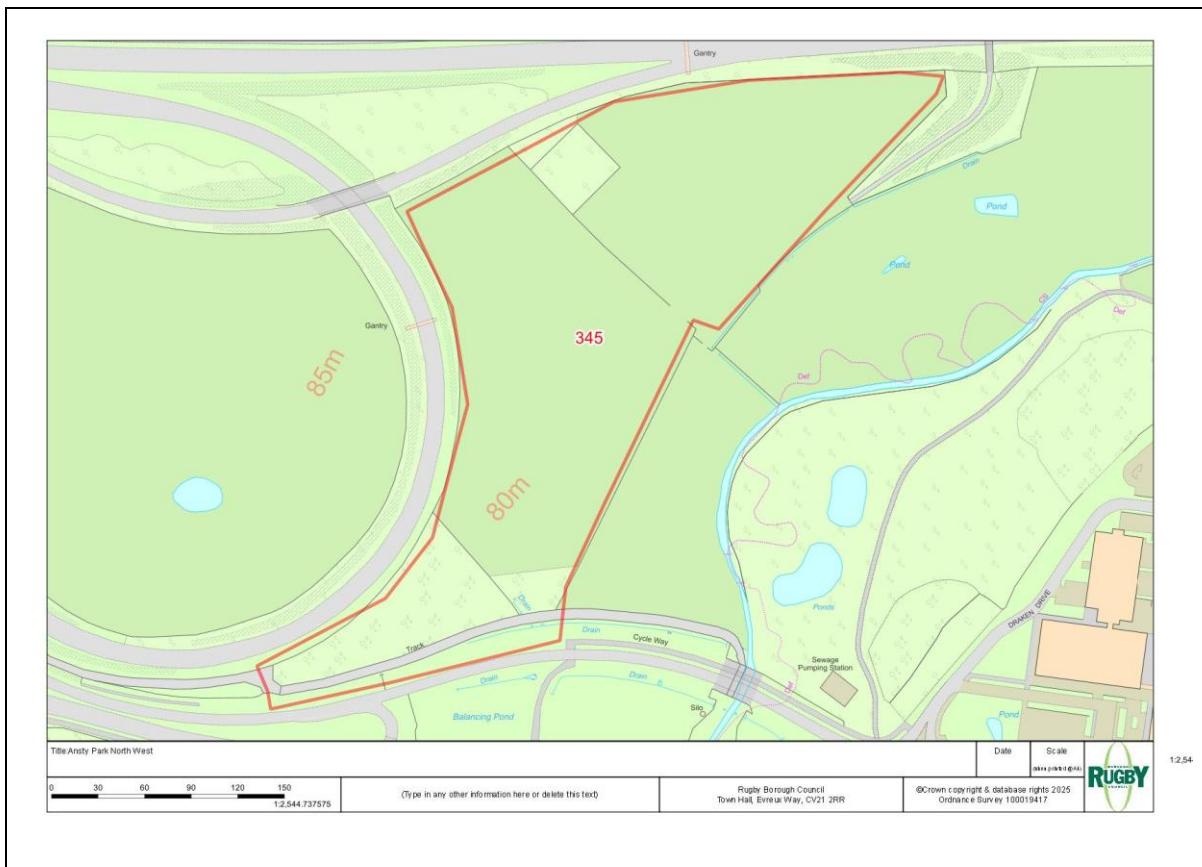
The site also forms part of a proposed area of separation in the draft plan given its important role in maintaining separation between Clifton Upon Dunsmore and Rugby. Clifton-upon-Dunsmore is a nucleated hilltop village and the development of the site would detract from that character by developing the valley slopes between the village and the valley of the Warwickshire Avon.

There are potential heritage constraints due to proximity to conservation area and designated heritage assets within 100m of the site. There are medium landscape constraints, making it one of the more sensitive sites in this regard.

Ecological constraints will also require consideration to protect the adjacent LWS. Part of the site is at high risk of surface water flooding.

Based on these constraints, the site is not progressed beyond Stage 2.

## Site 345: Ansty Park North West



**Ward:** Revel and Binley Woods

**Parish:** Ansty

**Proposed use:** Employment

**Potential yield (employment, sqm):** 15,210sqm

**Potential yield (residential):**

Topic area	Evaluation summary
Transport	<p>The site is accessed from Central Boulevard. The nearest bus stop is 500m away.</p> <p>The site has an average connectivity score of 41, with a maximum score of 47, placing it within band B relative to the borough as a whole.</p> <p>The site was not included in the SLR transport and accessibility assessment.</p>
Ecology	<p>The site contains wooded area at present and the proximity to Hill Park Wood LWS and Ansty Park Ponds LWS may require further assessment and impact mitigation.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>The site comprises two medium-sized arable fields of improved grassland, scrub, with small areas of scrub and broadleaved woodland, enclosed by strong boundary vegetation. It is bounded by major transport corridors, including the M6 to the north and a</p>

	<p>motorway junction to the west, resulting in high levels of visual and audial influence from surrounding infrastructure. Whilst vegetation softens views towards adjacent commercial development and pylons, the site has limited scenic quality and a low sense of tranquillity due to constant traffic movement. A PRoW crosses the site, offering enclosed views largely defined by boundary vegetation and adjacent transport infrastructure.</p> <p>Boundary trees should be retained to help obscure development within the site. The spinney should be retained and access should be improved to the PRoW network, with green corridors of native vegetation established between deciduous woodland habitat.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, making a strong contribution to purposes A and C, and a moderate contribution to purpose B. Classified as Best and Most Versatile (grade 2) agricultural land. No data was obtained relating to constraints for foul water drainage or surface water drainage.
Opportunities/benefits	Employment.

**Outcome of further assessment: Not progressed**

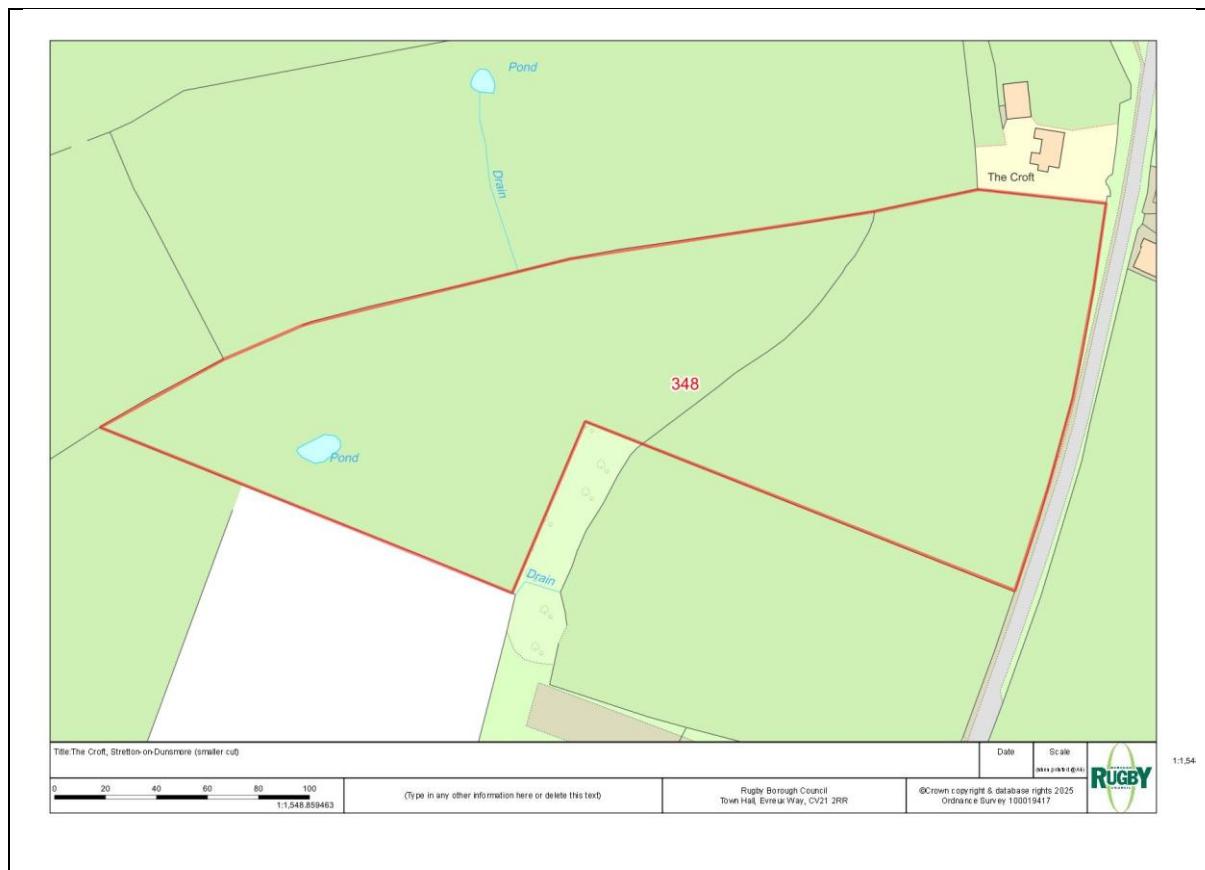
**Reasoning:** This is a smaller employment site located alongside the M6/M69 interchange and close the existing Ansty Park development.

The site has a reasonable connectivity score based on proximity to Coventry. It is proximate to the existing Ansty Park employment site but does not read as a natural extension to the park from which it would be detached by an area of flood zone and greenspace.

No heritage constraints and low landscape constraints. Potential ecological constraint from wooded area within site boundary and proximity to LWS.

The site is entirely Green Belt land. It is also located on BMV agricultural land. Considering these constraints and the awkward relationship of the site to the existing Ansty Park, the site is not progressed beyond Stage 2.

## Site 348: The Croft, Stretton-on-Dunsmore



**Ward:** Dunsmore

**Parish:** Ryton on Dunsmore

**Proposed use:** Residential

**Potential yield (employment, sqm):**

**Potential yield (residential):** c.30 dwellings

Topic area	Evaluation summary
Transport	<p>The site is accessed from School Lane. The nearest bus stop is 500m away.</p> <p>The site has an average connectivity score of 33 with a maximum of 36, placing it within band B relative to the borough as a whole.</p> <p>The site was not included in the SLR transport and accessibility assessment.</p>
Ecology	<p>The site does not lie within an SSSI Impact Risk Zone which restricts development of this type, nor buffer area of a Local Wildlife Site. Further ecological constraints have not been assessed.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site comprises two small arable fields on the northern edge of Stretton-on-Dunsmore, enclosed by hedgerows and trees with improved grassland and subtle ridge and furrow visible in the western field. The site borders School Lane to the east and lies</p>

	<p>adjacent to football pitches and nearby residential development, resulting in a semi-rural character with limited scenic quality. Boundary vegetation defines most views, creating a sense of enclosure. A PRoW traverses the site.</p> <p>It is recommended that all field boundaries and associated native vegetation should be retained. Development should be concentrated in the easternmost field adjacent to the road, to limit the loss of ridge and furrow in the westernmost field.</p>
Heritage	No designated heritage assets within 50m of the site. Proximity to multiple Grade II listed buildings both in Stretton upon Dunsmore Conservation Area and to the east alongside A45, although the site is unlikely to make more than a minor contribution to their setting. Potential to alter the character of the approach to the village when accessing via School Lane from the A45.
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C.
Opportunities/benefits	Residential

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** This is a smaller cut of the residential site proposal for this area.

The site is well-located for access to village amenities such as the primary school, although it is slightly removed from the immediate settlement boundary.

The site is separated from the Stretton Conservation Area and there are no heritage constraints identified. There are medium/low landscape constraints.

The site is provisionally identified as Grey Belt. There are low ecological constraints.

Development at this location accessed from School Lane is thought to reduce traffic routing within the village compared to other sites at this settlement. On this basis, the site is a proposed allocation.

## Site 358: Land at Coventry Road, Wolvey



**Ward:** Wolvey and Shilton Ward

**Parish:** Wolvey

**Proposed use:** Residential

**Potential yield (employment, sqm):** 0

**Potential yield (residential):** 60

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4109/B4065.</p> <p>The site (as 96) has an average connectivity score of 24 with a maximum of 27, placing it within Band D relative to the borough as a whole.</p> <p>National Highways did not provide any comments on this site.</p> <p>In terms of the capacity of the road network, an assessment of junctions within a nominated distance of the site was undertaken to determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>The distance to the nearest bus stop from the site is 58m.</p>

	<p>The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. The site has a PTAL score of 1a for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations from the site accessible within a 1 hour bus journey, the overall accessibility of the site is ranked 75 of the 125 sites considered as part of Rugby's current site assessment. This measures accessibility at a middle layer super output area level, rather than site specific accessibility. So it only provides information on accessibility for the part of the borough in which the site lies.</p>
Ecology	An initial ecological assessment indicated that the site was not within an Impact Risk Zone of a Site of Special Scientific Interest, nor a Local Wildlife Site, and nor was it comprised of more than 20% medium to high distinctiveness habitat. The site was not further assessed for ecological constraints.
Landscape	<p>The overall landscape sensitivity of the site (as 96) is Medium/Low.</p> <p>The site is located to the south of Wolvey and comprises arable fields with the B4065 running through the centre. There are no known cultural heritage or historic features within the site or surrounding landscape. The site is likely of recreational value to local residents due to the location of a PRoW within the site. Views into the site from the surrounding transport infrastructure are filtered. Note that this site was assessed jointly with site 318</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is provisionally identified as Grey Belt, making a strong contribution to purpose C. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** The site is located to the south of Wolvey. It is a smaller cut of site 96.

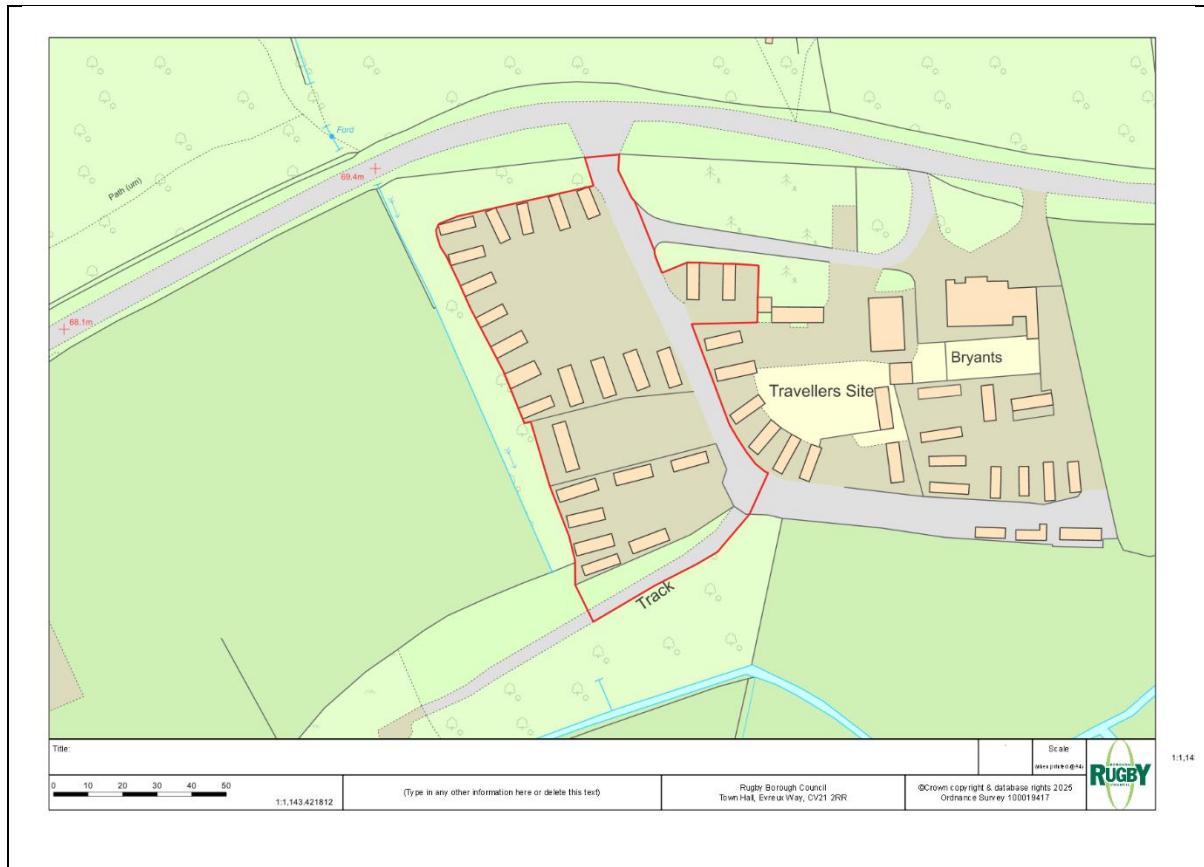
The surrounding road network has a medium level of congestion, the overall MSOA-based accessibility of the site and connectivity score are relatively poor. However, the site is walkable to services and facilities in Wolvey.

Neither heritage nor ecology sensitivities were identified, and landscape sensitivity is Medium/Low. The site is entirely within the Grey Belt. The site does not have the flood constraints of other Wolvey locations.

Overall, the site is well related to the existing village and has low constraints. This smaller scale development is considered commensurate with the services available in the village.

## Gypsy and Traveller Sites

### Bryant's Bungalow, Brandon Lane



**Ward:** Wolston and the Lawfords

**Parish:** Brandon and Bretford

**Proposed use:** Residential – Gypsy and Traveller Site

**Potential yield (employment, sqm):**

**Potential yield (residential):** 10 pitches

Topic area	Evaluation summary
Transport	<p>The site is accessed from Brandon Lane. The nearest bus stop is 1280m away. The site has a connectivity score of 49, placing it within Band A relative to the borough as a whole. However, this high score reflects proximity to Coventry rather than ease of non-car access modes. The site was not included in the SLR transport and accessibility assessment.</p>
Ecology	<p>Within 1km from Brandon Marsh SSSI and located within IRZ. Natural England consultation not required for a development of this size. Avon and Tributaries LWS within 100m of site boundary which could require further ecological impact assessment.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low.</p>

	<p>The site comprises an area of hardstanding with a car park, permanent and mobile housing, and telephone wires, and is in proximity to the southwest of Coventry. Thick boundary trees and vegetation enclose the site, with three entrances to the site connecting northwards to the adjacent Brandon Lane. A deciduous woodland and traditional orchard priority habitat is situated to the north behind Brandon Lane, with the floodplain and 'River Avon and Tributaries' LWS located to the south of the site. A building breaks the tree line directly to the south of the site. Intervisibility to Prologis Park to the far south may be possible as well as audible motor vehicles on Brandon Lane and nearby A-Roads.</p> <p>It is recommended that all native boundary trees should be retained to maintain connectivity to nearby ecological assets.</p>
Heritage	No designated heritage assets within 50m of the site.
Other constraints	The site is assessed at Stage 2 to make weak contributions to Green Belt purposes and is provisionally identified as Grey Belt land. Flood Zones 2 and 3 border the site to the south but site area is at low risk of fluvial or surface flooding. Proximity to reservoir which could present residual flood risk.
Opportunities/benefits	Residential – Gypsy and Traveller Site

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** This site is already being used for Gypsy and Traveller accommodation, providing 23 pitches. These have come forward through a series of planning applications for 6 pitches (R10/0320, R11/0715, R12/0206), 7 pitches (R12/1690, R18/0177) and for 10 pitches (R18/1555).

The allocation would add a further 10 pitches to the site.

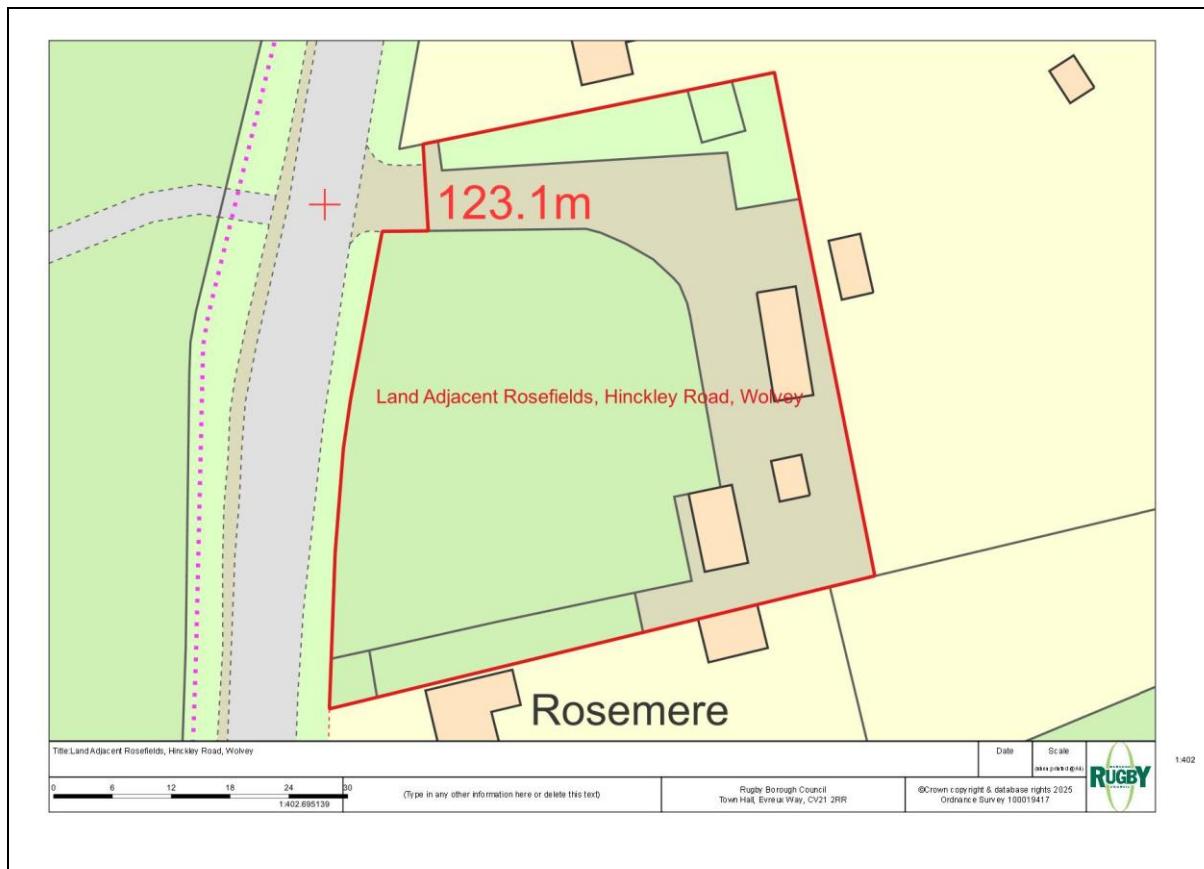
It is relatively isolated within its immediate setting and lacks potential for active travel but benefits from reasonable proximity to services in Coventry.

There are no designated heritage constraints and low landscape constraints. Ecological constraints are likely to be Low/Medium.

The site has been assessed within the Stage 2 Green Belt assessment as making weak contributions to Green Belt purposes and is provisionally classed as Grey Belt.

It is considered that the site can meet the criteria outlined in paragraph 13 of Planning Policy for Traveller Sites.

## Land adjacent Rosefields, Hinckley Road, Wolvey



**Ward:** Wolvey and Shilton

**Parish:** Wolvey

**Proposed use:** Residential – Gypsy and Traveller Site

**Potential yield (employment, sqm):**

**Potential yield (residential):** 1 pitch

Topic area	Evaluation summary
Transport	<p>The site is accessed from Hinckley Road. The nearest bus stop is 1770m away. The site has a connectivity score of 22, placing it within Band E relative to the borough as a whole. Connectivity via non-car modes is very poor. The site was not included in the SLR transport and accessibility assessment.</p>
Ecology	<p>There are low ecological constraints at this site. It is within 1km of LWS Ash Pole Spinney. It lies within the outer IRZ of an SSSI but does not require Natural England consultation for a development of this size.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low. This is a small flat site comprised of grass and hardstanding with few remarkable features. Its landscape value is minimal, limited by the presence of man-made influences and lack of natural</p>

	landcover. It is also of minimal visual value due to the absence of any significant views. Sensitivities are only likely to arise from the inter-visibility of the site with neighbouring properties.  It is recommended that proposed development maintains the current site boundaries (fencing and trees/shrubs to rear).
Heritage	No designated heritage assets within 50m of the site.
Other constraints	The site is provisionally identified as located within Grey Belt land that makes a strong contribution to purpose C and a moderate contribution to purpose B. Low flood risk.
Opportunities/benefits	Residential – Gypsy and Traveller Site

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** This single plot site is already partially developed. It is part of a line of residential development along Hinckley Road. It has walking access to amenities in Wolvey but has poor overall connectivity and access via non-car modes.

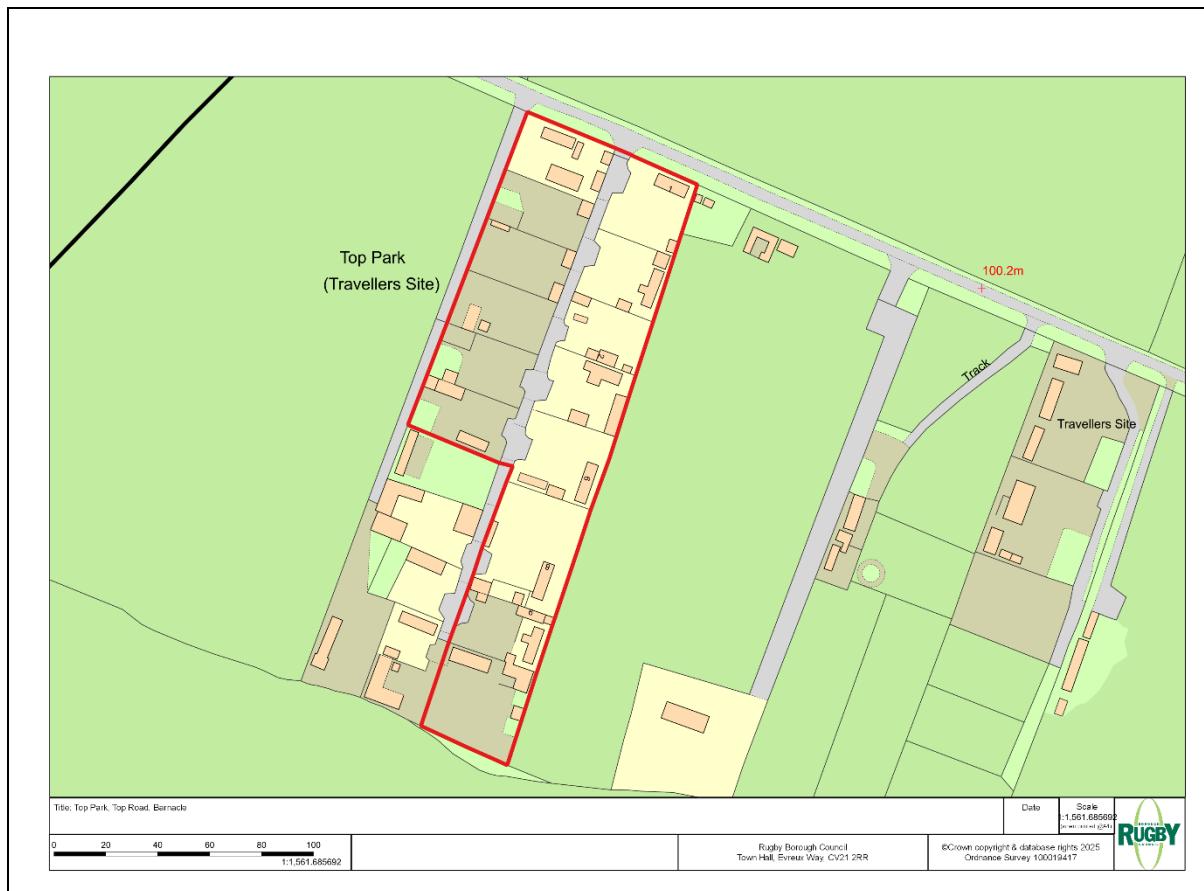
There are no designated heritage constraints. There are low ecological constraints.

Temporary planning permission was granted for three years in 2014 (R14/1383) and 2018 (R18/0553) due to the personal circumstances of the occupant. Permission for one pitch (1 static and 1 tourer) was refused in 2022 but allowed at appeal on a temporary basis until 19/09/2026 (R22/0226; APP/E3715/W/22/3309858). The Inspector's report in 2023 considered the development of this site for Gypsy & Traveller accommodation as inappropriate development in the Green Belt. However, the 2025 Green Belt study has provisionally identified this land as Grey Belt due to its weaker contributions to Green Belt purposes.

It is considered that the site can meet the criteria outlined in paragraph 13 of Planning Policy for Traveller Sites.

In view of the unmet need in the Borough, temporary planning permission and provisional Grey Belt status, the site is a proposed allocation.

## Top Park, Top Road, Barnacle



**Ward:** Wolvey and Shilton

**Parish:** Shilton and Barnacle

**Proposed use:** Residential – Gypsy and Traveller Site

**Potential yield (employment, sqm):**

**Potential yield (residential):** 22 pitches

Topic area	Evaluation summary
Transport	<p>The site is accessed from Top Road. The nearest bus stop is 1600m away. The site has an average connectivity score of 33 and a maximum of 35, placing it within Band C relative to the borough as a whole. The site was not included in the SLR transport and accessibility assessment.</p>
Ecology	<p>There are low ecological constraints at this site. The Railway LWS lies 600m northeast. It is located within an outer IRZ of an SSSI but does not require consultation with Natural England for this scale of development.</p>
Landscape	<p>The overall landscape sensitivity of the site is Low. This flat site comprises multiple areas of hardstanding with permanent and mobile housing, parking lots and telephone wires situated within. The site is delineated by hedgerows and vegetation on the northern, western and southern boundaries with fencing</p>

	<p>defining the eastern boundary. Open fields surround the east, south and west of the site contributing to an arable setting, with intervisibility of nearby mobile dwellings dispersed to the east and west. 'Park Farmhouse' Grade II Listed Building lies 400m to the southeast, although is likely obscured by trees surrounding the listed building. Some intervisibility may be possible from PRoW 'Coventry Way' to the south of the site.</p> <p>It is recommended that all vegetated site boundaries and associated native vegetation are retained and enhanced.</p>
Heritage	No designated heritage assets within 50m of the site. Limited potential for filtered intervisibility with Park Farmhouse' Grade II Listed Building 400m southeast.
Other constraints	The site is provisionally identified as Grey Belt and assessed at Stage 2 to make a moderate contribution to purposes A and C. Low flood risk.
Opportunities/benefits	Residential – Gypsy and Traveller Site

#### **Outcome of further assessment: Proposed site allocation.**

**Reasoning:** This site is currently functioning as Gypsy and Traveller accommodation.

It has poor access via non-car modes and there are very limited services in Barnacle, but it is located within relative proximity to the outskirts of Coventry and Bedworth.

There are limited designated heritage constraints. There are low ecological constraints and low landscape constraints.

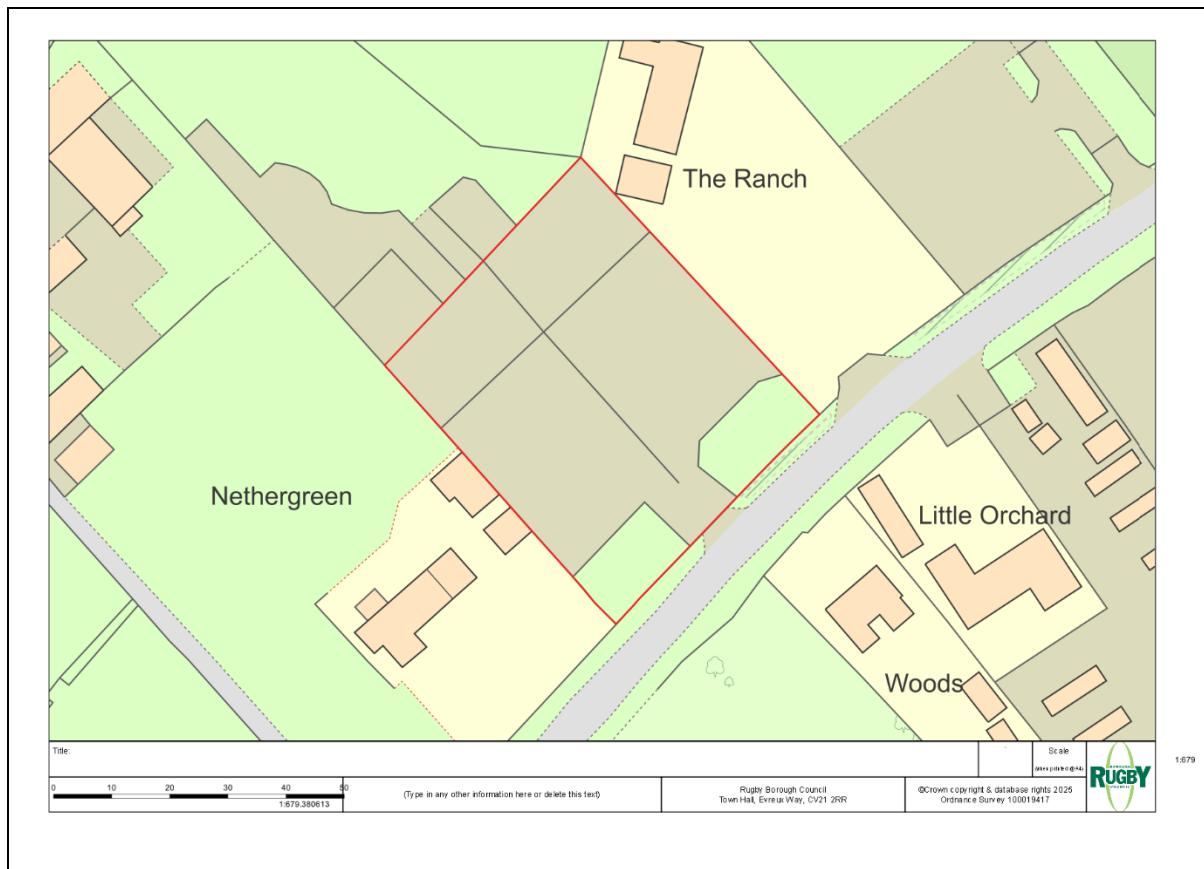
It is considered that the site can meet the criteria outlined in paragraph 13 of Planning Policy for Traveller Sites.

The site was originally occupied without planning permission in April 2003. A retrospective application for 10 families was submitted, followed by a series of decisions made at appeal. There is temporary planning permission for 34 caravans, number of pitches unspecified, until 29/06/2028 (R15/2017). This totals an estimated 15 pitches in the 2024 GTAA. The assessment accompanying the temporary permission considered the development of this site for Gypsy & Traveller accommodation as inappropriate development in the Green Belt. However, the 2025 Green Belt study has provisionally identified this land as Grey Belt due to its weaker contributions to Green Belt purposes.

The western side of Top Park was originally occupied without planning permission in December 2019 and January 2020. Following a series of enforcement notices, planning applications and appeals (see APP/E3715/W/23/3328404, APP/E3715/W/23/3328398, APP/E3715/W/23/3328397, APP/E3715/W/23/3328399, APP/E3715/W/23/3328396, APP/E3715/W/23/3328395), seven pitches across the six plots on the western side of the middle access road have been granted temporary planning permission at committee in 2025 (R24/0975, R24/0976, R24/0977, R24/0978, R24/0979, R24/0980). The provisional identification of the land as Grey Belt also removes the need for exceptional circumstances to approve development.

In view of the unmet need in the Borough, existing temporary planning permission, and provisional Grey Belt status, the site is a proposed allocation.

## Wilsher Ranch/Nethergreen, Shilton Lane, Shilton



**Ward:** Wolvey and Shilton

**Parish:** Shilton and Barnacle

**Proposed use:** Residential – Gypsy and Traveller Site

**Potential yield (employment, sqm):**

**Potential yield (residential):** 4 pitches

Topic area	Evaluation summary
Transport	<p>The site is accessed from Shilton Lane. The nearest bus stop is 965m away. The site has a connectivity score of 36, placing it within Band C relative to the borough as a whole. The site was not included in the SLR transport and accessibility assessment.</p>
Ecology	<p>There are low ecological constraints at this site. It is located within an outer IRZ of the Combe Pool SSSI but does not require consultation with Natural England for this scale of development.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low. This site is in a rural setting within proximity to residential dwellings, farm buildings and a garden centre. The landscape does not carry significant value, but some sensitivities may arise from the visibility of the site from neighbouring land, and the natural value of the site's green features (grass, hedges, shrubs and trees).</p>

	It is recommended that all vegetated site boundaries and associated native vegetation should be retained and enhanced.
Heritage	No designated heritage assets within 50m of the site.
Other constraints	The site is not identified as Grey Belt, making a strong contribution to purpose A. Low to medium flood risk which may require mitigation.
Opportunities/benefits	Residential – Gypsy and Traveller Site

#### **Outcome of further assessment: Proposed site allocation**

**Reasoning:** This site is currently partially developed with permanent structures. It was identified via GTAA and promoted for 4 pitches. There are existing Gypsy and Traveller accommodation sites on Shilton Lane.

It has poor access via non-car modes and there are very limited services in Barnacle or Shilton but is in relative proximity to the outskirts of Coventry and Bedworth. In an appeal decision for the Treetops site on the opposite side of Shilton Lane (APP/E3715/W/24/3344241) the Inspector noted that this was not a sustainable location, particularly due to the lack of pedestrian footpath on Shilton Lane. However, the appeal was nonetheless allowed on the basis of need.

It is considered that the site can meet the criteria outlined in paragraph 13 of Planning Policy for Traveller Sites.

There are no designated heritage constraints within 50m. There are low ecological and Medium/Low landscape constraints. The site is not Grey Belt making a strong contribution to purpose A.

The site is small scale, suitable for occupation by a single extended family.

In view of the unmet need in the Borough and limited options for meeting it, the site is a proposed allocation.