



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

## **Introduction**

Rugby Borough Council (RBC) is currently preparing a new Local Plan which comprises both development management policies and site allocations. The new Local Plan will provide the framework for the delivery of sustainable development within the Borough from its adoption, scheduled for 2027, until the end of the plan period, scheduled for 2045. The new Local Plan seeks to allocate sufficient land to ensure the Council meets its needs for housing and employment land over the plan period.

This Stage 2 Site Selection Report provides details on site options which were considered for allocation in the plan. The Report forms part of the evidence base for the new Local Plan. It does not allocate sites for development but assists in identifying the most suitable options for potential allocations. In addition to assisting in determining which sites will be allocated, this Report provides information to inform decisions on the type and quantity of development.

## **Overall site selection process**

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

### *Stage 1 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.

### *The Stage 2 Site Assessment*

The Stage 2 Site Assessment process is discussed further below.

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

The Sustainability Appraisal reviews the outputs of the Stage 2 Site Assessment potential site options. The SA will present different growth scenarios and test these growth scenarios against the sustainability objectives set out in the SA framework. This appraisal will inform the creation of a preferred option. The appraisal will also identify 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. 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 was undertaken by transport and sustainability consultants SLR Consulting. 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 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.

#### *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.

#### *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.

#### *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 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.

#### *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.

#### *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.

#### *Green Belt*

A draft Green Belt study was commissioned to provide an update on the current condition and contributions made by parts of the Green Belt. Owing to changes in Government Policy in Green Belt additional work will be required to finalise this as part of an evidence base. However land which is included in the Green Belt has been noted, and the potential for strong contributions also noted. Planning judgement has been applied in identifying locations which are likely to be particularly sensitive in Green Belt terms, applying the purposes of the Green Belt. This commentary is preliminary and remains subject to the findings of the Green Belt 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*

Drawing together all of this information, an assessment is made as to whether the site should continue to be considered as a potential site option, or should not be progressed beyond this stage.

This 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 currently available into an overall judgement on whether a site should or should not remain a site option. 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 not 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.

It is also important to note that this stage 2 site assessment is an interim assessment drawing on the analysis and information available to us at the present time. It will be updated as further information becomes available, including the Green Belt study and strategic transport



assessment and responses to the current consultation. An updated stage 2 site assessment will be published at the pre-submission consultation stage.

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, 104 sites were considered, and in 8 cases sites were combined or boundaries changed to be further considered as a separate site, making a total of 112 sites considered for the assessment. The remainder of the report contains a proforma for each of the sites including:

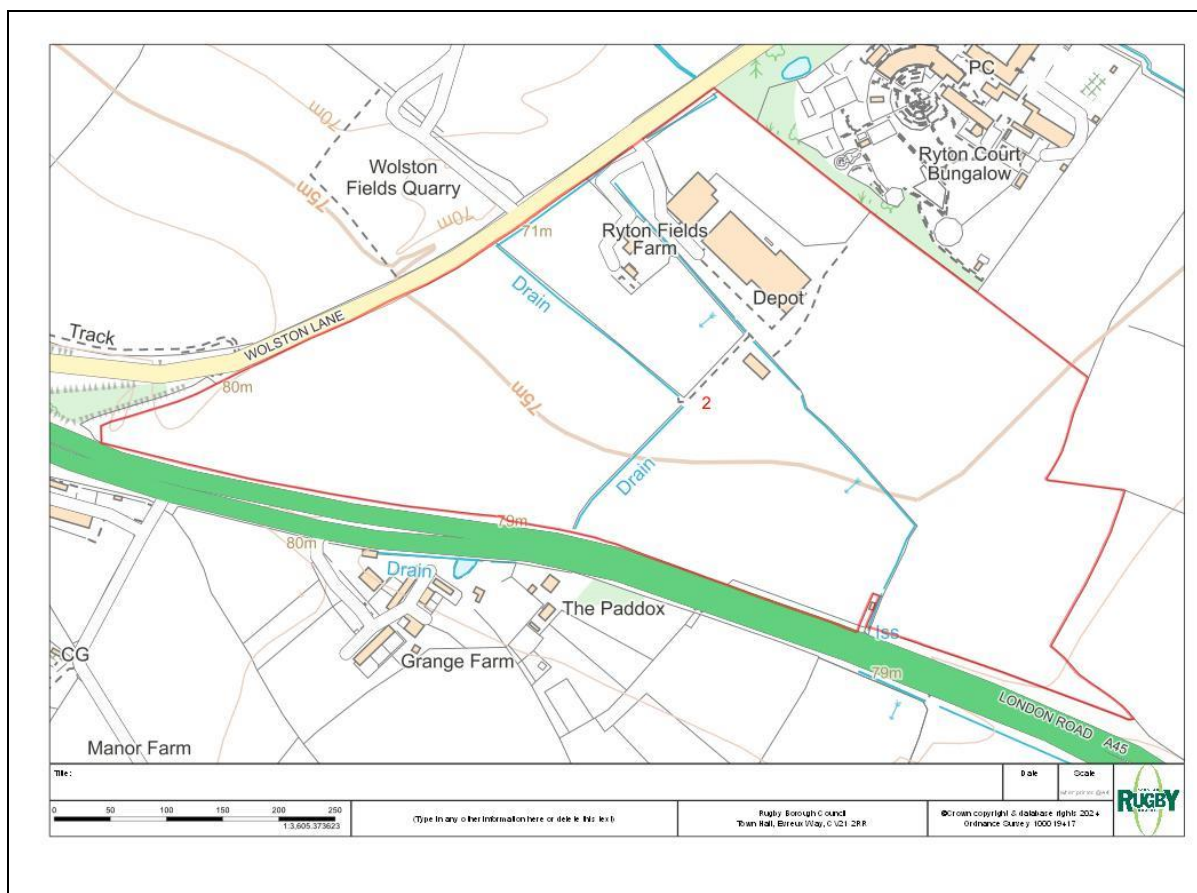
- Site details;
- Site plan;
- Summary technical analysis of site constraints and opportunities;
- Overall assessment and justification.

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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>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</p>

	<p>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 accessible. Additionally, the surrounding road network detracts from the overall landscape value of the site.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site. A Scheduled Monument (prehistoric pit</p>

	alignments) is just over 50m to the northeast of the site, potential impacts upon which were not assessed at this stage.
Other constraints	The site is entirely within the Green Belt, likely making a strong contribution to one or more Green Belt purposes. 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**

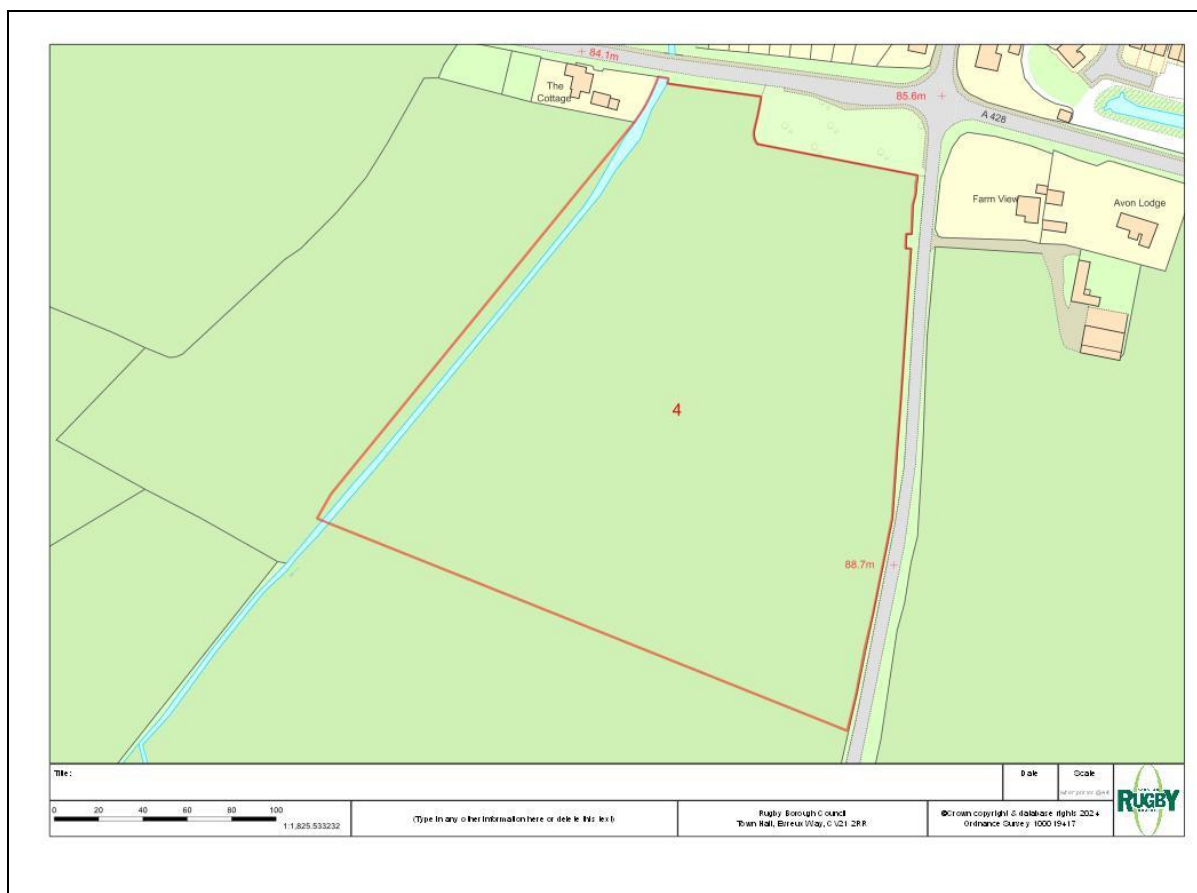
**Reasoning:** The site comprises arable and pastoral fields with industrial buildings and a residential property east of Ryton-on-Dunsmore.

Landscape sensitivity is low and heritage constraints have not been identified. The site is within the Green 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>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</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 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, potentially making a strong contribution to one or more Green Belt purposes. 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**

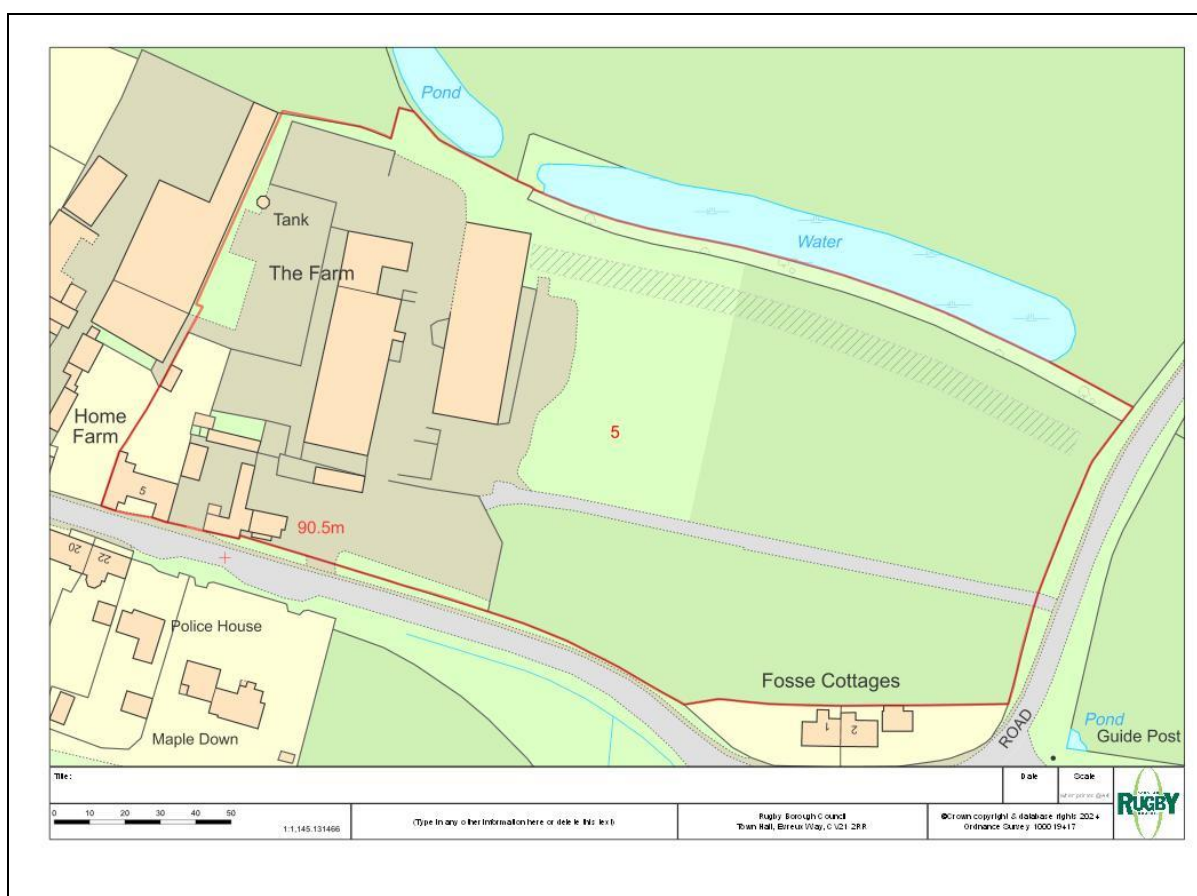
**Reasoning:** The site consists of arable and pastoral fields situated at the urban edge, yet it retains rural scenic character.

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>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</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 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>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 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</p>

	<p>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>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>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 mostly within the Green Belt, likely making a strong contribution for at least one purpose. 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: Potential site option**

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

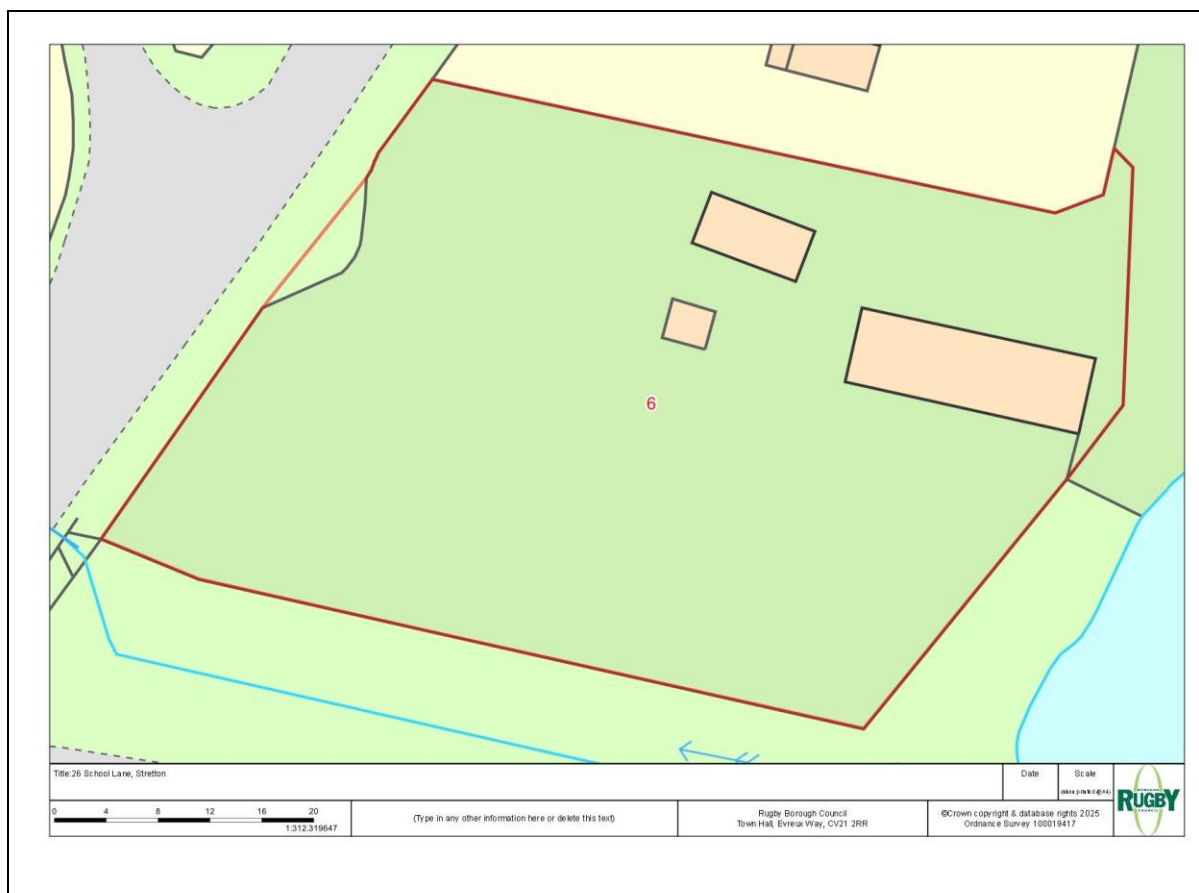
Landscape sensitivity is medium/low and ecology constraints medium. The site is partly within the Green Belt.

Assessed accessibility 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 potential site option. The site is combined with site 89 to create site 337 which is not assessed here but is referred to in the Sustainability Appraisal report.

## 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>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 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 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	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 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). Sensitivities are only likely to arise from its intervisibility with nearby residential properties.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is within the Green Belt, potentially making a strong contribution to at least one purpose. 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: Potential site option**

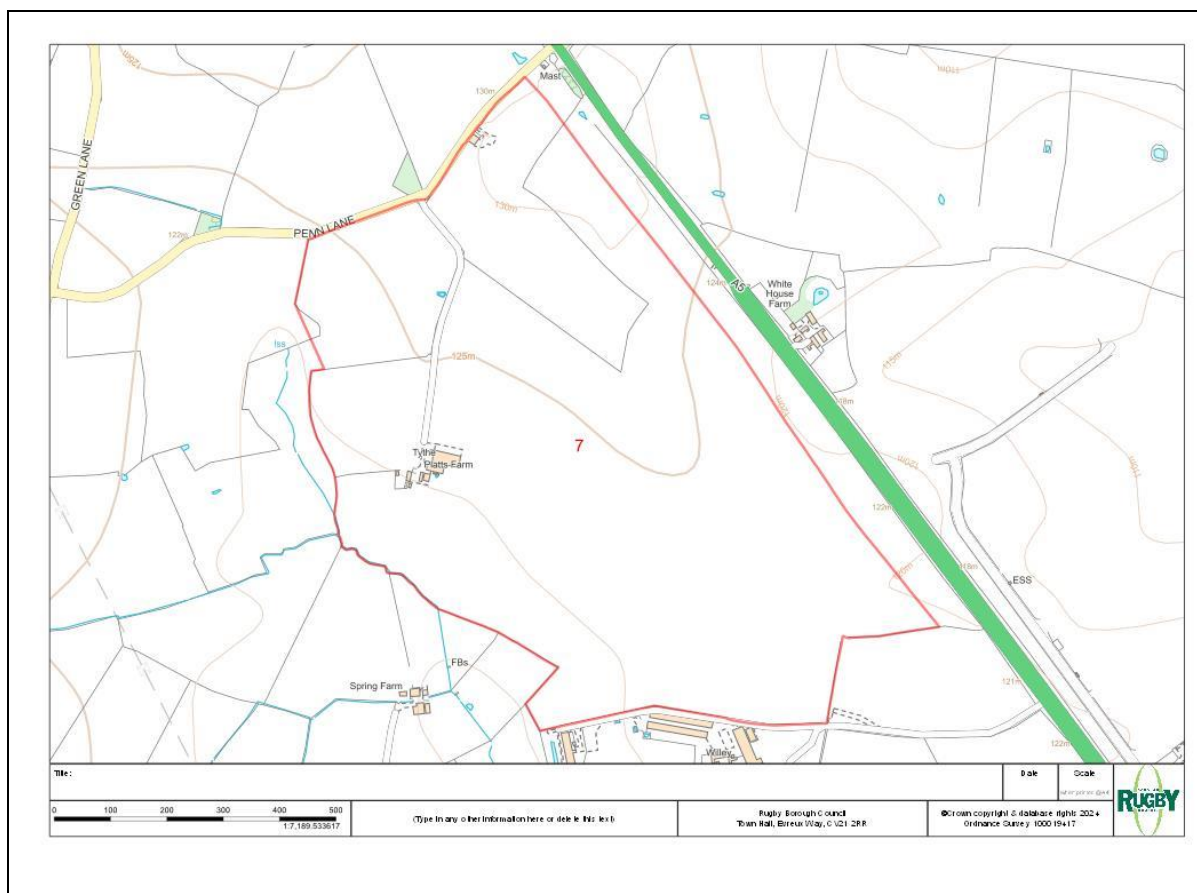
**Reasoning:** This is a very small site located just outside the southern settlement boundary of Stretton-on-Dunsmore.

The site is within the Green Belt, potentially making a strong contribution to at least one purpose.

The 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. 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 a potential site option.

## 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>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</p>

	<p>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 PRowWs 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, potentially making a strong contribution to at least one purpose. 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**

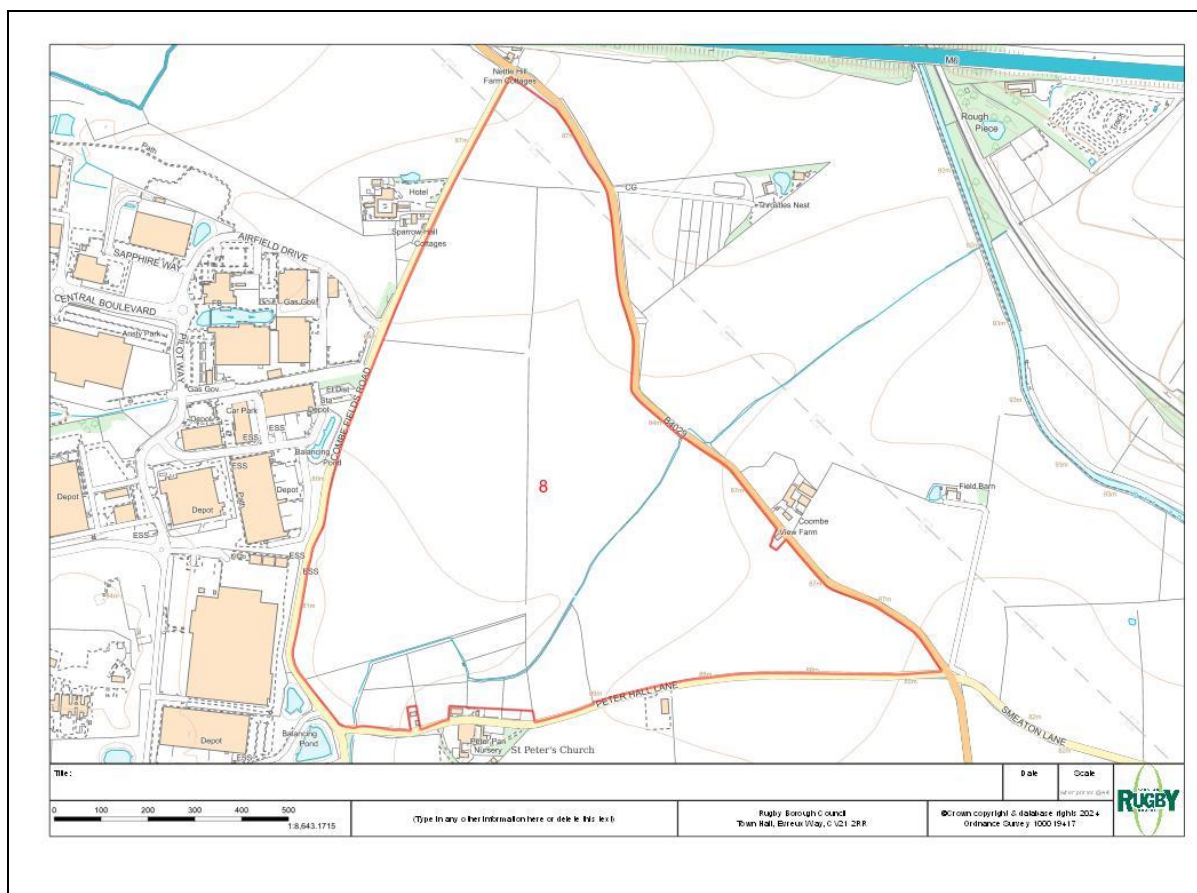
**Reasoning:** The site features arable fields positioned to the west of the A5, warehousing development is located to the east.

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

The site ranks very poorly for accessibility 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>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</p>



	<p>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>The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Employment.</p>

**Outcome of further assessment: Not progressed**

**Reasoning:**

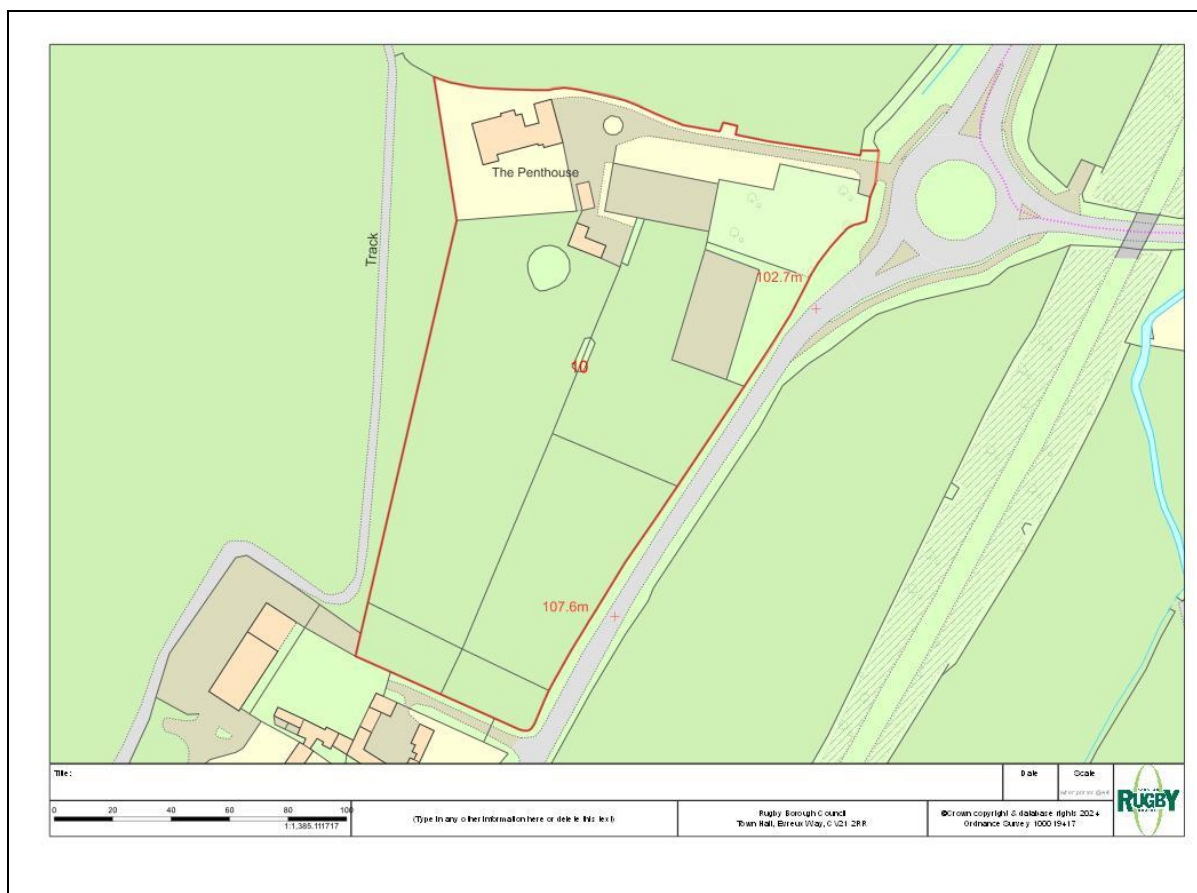
The site predominantly comprises arable fields east of Ansty Park.

Accessibility by non-car modes scores 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.

The site is within the Green 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>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</p>

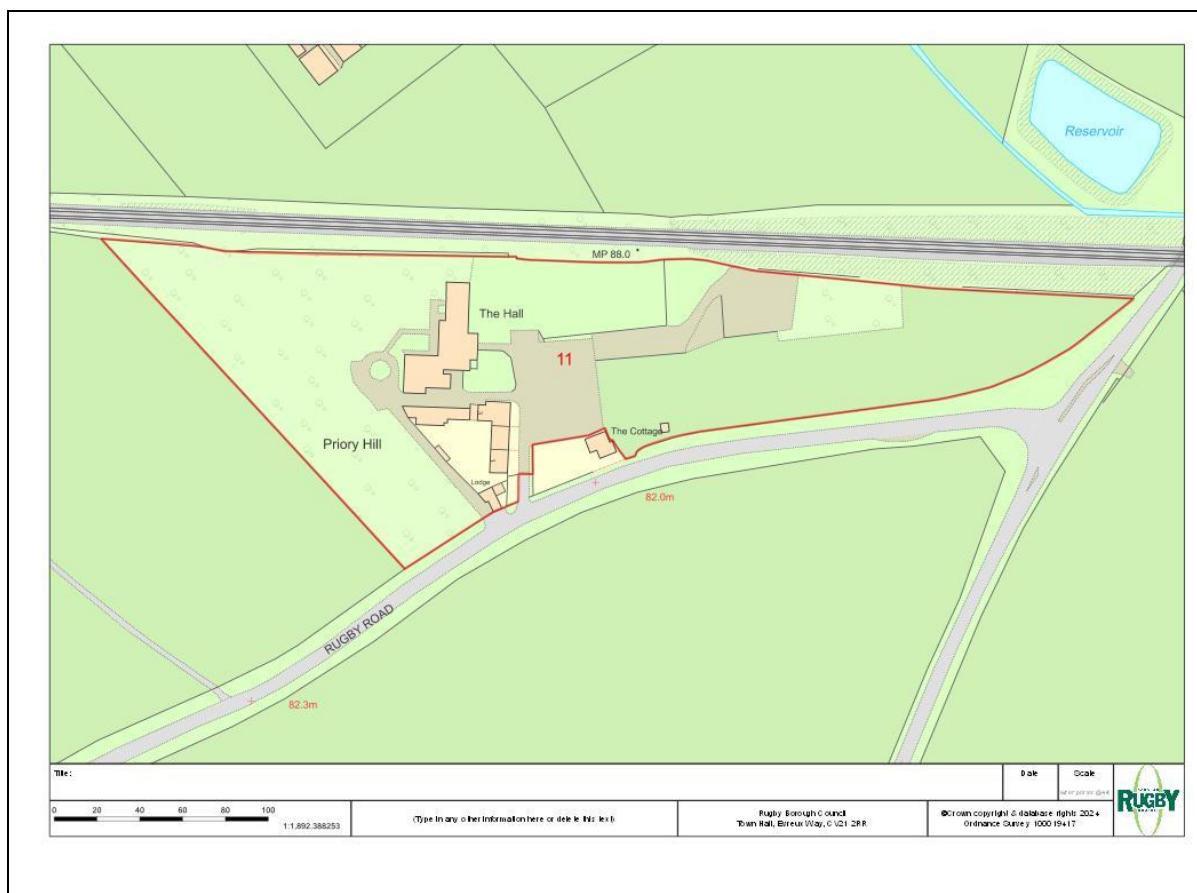
	<p>a PTAL score of 0 for both AM and PM which would not be improved by proposed and recent public transport improvements. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</p> <p>Using other data, including an assessment of walking and cycling, and locations 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	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.
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. Limited sensitivities are only likely to arise from the site's natural features (trees and hedgerows).</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, likely making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
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 very poorly in terms of public transport accessibility and overall accessibility, 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>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 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 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	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.
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, and bound by vegetation transport routes.</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. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment (E and B2).

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

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

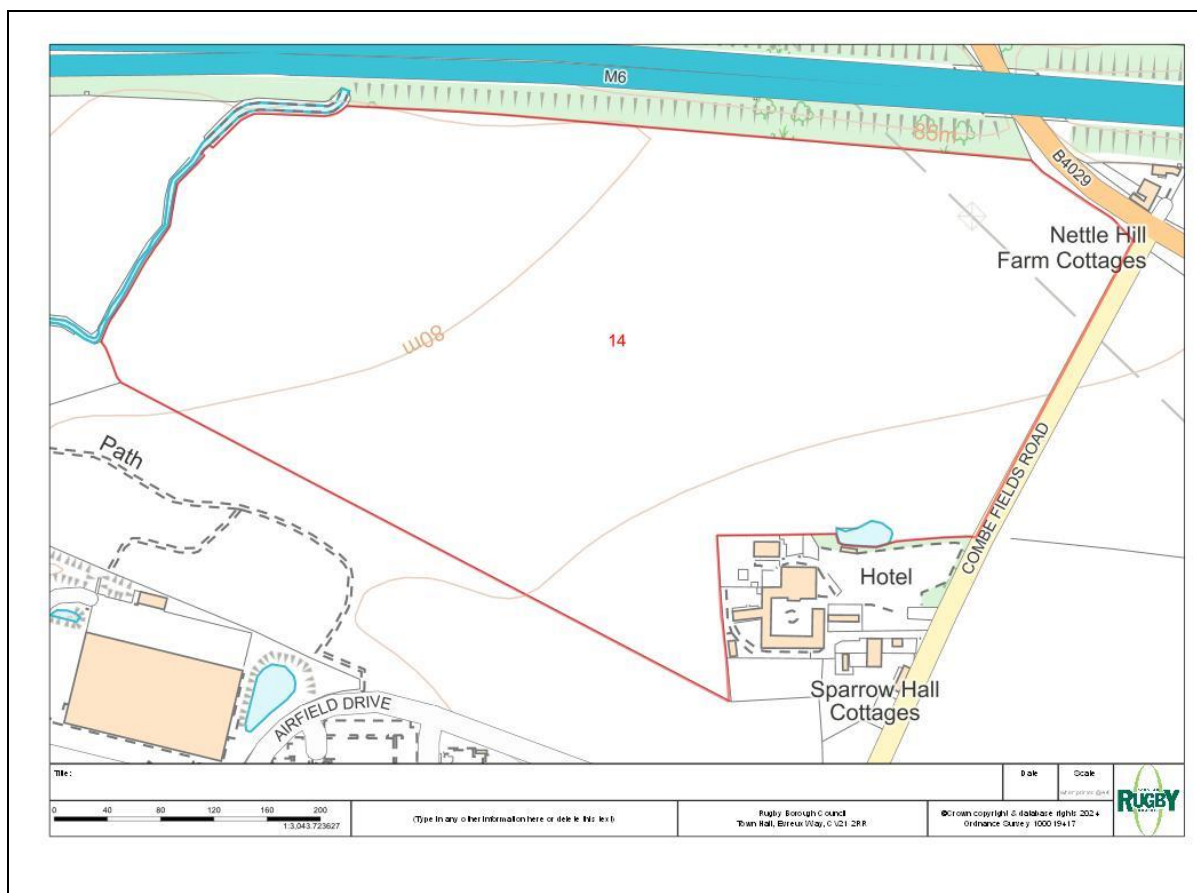
The surrounding road network has medium levels of congestion, however, there is no realistic walking route to the site or to public transport.

The site has low ecological constraints and no heritage constraints.

The site is entirely within the Green 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>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</p>

	<p>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	<p>The overall landscape sensitivity of the site is Low.</p> <p>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.</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, potential making a strong contribution for at least one purpose. 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: Potential site option**

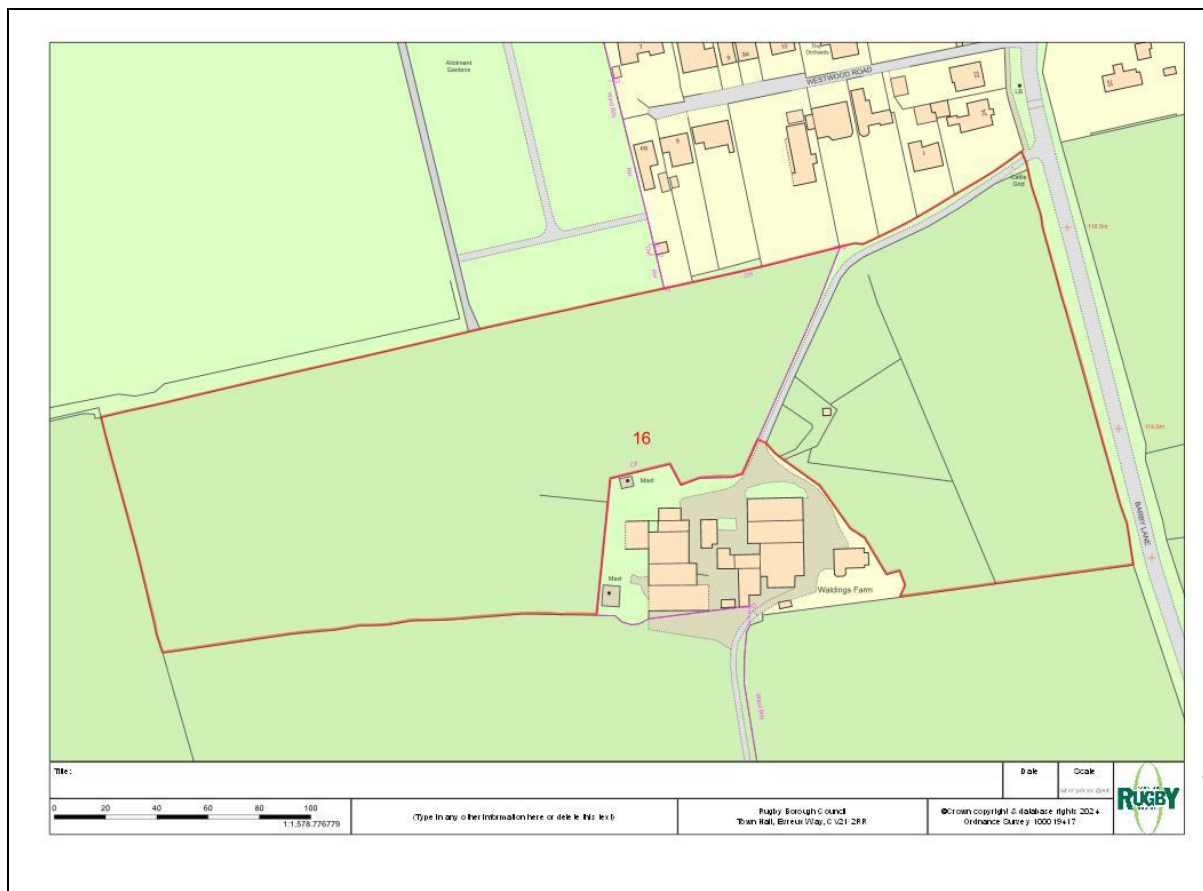
**Reasoning:** The site comprises a large arable field to the north of Antsy Park. There were no designated heritage assets identified within 50 metres of the site nor were there flags for ecological constraints. The entire site is located within the Green Belt, potentially providing a strong contribution to at least one Green Belt purpose.

The site is in close location to other employment areas and has moderate accessibility by non-car modes. The site 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 being progressed beyond the Stage 2 Assessment.

## 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>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 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</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 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 has some recreational and natural value, however the most significant sensitivities likely arise from its intervisibility with the Rainsbrook Valley.</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.

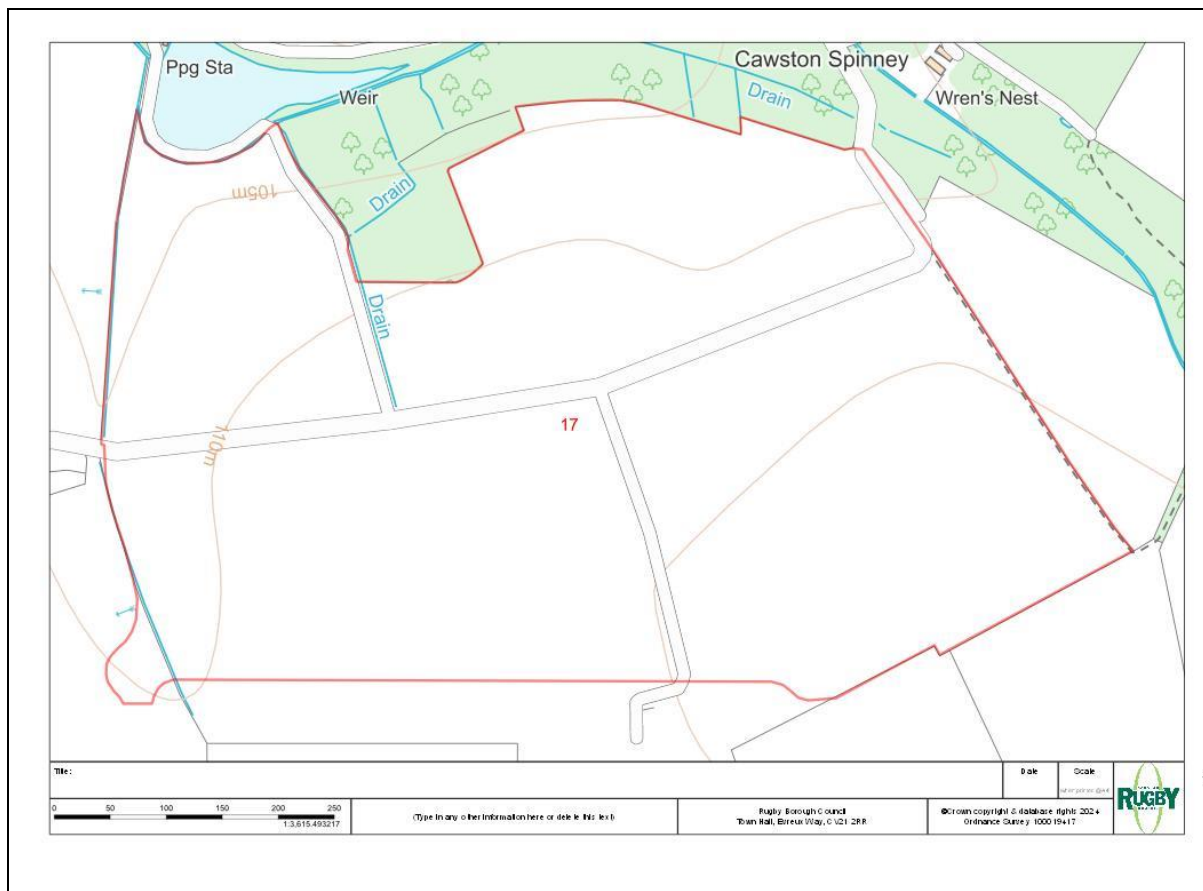
**Outcome of further assessment: Not progressed**

**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. 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

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed through Phase 1 of the Symmetry Park development.</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 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</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 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 Low.</p> <p>The site consists of four arable fields surrounded by Cawston Spinney to the north and Symmetry Park to the south. Any sensitivity to change is likely to stem from its position as a setting for the spinney, which is a LWS.</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 Medium.</p>
Opportunities/benefits	<p>Employment (B8).</p>

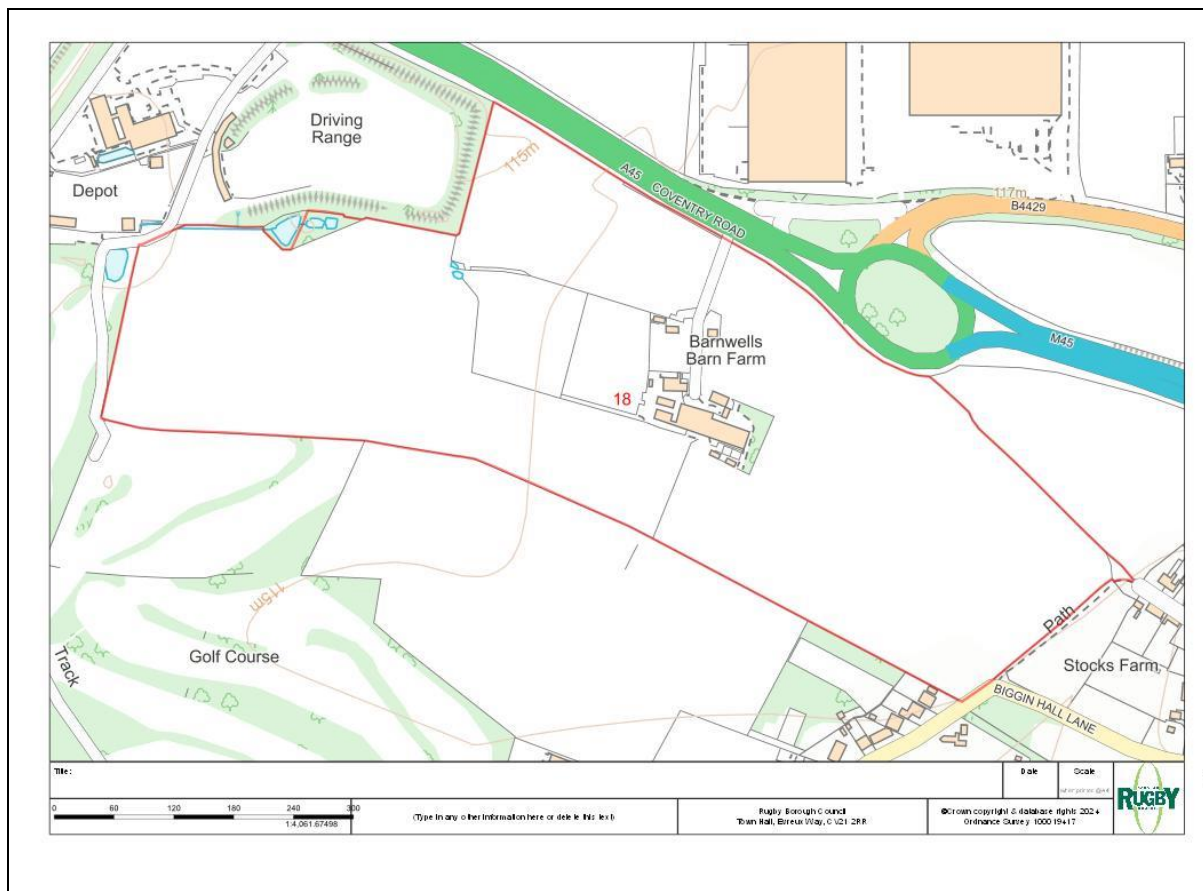
#### **Outcome of further assessment: Potential site option**

**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 and public transport will be improved through the south west Rugby development. The site has previously been safeguarded for development. The site is not within the Green Belt, and medium ecological constraints could be mitigated by design.

On balance the site is being progressed beyond the Stage 2 Assessment.

## 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>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</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 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	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.
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 placement to minimise visual disruption and preserve the area's rural character.</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 including small units delivered via WPDG (subsidiary of WCC).

**Outcome of further assessment: Potential site option**

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



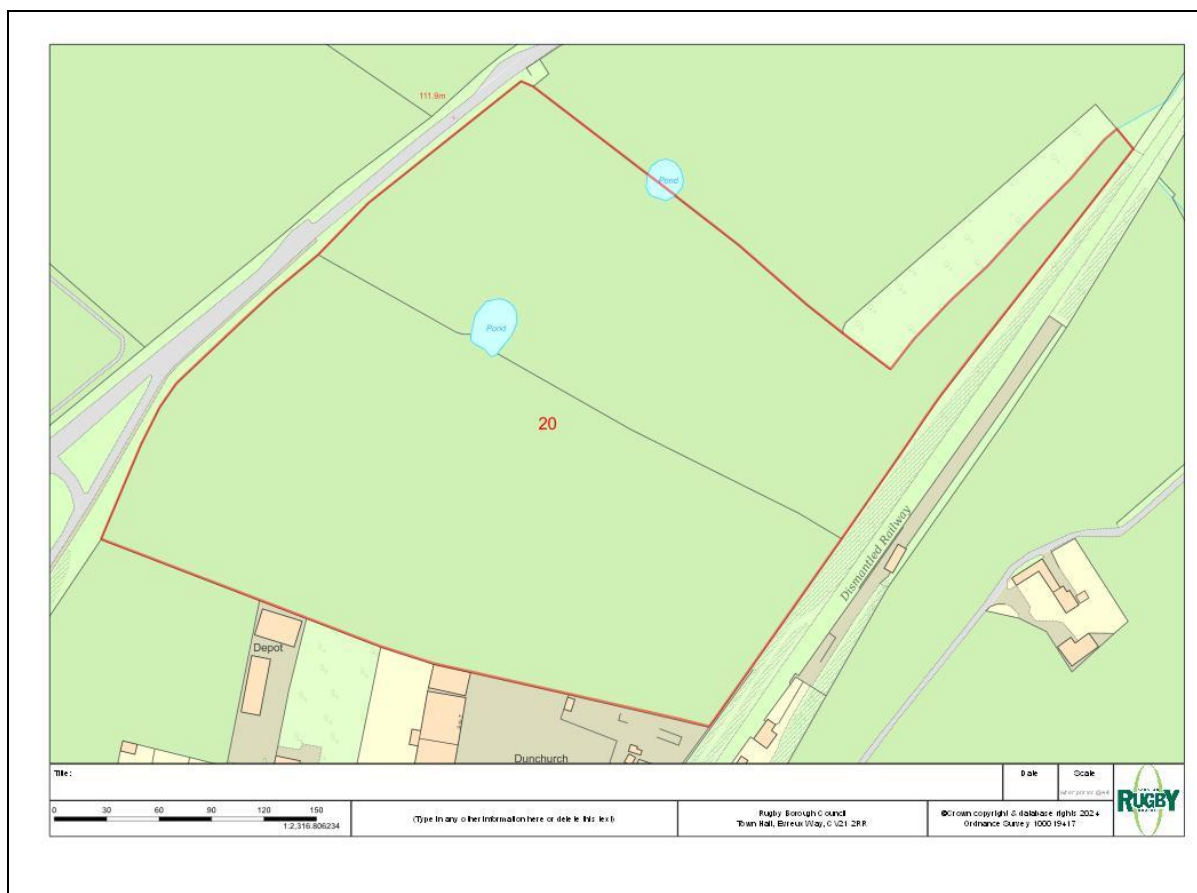
The surrounding road network has significant congestion, the site is ranked reasonably well in terms of accessibility (but this may reflect MSOA-level factors rather than site-specifics). However, there is no pedestrian access to a bus stop or into Rugby. It is unclear how access by non-car modes can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

There were no designated heritage assets identified within 50 metres of the site and low ecological constraints. The site is not within the Green Belt.

There are concerns about the impact of the development of this site on the village of Thurlaston and traffic impacts is an important consideration.

On balance the site is being progressed beyond the Stage 2 Assessment.

## 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>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 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>
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, likely making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Employment.</p>

#### **Outcome of further assessment: Potential site option**

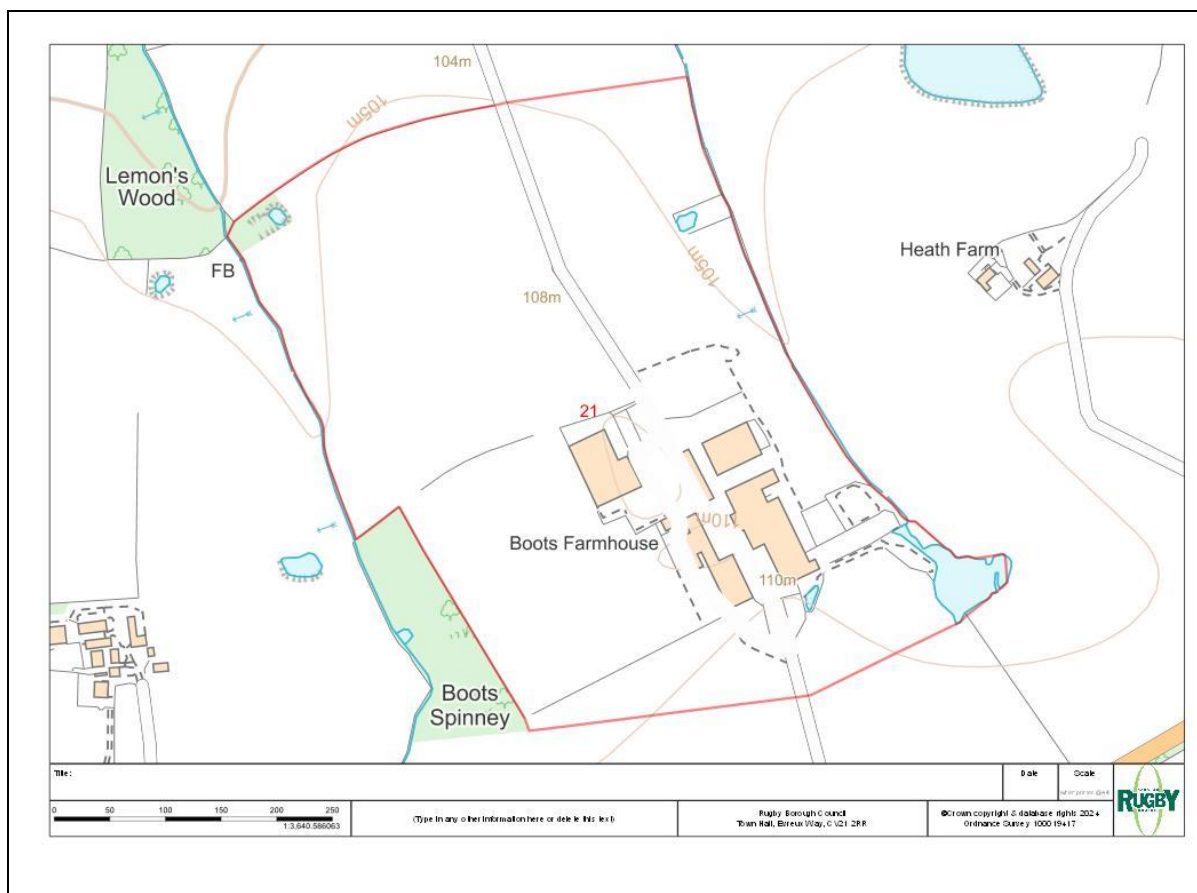
**Reasoning:** The site comprises of arable land between the Rugby relief road and disused railway line.

Accessibility for non-car modes is currently 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.

The site has some constraints including relatively congested roads, being within the Green Belt, and medium ecological concerns. The site is being considered as a potential site option.

## 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>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</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 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 Low.</p> <p>The site consists of a commercial/industrial estate and several arable fields to the north of the villages of Frankton and Bourton-on-Dunsmore. Given the existing use, development is unlikely to detract from the value of the site, although steps would be needed to maintain the limited existing natural value and an assessment is needed re: Limekiln Farmhouse to the north.</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, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Employment (B2 and E(G)(iii))</p>

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

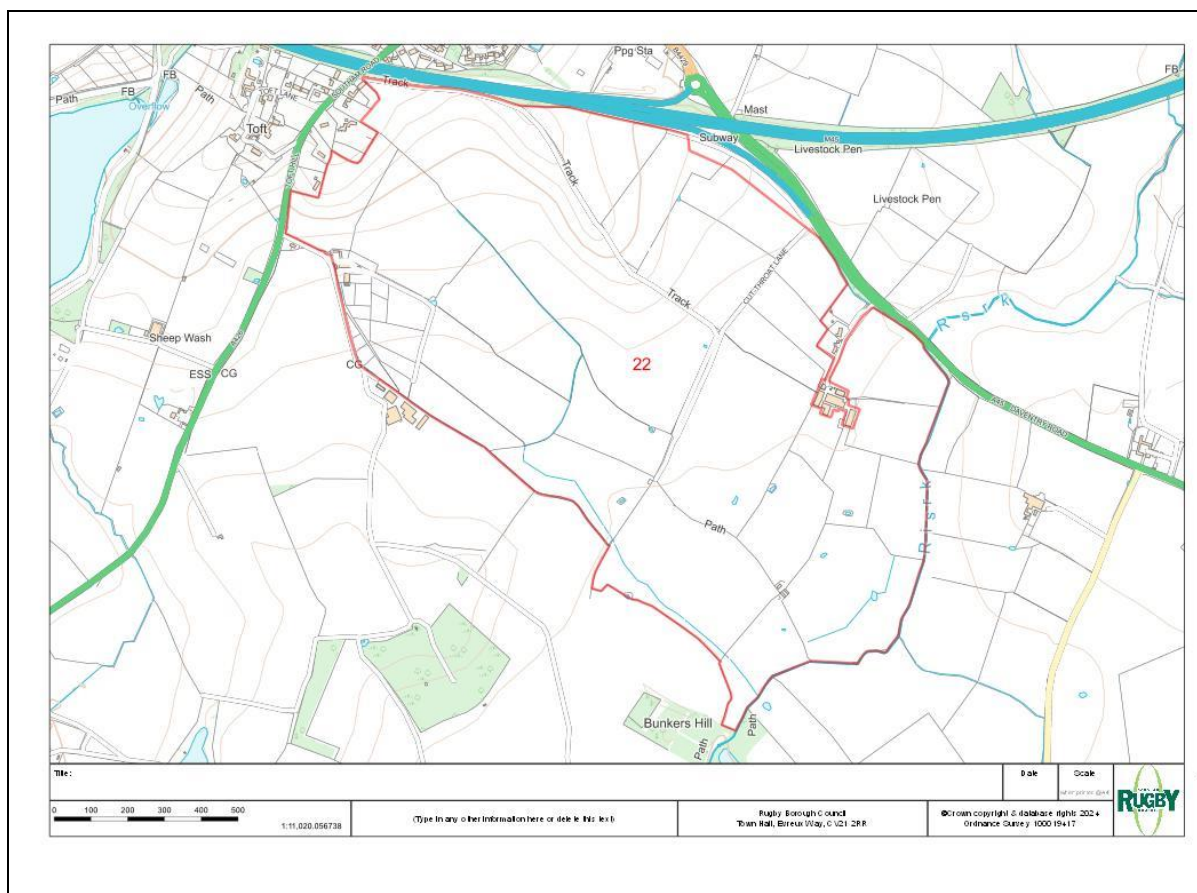
**Reasoning:** The site consists of a commercial/industrial estate and several arable fields to the north of the villages of Frankton and Bourton-on-Dunsmore.

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

There were no designated heritage assets identified within 50 metres of the site. The site has medium ecological constraints. Landscape sensitivity is low. The site is entirely within the Green Belt.

In view of its isolated, Green 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>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</p>



	<p>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>
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**

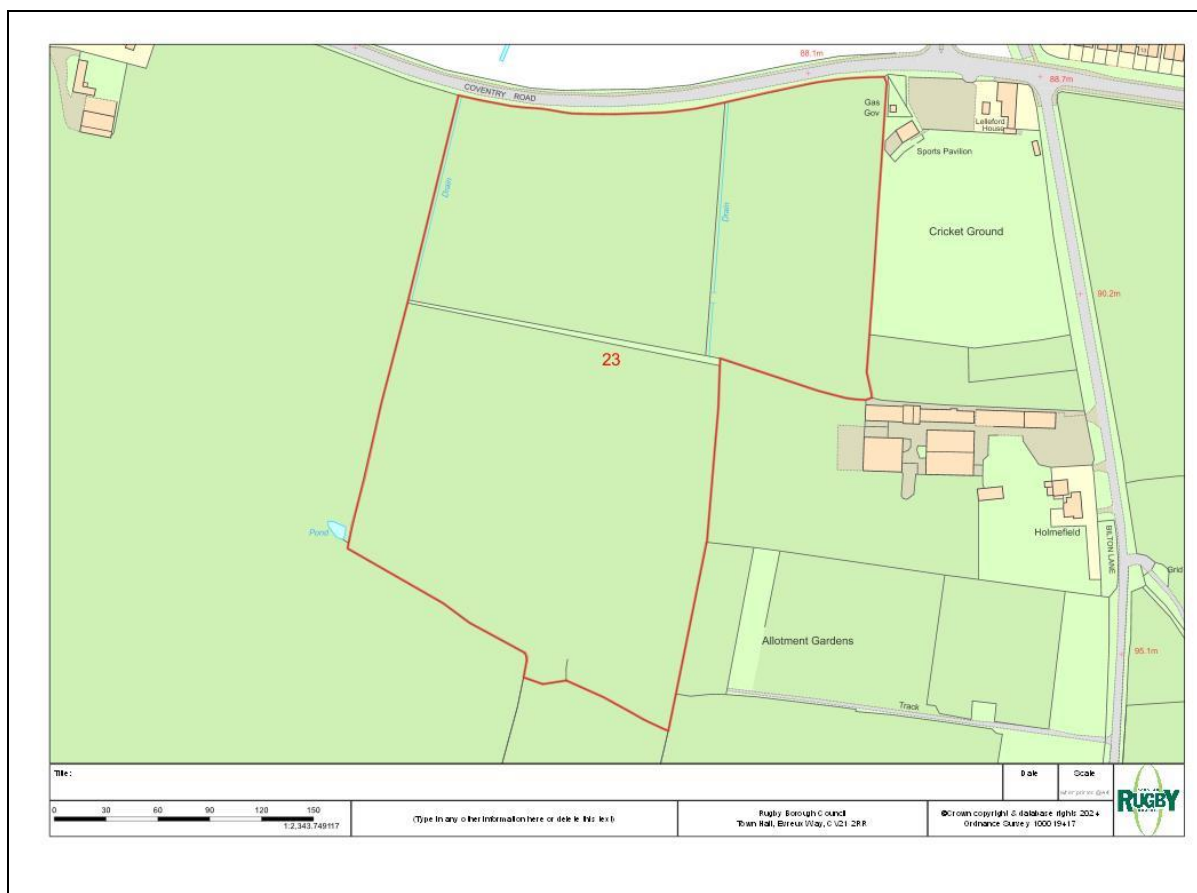
**Reasoning:** This large site comprises a patchwork of arable fields divided and bounded by hedgerows with mature trees.

The MSOA-based assessment undertaken by SLR shows moderate accessibility, but this creates a misleading impression. In reality 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.

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.

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>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</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 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, potentially making a strong contribution to at least one purpose. 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**

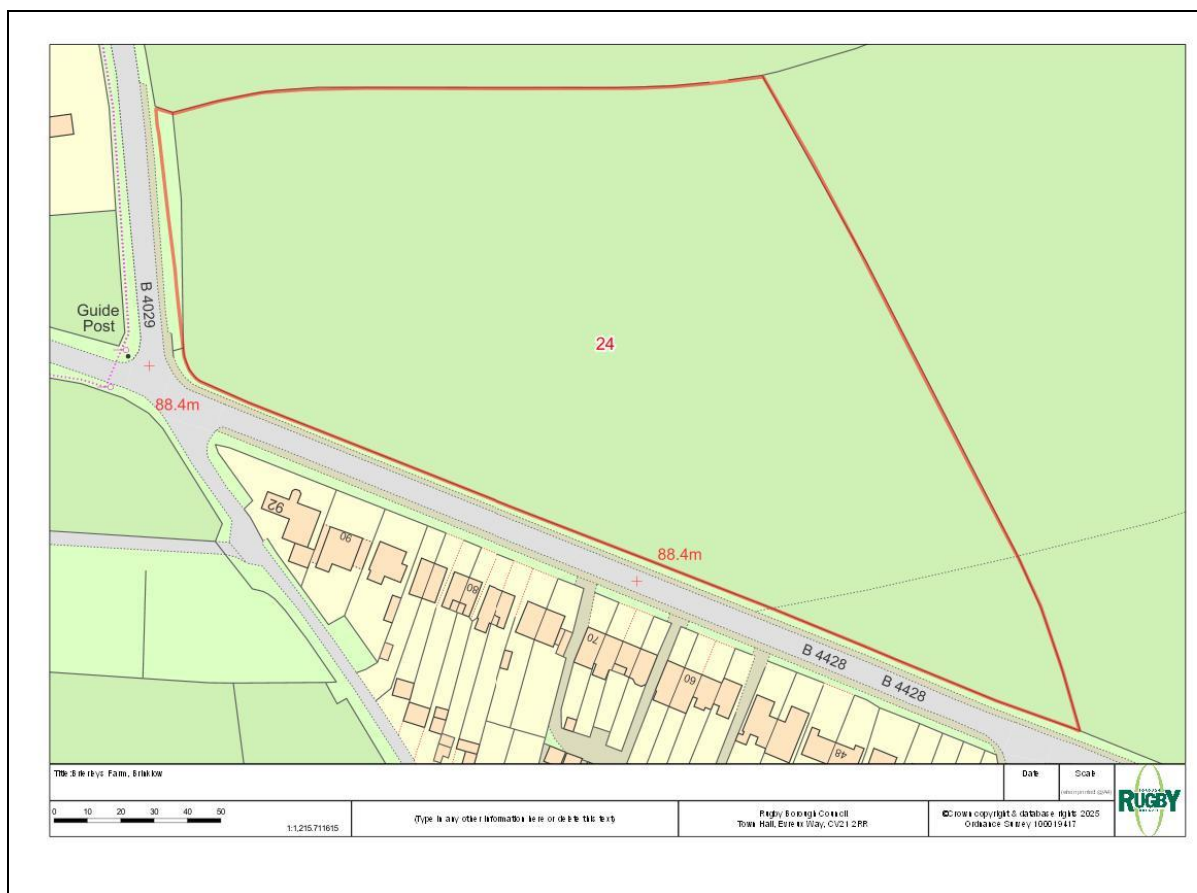
**Reasoning:** The site consists of arable and pastoral fields situated at the urban edge.

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.

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>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</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 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/Low. The site comprises arable fields and agricultural infrastructure situated at the urban fringe of Brinklow. The presence of PRoWs within and surrounding the site provides recreational value. Views into the site from Brinklow Church are possible.</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 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>

	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.
Other constraints	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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: Potential Site Option**

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

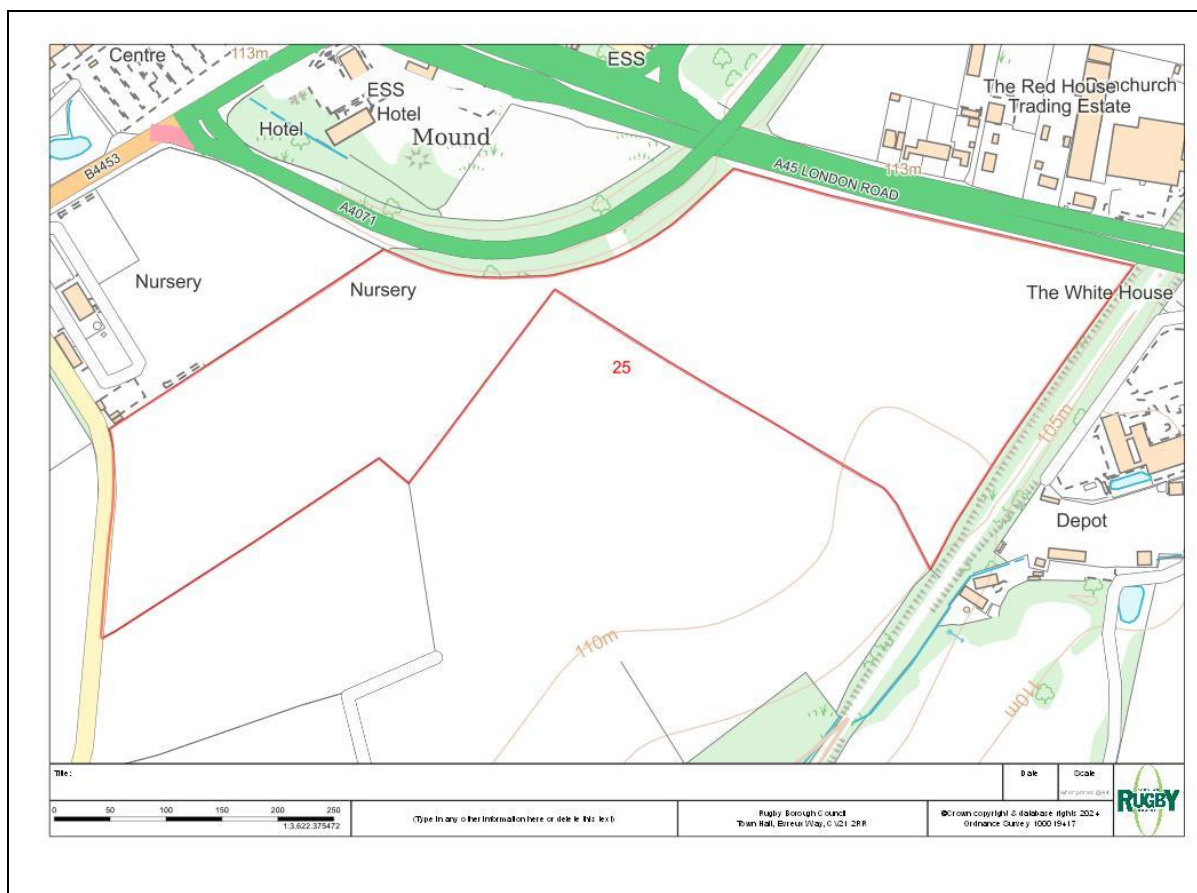
The site benefits from relatively poor assessed accessibility but is walkable to services and facilities in Brinklow.

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/low. The site is within the Green Belt.

Landscape and heritage constraints are the principal consideration, alongside Green Belt

The site remains a potential site option.

## 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>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</p>



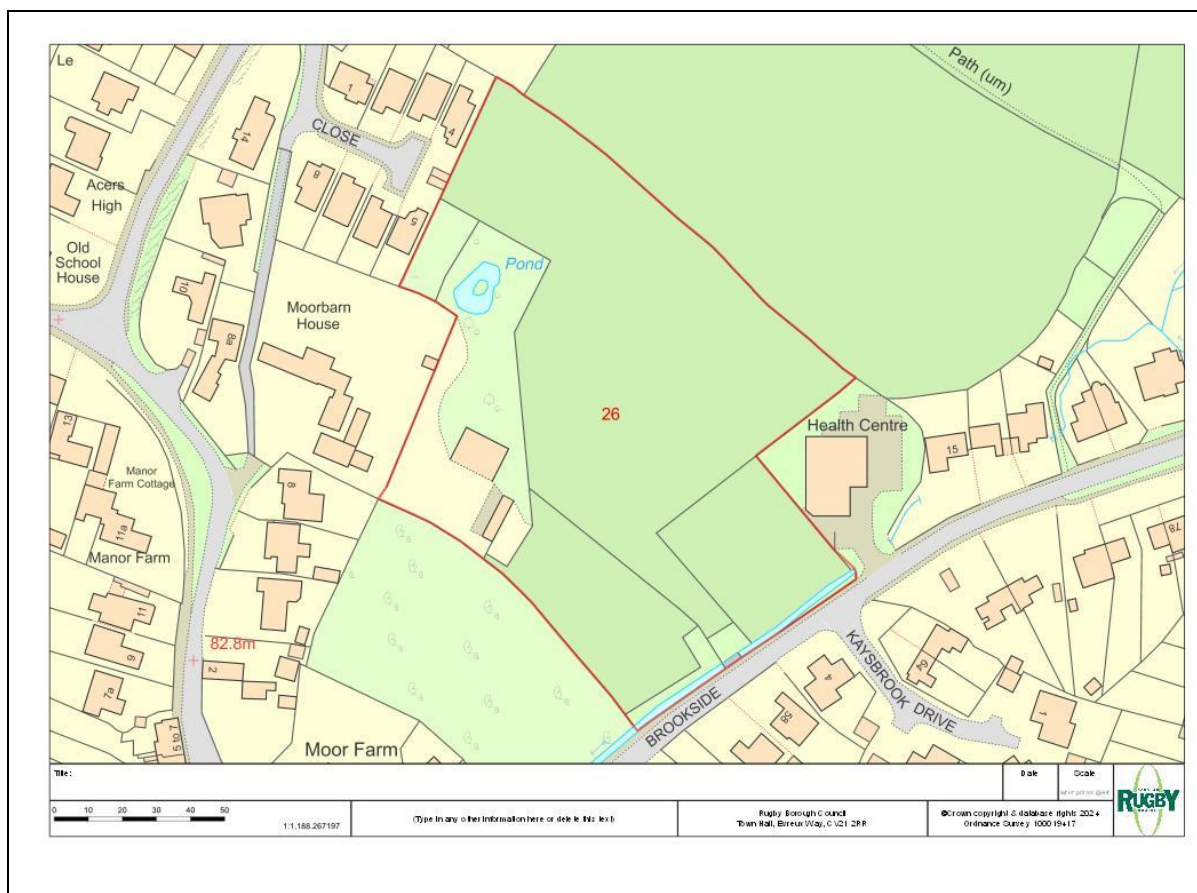
	<p>determine congestion levels at peak and non-peak times. The roads surrounding the site were assigned a congestion rating of category 4, with 1 being the most congested and 6 being less congested.</p> <p>There is a bus stop 280m from the site.</p> <p>The Public Transport Accessibility Level (PTAL) 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, potentially making a strong contribution to at least one purpose. 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 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>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 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</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 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. 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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Medium.
Opportunities/benefits	Residential.

### **Outcome of further assessment: Potential site option**

**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.

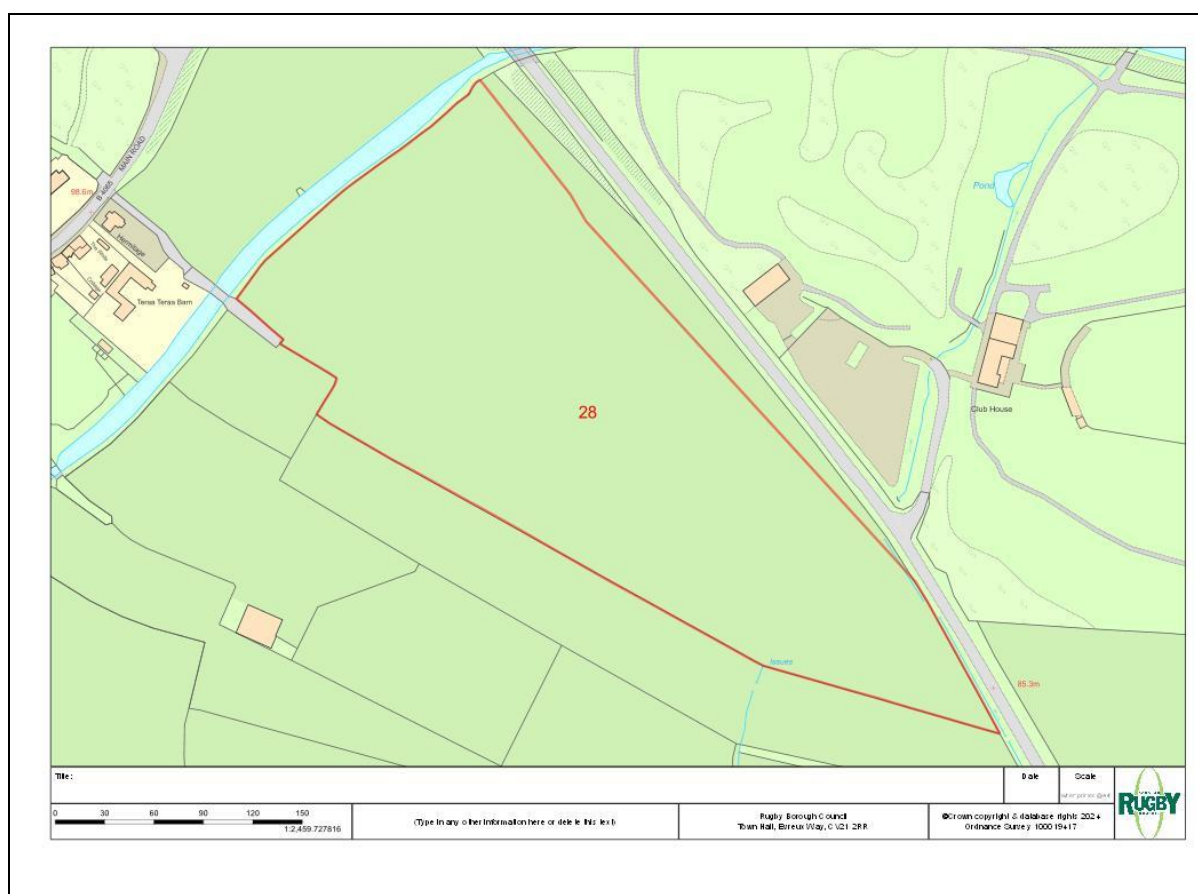
Accessibility is moderate and the site is walkable to the village services and facilities. Landscape sensitivity is medium/low. No ecology constraints were identified.

There would be a need to bridge the Brook to provide vehicular access. The site is entirely within the Green Belt.

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

The site is being considered as a potential site option.

## 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>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</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 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</p>

	with the surrounding historic landscape. Development could be arranged to preserve key views from the B4029. The proposed employment use may exacerbate impacts, and a housing allocation may offer great opportunity for mitigation through sensitive design.
Other constraints	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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 consists of pastoral fields enclosed by hedgerows, the Oxford Canal and a fence.

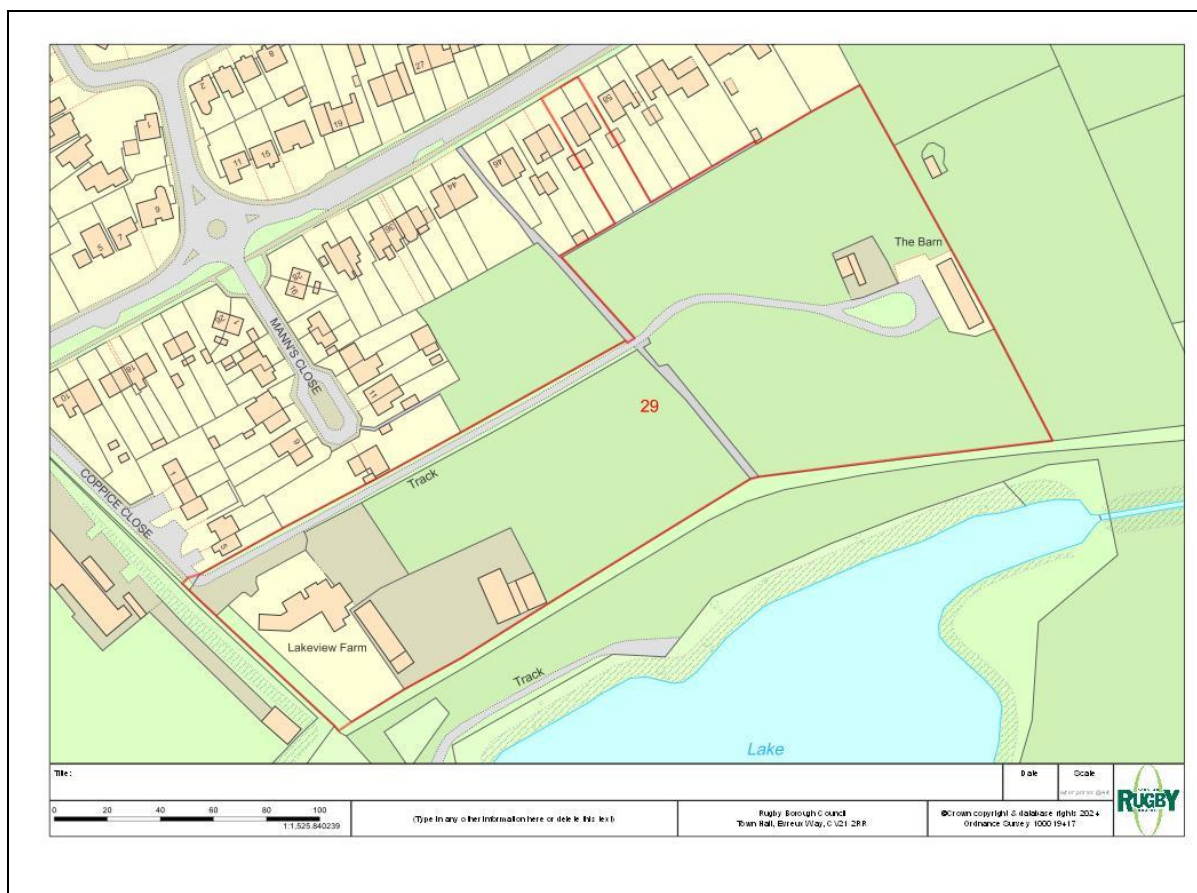
The site is within the Green Belt.

MSEA-based accessibility is moderate but the site lacks a direct link to the SRN, requiring vehicles servicing the site to navigate local village roads. 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>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</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 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	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.
Landscape	The overall landscape sensitivity of the site is Medium. 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 site is open with clear intervisibility with neighbouring dwellings and a community orchard (from which an important view is identified in the Neighbourhood plan). Although the site has minimal landscape value, sensitivities are likely to arise from these aforementioned visual factors.
Heritage	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.
Other constraints	The site is almost entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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**

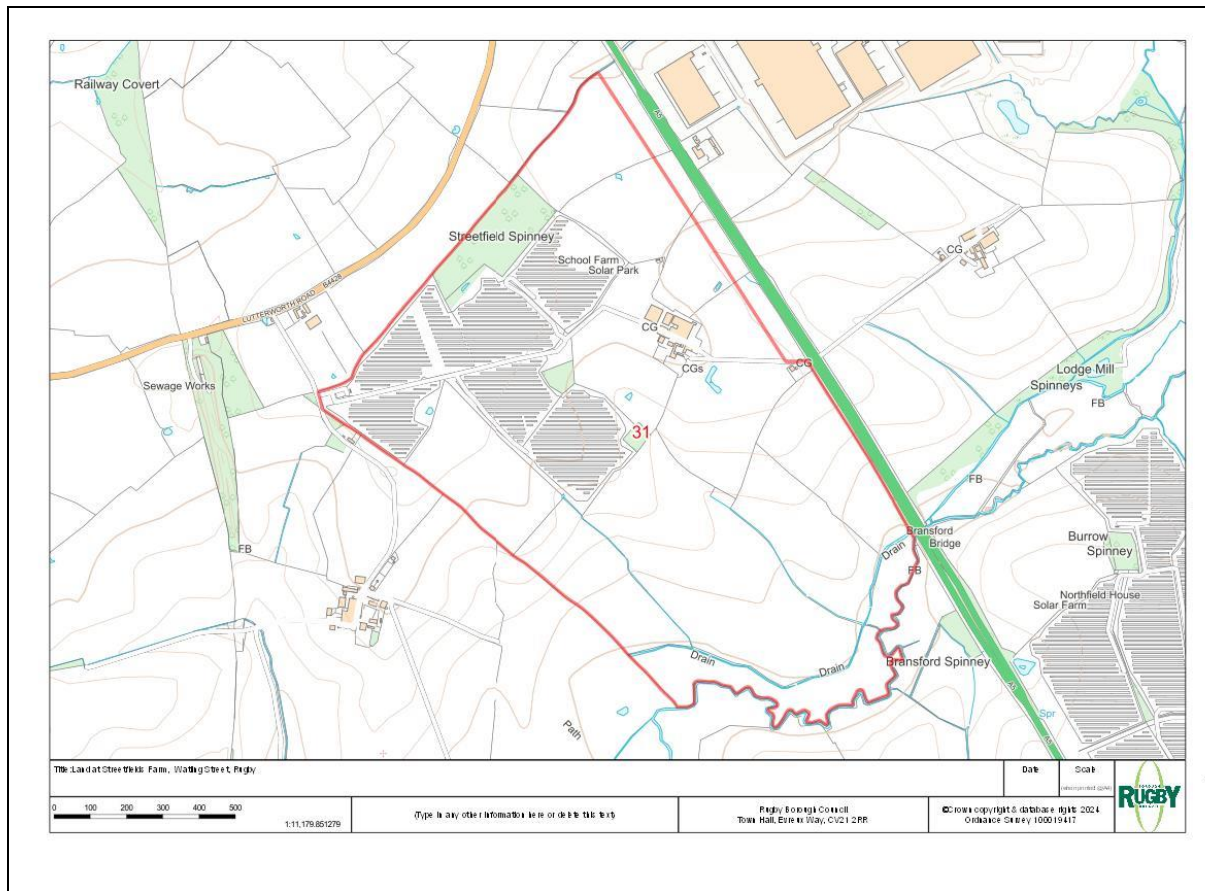
**Reasoning:** This is a relatively small site on the southern edge of Ryton-on-Dunsmore comprised of two fields, each with residential dwellings and agricultural outbuildings, separated by a PROW.

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 landscape sensitivity making it one of the more landscape-sensitive sites. 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>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</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 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 appreciate of the heritage assets by the public.</p>
Other constraints	<p>The site is not within the Green Belt. No data was obtained relating to constraints for foul water drainage or surface water drainage.</p>
Opportunities/benefits	<p>Employment</p>

**Outcome of further assessment: Not progressed**

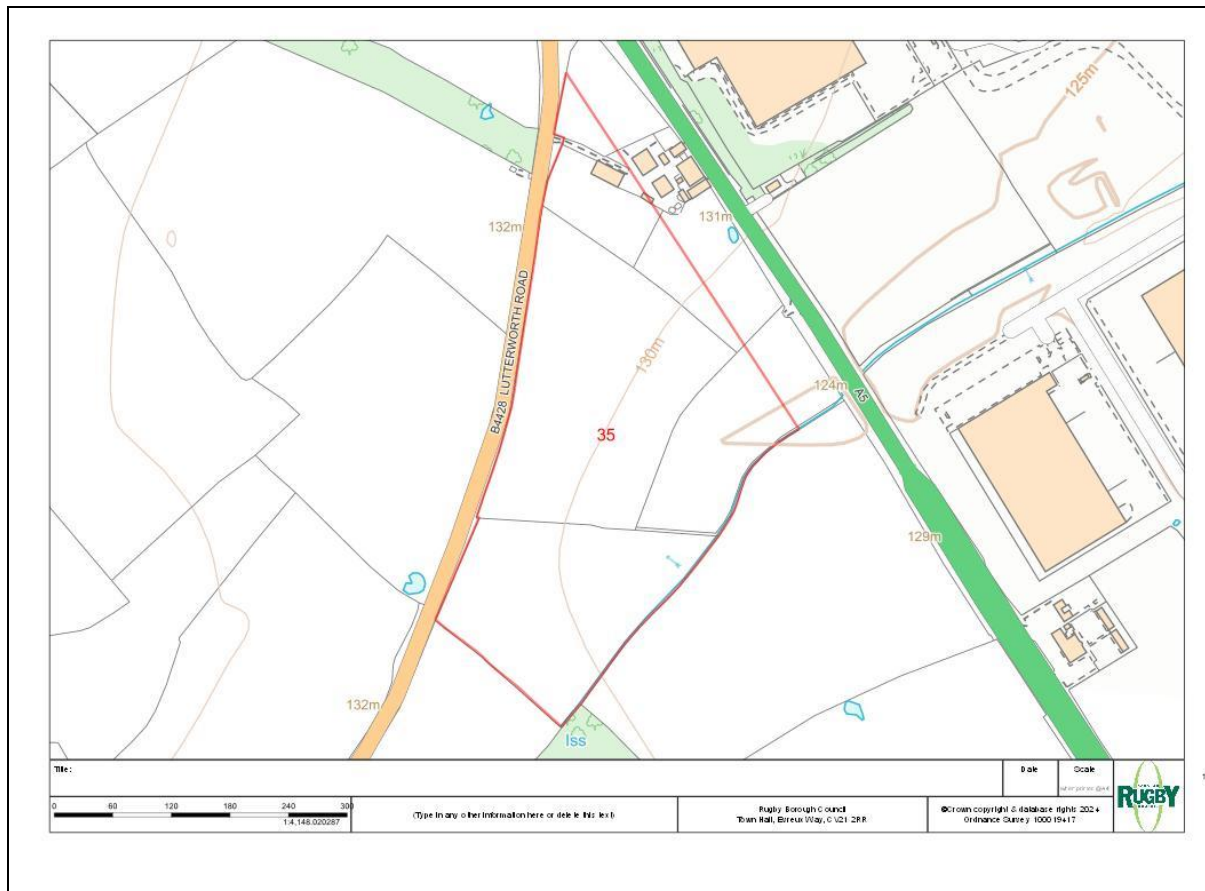
**Reasoning:** This large site comprises a patchwork of arable and pastoral fields, divided and bounded by hedgerows with trees. Grade II listed Streetfield Farmhouse and attached buildings sit in the middle of the site, with non-designated heritage constraints also identified.

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 by not 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>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 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	<p>There were no designated heritage assets identified within 50 metres of the site.</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.
Opportunities/benefits	Employment (B2, B8 and E)

**Outcome of further assessment: not progressed**

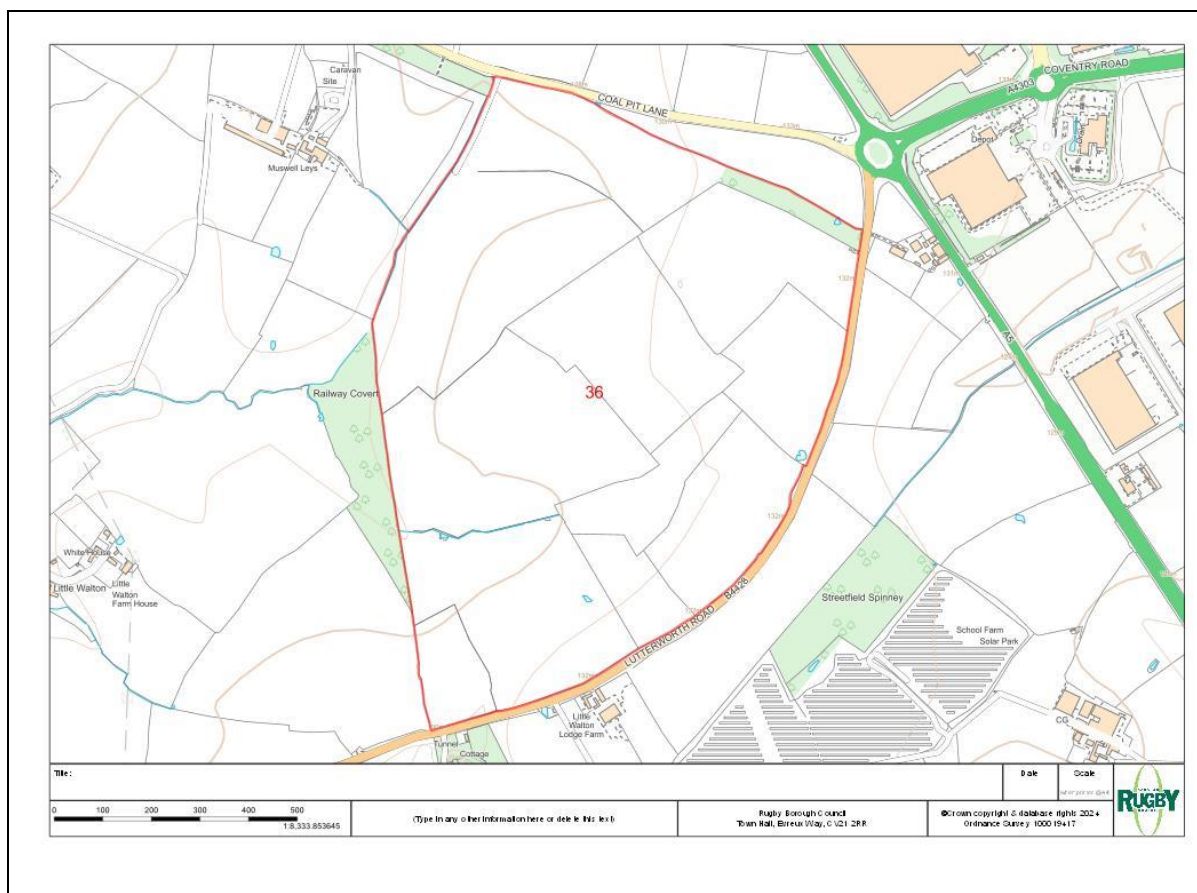
**Reasoning:** The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east.

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 not in the Green Belt.

Neither heritage nor ecology constraints have been identified.

The site would not be suitable to develop as a standalone but is assessed as part of site option 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>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 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	<p>There were no designated heritage assets identified within 50 metres of the site.</p>

Other constraints	Only a small part of the site is 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: Potential site option**

**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.

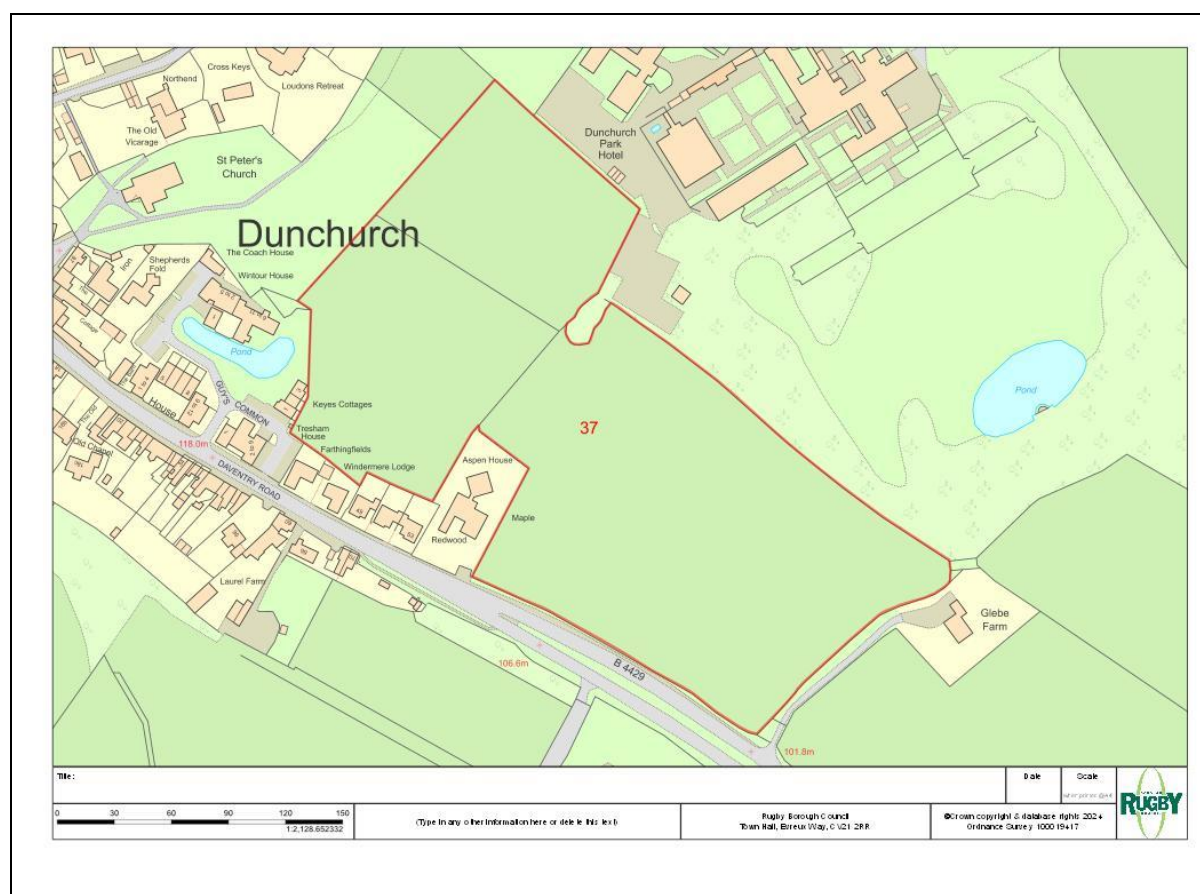
The surrounding road network is relatively uncongested, however access to the site by non-car modes is poor and the site is not proximate to its future workforce. The site is not in the Green Belt.

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.

The site is also assessed as part of combined 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>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</p>

	<p>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> <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.</p>

	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.

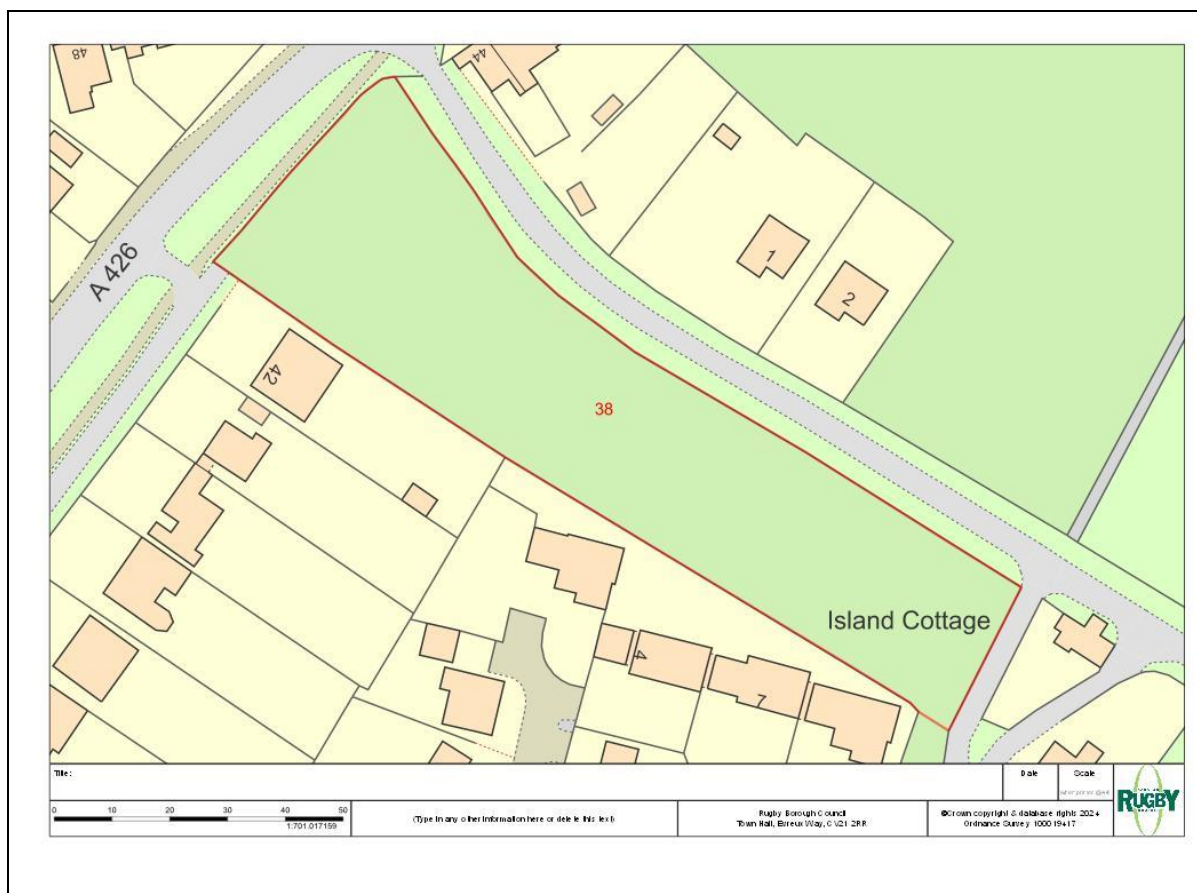
**Outcome of further assessment: Not progressed**

**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>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</p>



	<p>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	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 High/Medium. 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 and is in close proximity to existing residential dwellings. Sensitivities will primarily arise from its proximity to listed heritage assets.</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 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	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.

Opportunities/benefits	Residential.
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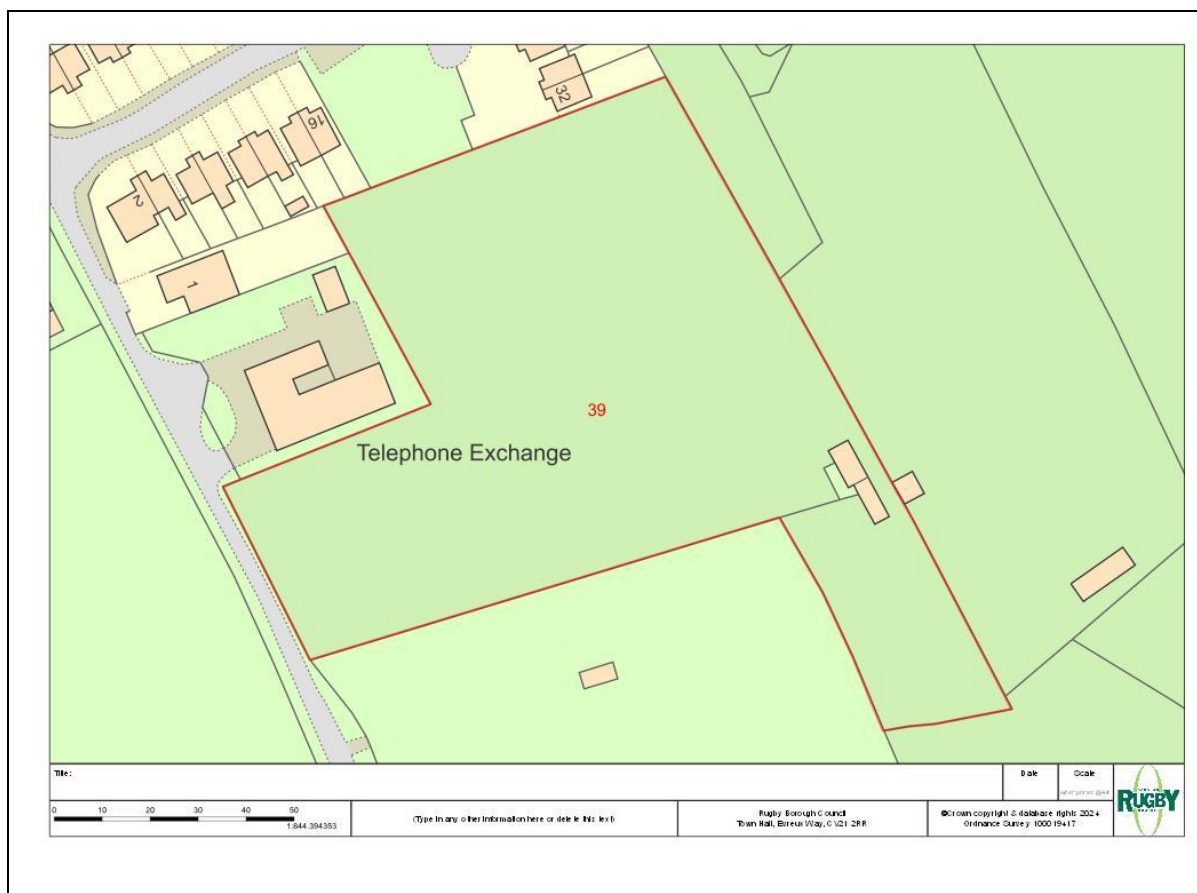
**Outcome of further assessment: Not progressed**

**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, is not within the Green Belt and ecology constraints have not been identified. However, there are significant heritage and landscape constraints.

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>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 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</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 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, 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.</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, potentially making strong contribution to at least one purpose. 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.

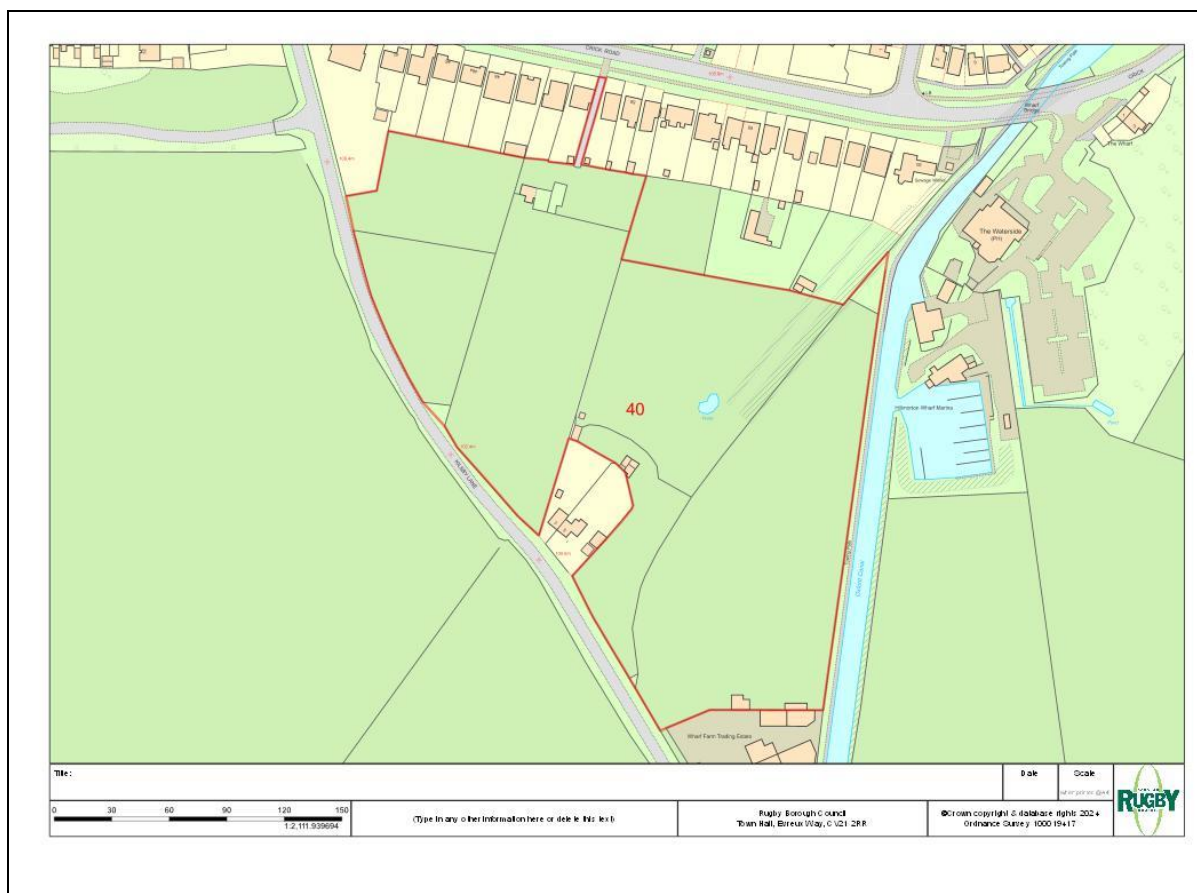
#### **Outcome of further assessment: Potential site option**

**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. Landscape sensitivity is low and neither ecology nor heritage constraints have been identified. The site is within the Green Belt.

No significant constraints have been identified, beyond Green Belt and a narrow access. The site is a potential site option.

## 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>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</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 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	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 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.
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: Potential site option**

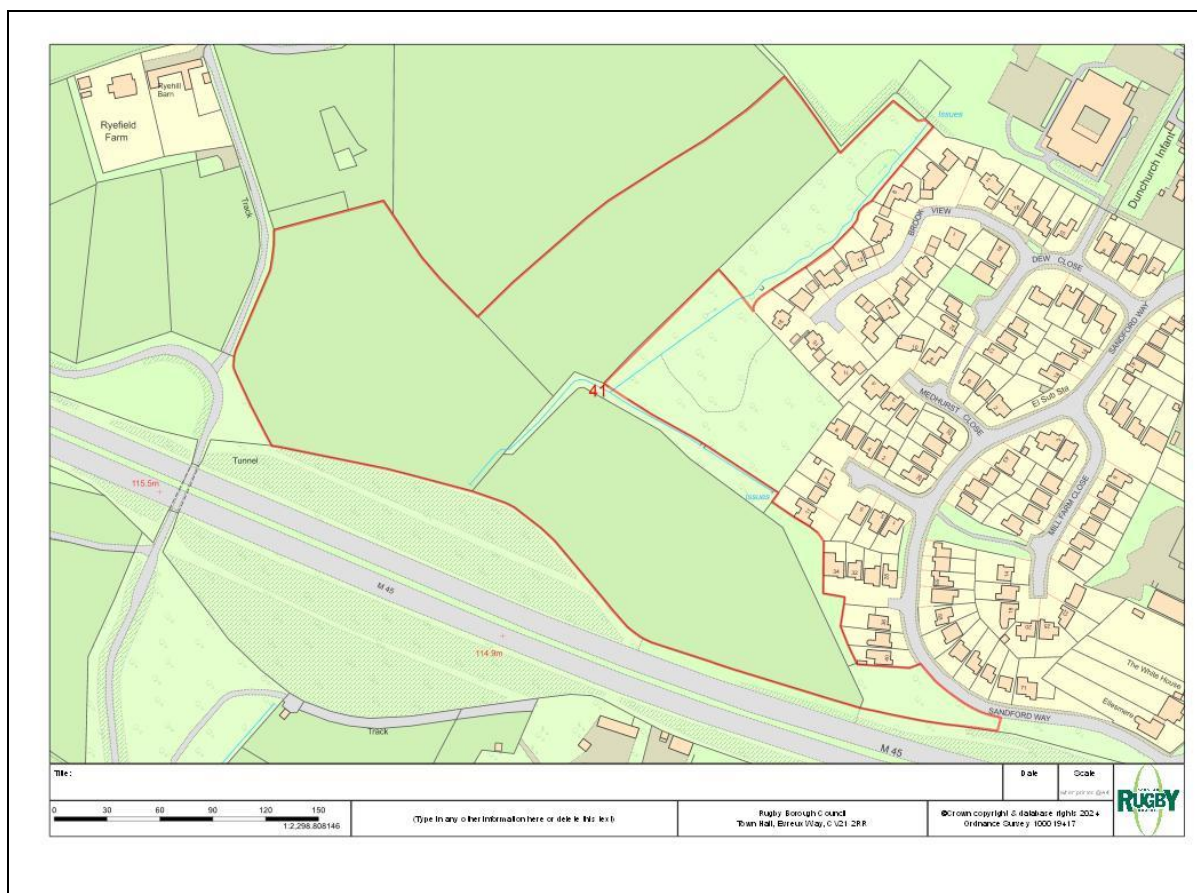
**Reasoning:** This is a medium sized site comprised of several grassland fields on the southern edge of Hillmorton, just outside the settlement boundary of Rugby town.

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. Accessibility can be expected to improve considerably with the opening of Rugby Parkway station. Pedestrian access to bus stops on Crick Road could be good.

Neither heritage nor ecology constraints were identified, and the site is not within the Green Belt.

Landscape is the principal consideration. The site is being progressed beyond the Stage 2 Assessment.

## 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>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</p>

	<p>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.
Opportunities/benefits	Residential.

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

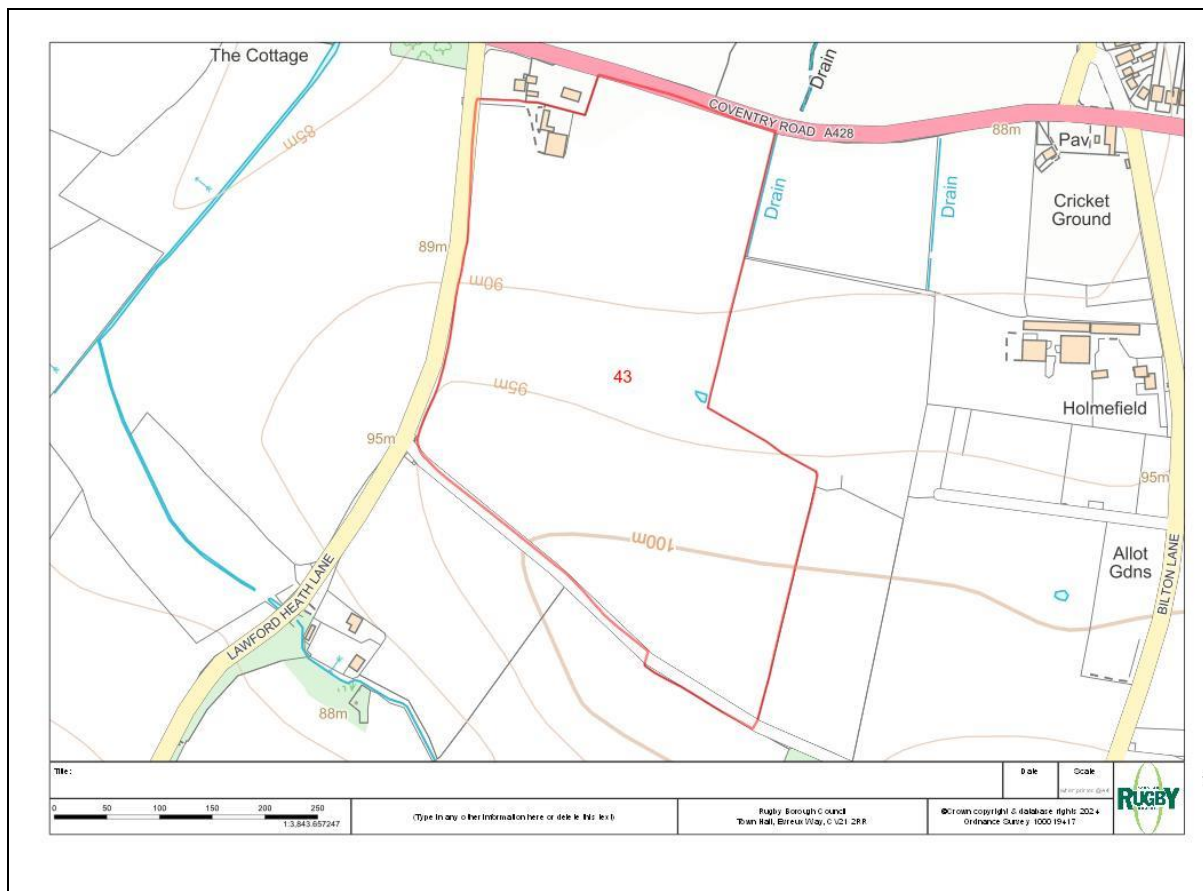
**Reasoning:** The site comprises fields located at the fringe of Dunchurch, situated between the M45 and B4027.

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 sites 97 and 341.



# **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>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</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 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; 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, potentially making a strong contribution to at least one purpose. 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**

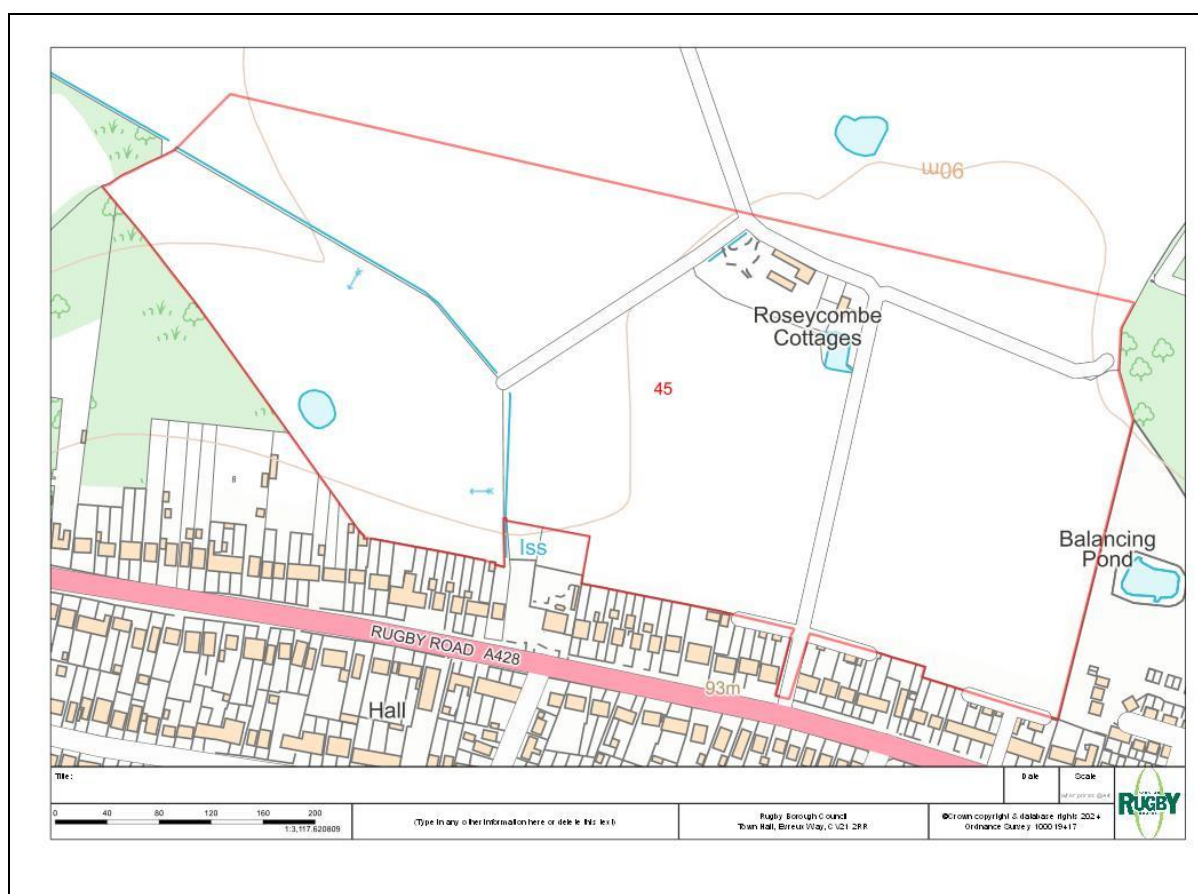
**Reasoning:** The site consists of arable and pastoral fields situated at the urban edge.

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.

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. When combined with other sites, it was considered possible to progress beyond the Stage 2 Assessment, please refer to site 316.

## 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>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</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 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	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.
Landscape	The overall landscape sensitivity of the site is Medium/Low. The site extends over several large fields and includes tracks, a farm house and some ponds. It is bound by maintained hedgerows and there are some mature trees present. The "backland" nature of the site means that the site is relatively tranquil, notwithstanding its location close the Coventry Eastern Bypass. There are few/no public views of the site. The site's sensitivity is derived from its position as a setting for New Close Wood and potentially Lodge Farmhouse.
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, potentially making a strong contribution to at least one purpose. 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**

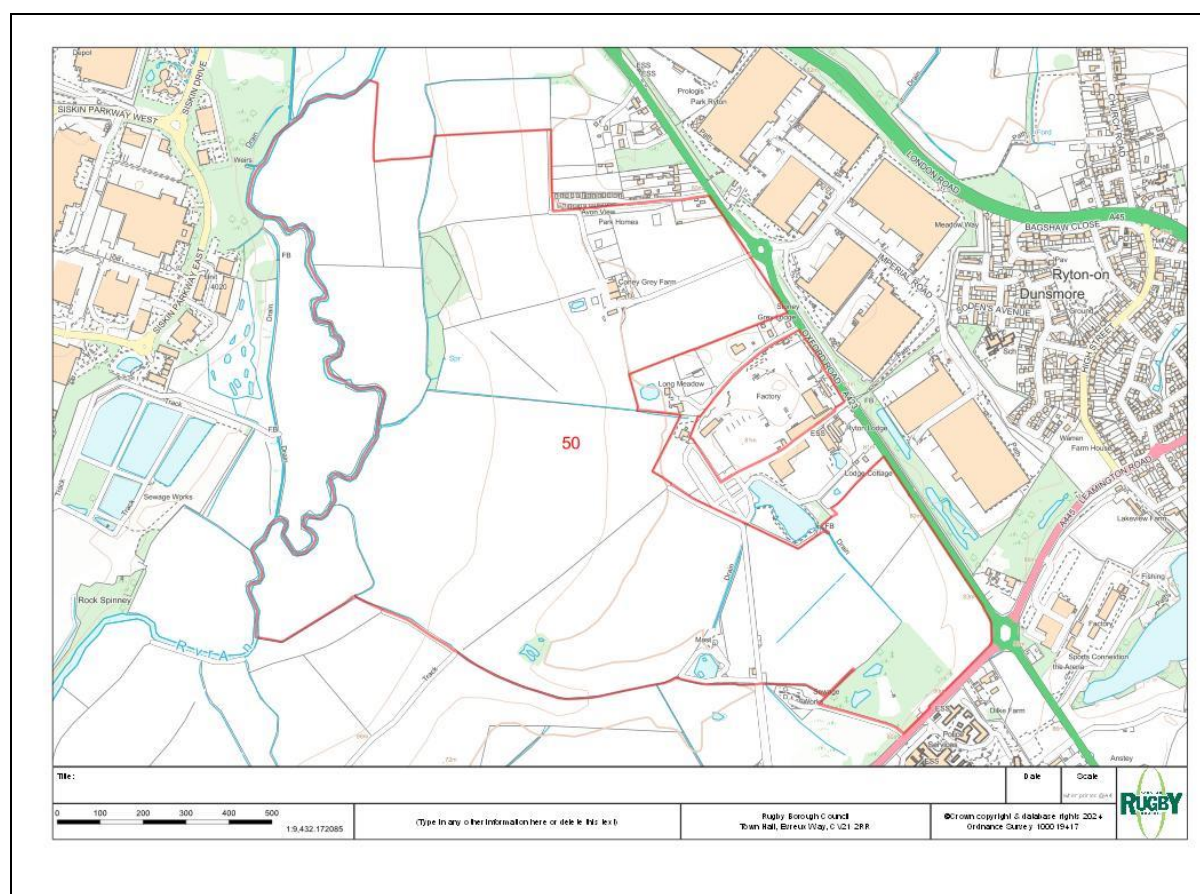
**Reasoning:** The site extends over several large fields and includes tracks, a farm house and some ponds.

The site benefits from reasonable levels of accessibility 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 constraints, and the site lies within the Green Belt site and is currently safe guarded 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>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 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 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>
Landscape	<p>The landscape sensitivity of the site is assessed as Medium/Low. Situated on Coventry's urban fringe between existing warehousing</p>



	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 PRowWs 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, potentially making a strong contribution to at least one purpose. 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: Potential site option**

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

The surrounding road network has relatively low levels of congestion and the site has moderate accessibility although National Highways have flagged concerns in terms of impacts on the SRN. The site is proximate to a future workforce in Coventry.

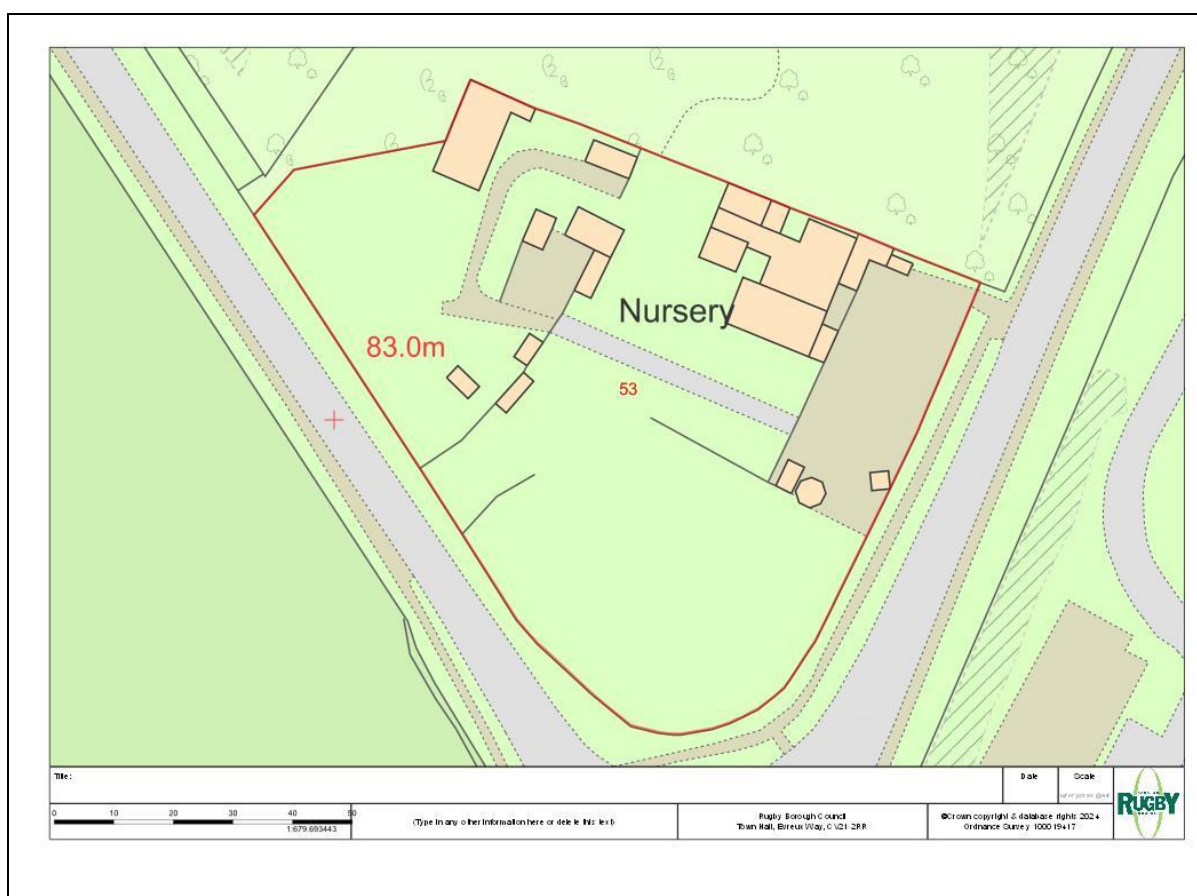
There were no designated heritage assets identified within 50 metres of the site.

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, with potential for a strong contribution to at least one purpose.

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

It may be that the ecological constraints can be mitigated by design, and the site has reasonably strong accessibility and site opportunities. For these reasons is taken forward as a potential site option.

## 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>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</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 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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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: Potential site option**

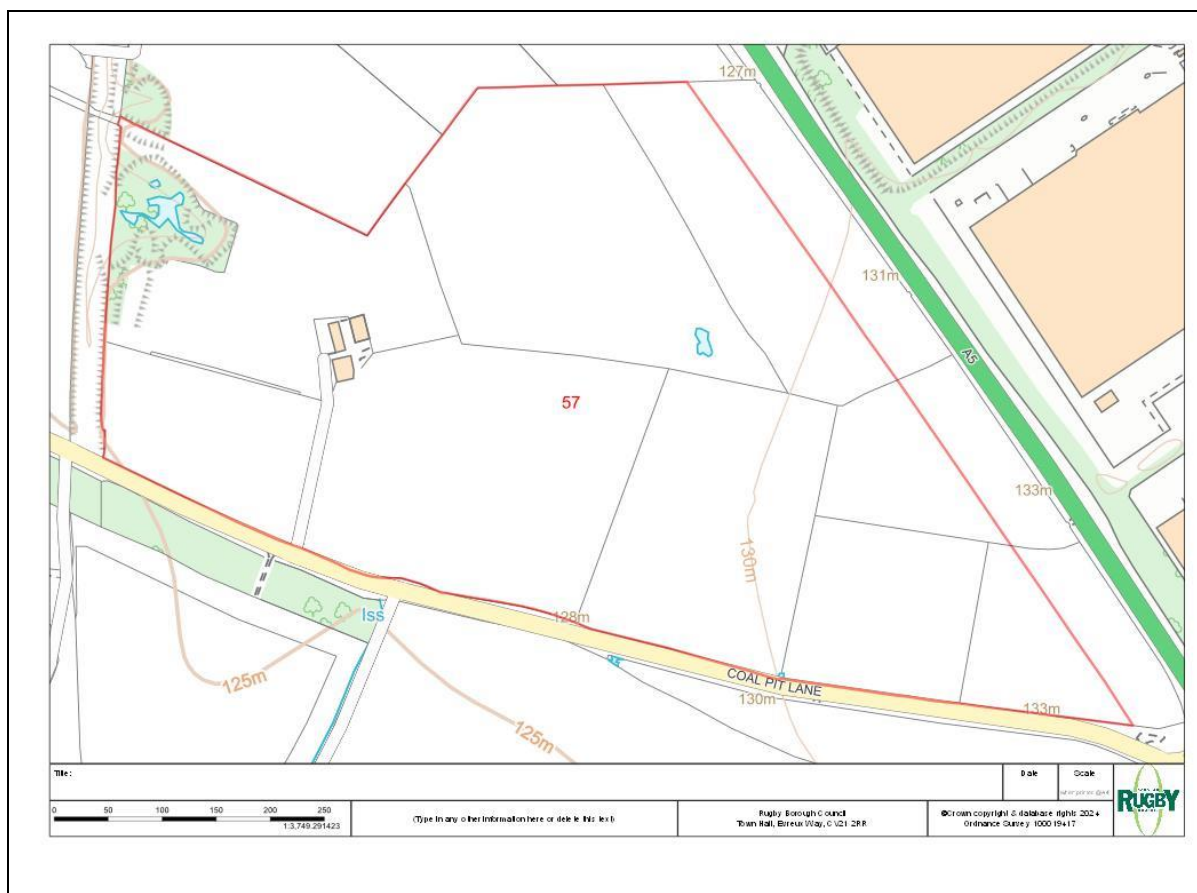
**Reasoning:** This is a small site located to the south of Ryton-on-Dunsmore, next to two A roads (Oxford and Leamington Road).

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 entirely within the Green Belt.

The site is not well related to residential development and would be unsuitable for residential. However, it would be an option for a small-scale employment site.

## 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>National Highways were asked to provide initial comments and provided: Site bounded by A5 to the northeast. Likely accessed from Coat 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 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.

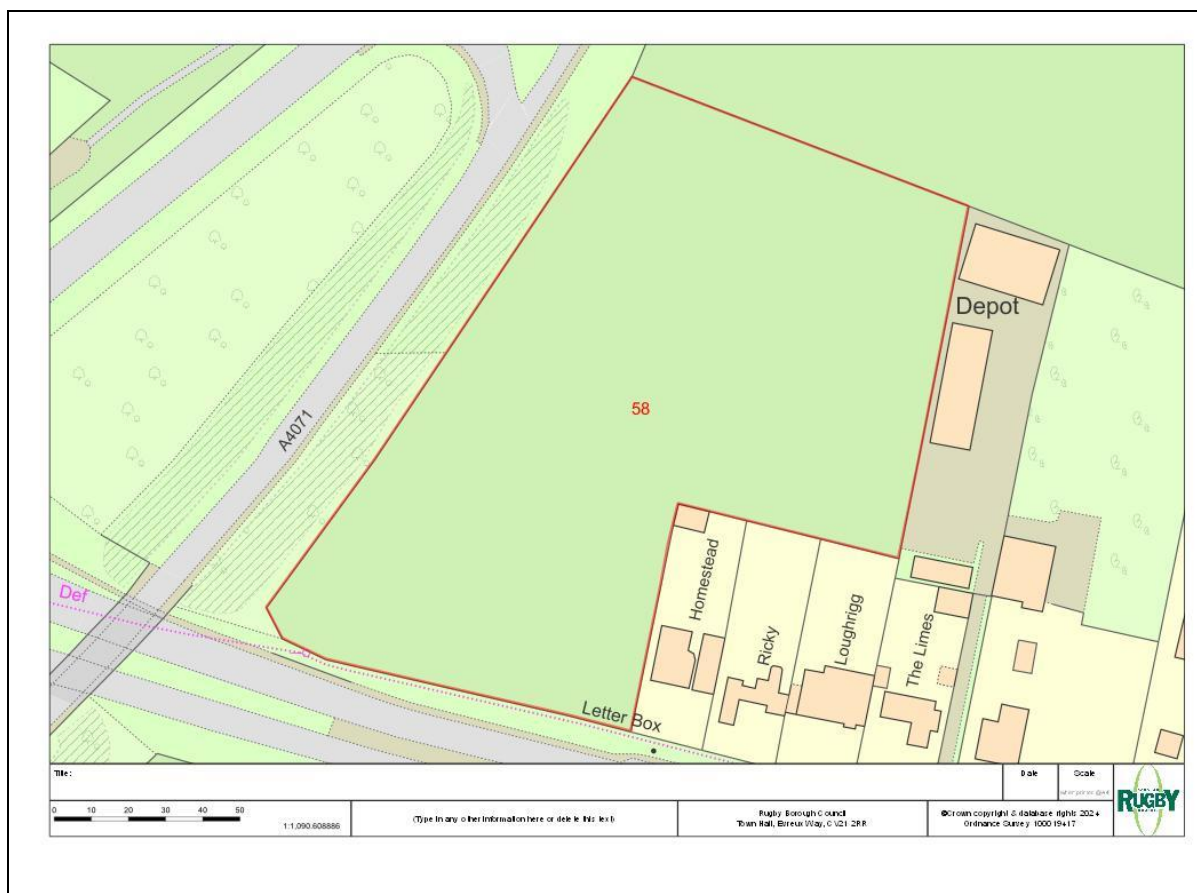
**Outcome of further assessment: Potential site option**

**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 not in the Green Belt

Neither heritage nor ecology constraints have been identified.

It was considered possible to progress beyond the Stage 2 Assessment, please also refer to site 325. Site would likely need to be brought forward together with site 106 to avoid piecemeal development.

## 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>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</p>



	<p>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.</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 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, with a potentially strong contribution to at least one purpose. 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**

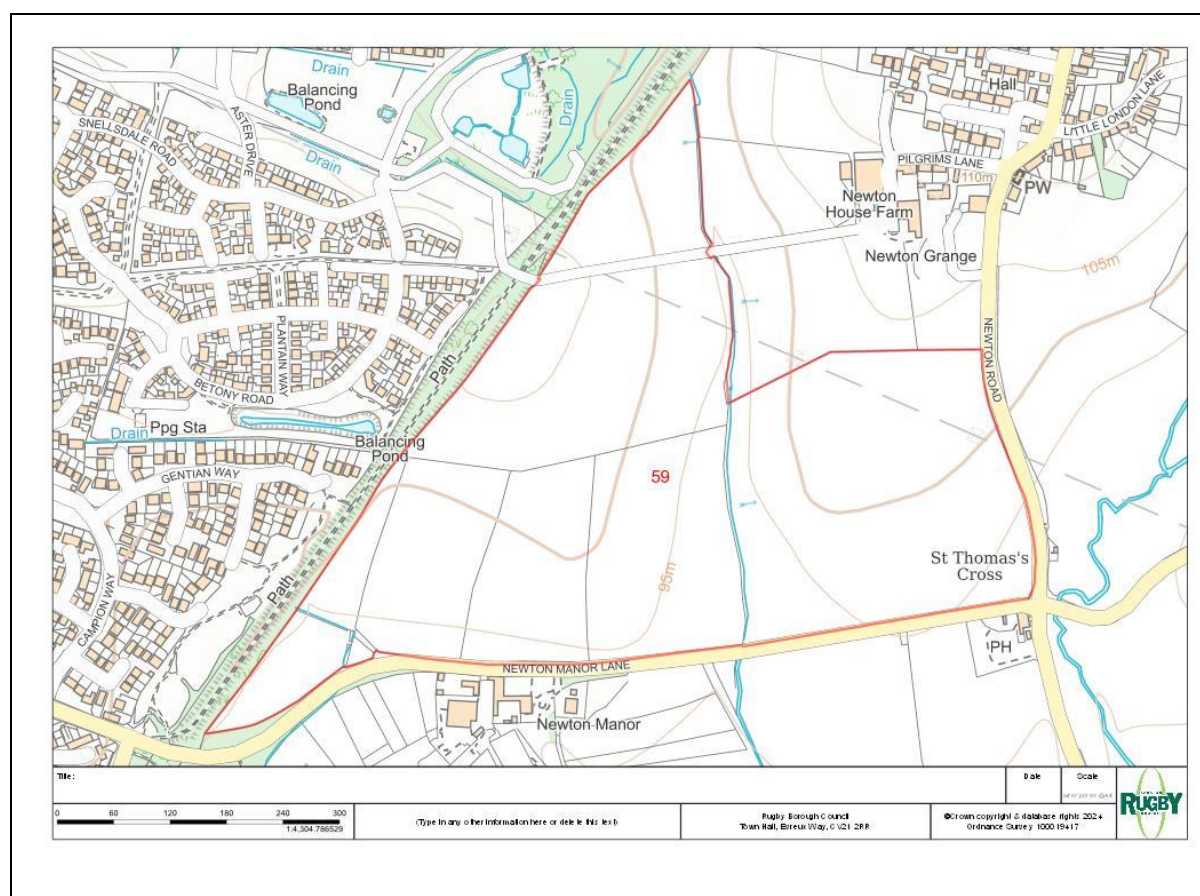
**Reasoning:** The site comprises a single field north of the A45.

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>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</p>

	<p>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 rural character is diminished by constant noise and movement from traffic along nearby roads. Sensitivity to change is most likely to arise from the PROWs and natural or semi-natural elements of the site (including a river tributary).</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site. However, probably ridge and furrow, likely connected to Biggin abandoned medieval settlement, has been identified on the easternmost field proposed for educational purposes.</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 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.</p>
Opportunities/benefits	<p>Residential with secondary school site.</p>

#### **Outcome of further assessment: Potential site option**

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

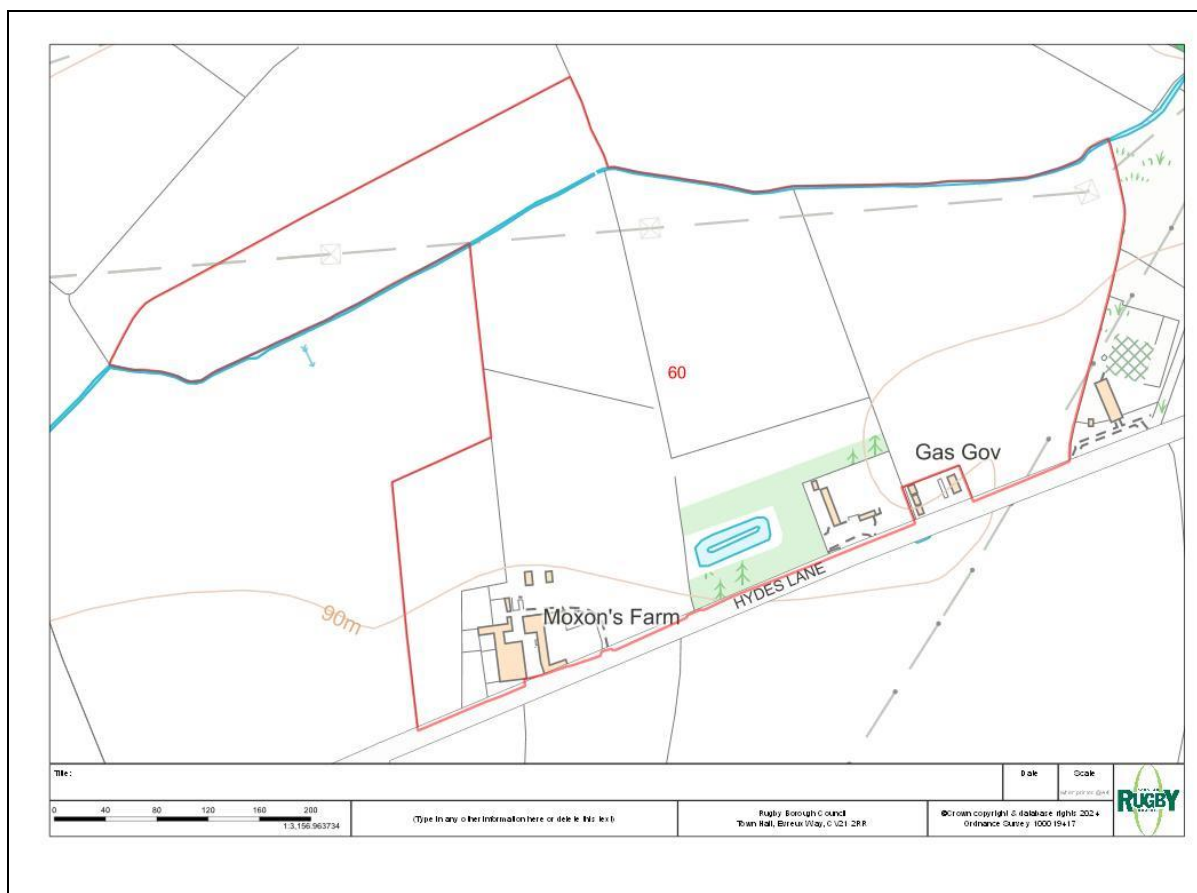
The surrounding road network has relatively low levels of congestion, the site is ranked comparatively well for accessibility by non-car modes.

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

The provision of land for a school is a significant opportunity.

For these reasons the site is progressed beyond the stage 2 site assessment.

## 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>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 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	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 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.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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:** 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 it is proximate to Hinckley.

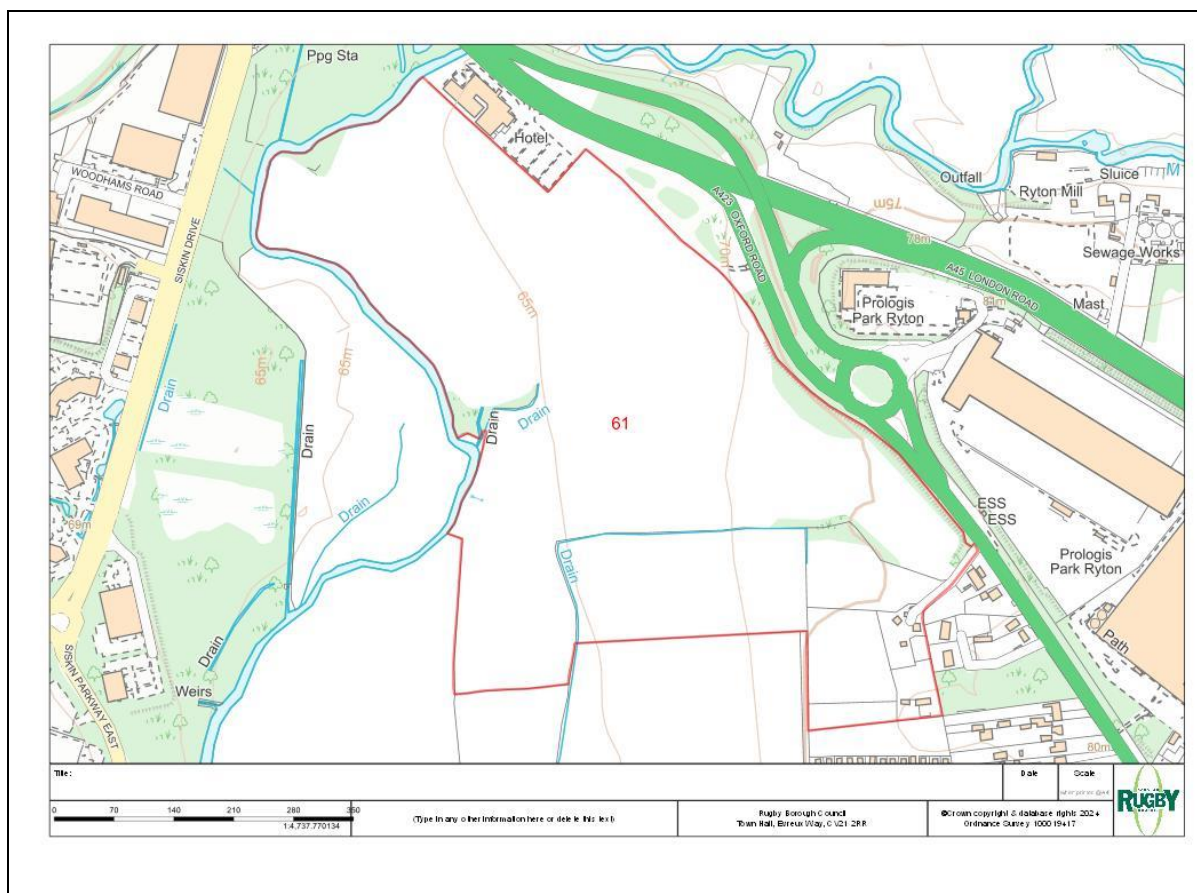
Heritage and ecology constraints have not been identified. The site lies within the Green Belt in a particularly sensitive location in a narrow gap between Hinckley and Nuneaton and is therefore likely to contribute strongly to more than one Green Belt purpose. The site's Green Belt sensitivity is the principal reason for not progressing the site.

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

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>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 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</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. 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. However, the priority habitat to the north, woodland areas, key recreational routes, and scenic views towards the wooded</p>

	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, potentially making a strong contribution to at least one purpose. 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: Potential site option**

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

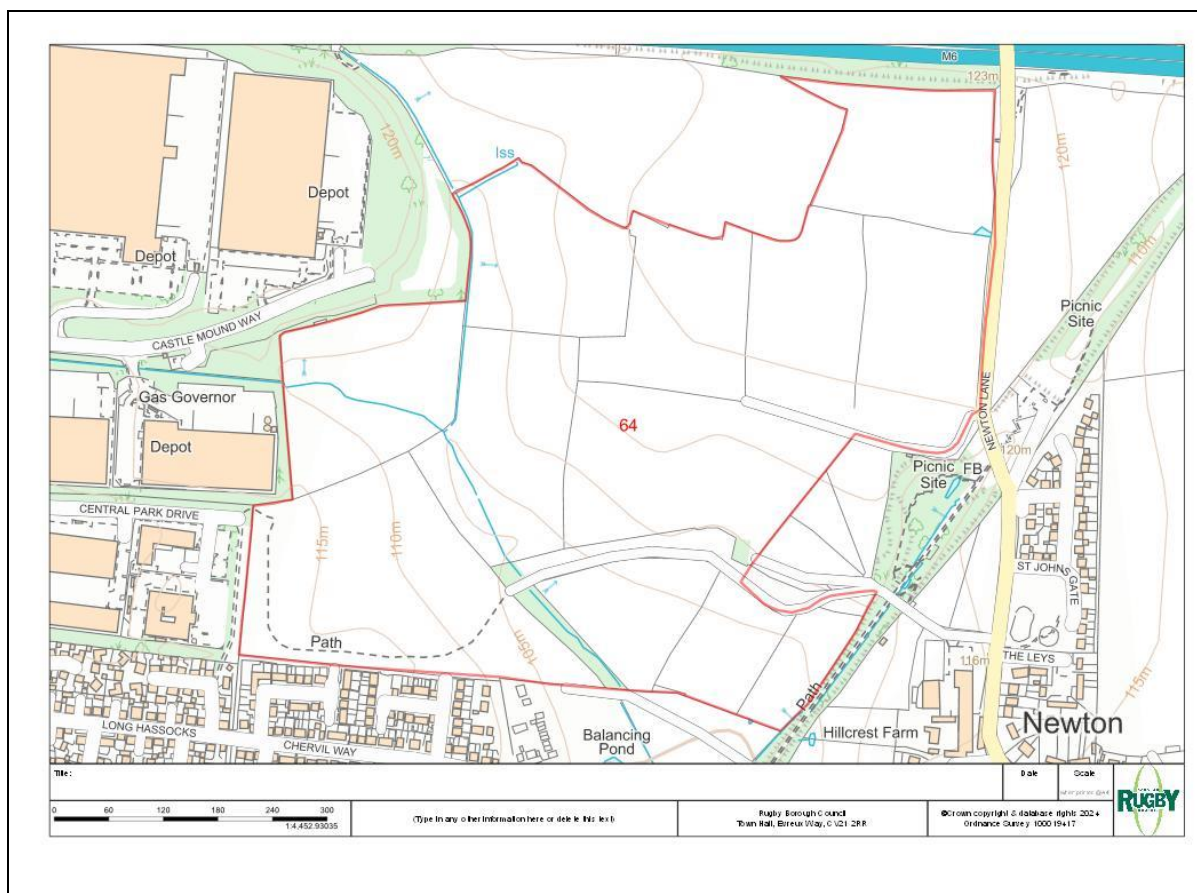
The surrounding road network has relatively low levels of congestion and the site has moderate accessibility although National Highways have flagged concerns in terms of impacts on the SRN. The site is proximate to a future workforce in Coventry.

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 and is entirely within the Green Belt, with potential for a strong contribution to at least one purpose.

The site offers opportunities to deliver a community park.

The site has reasonably strong accessibility and site opportunities. For these reasons is taken forward as a potential site option.

## 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>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</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 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. 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. The site consists of nine fields which appear to be grassland/pastureland. It's landscape and visual value is low. Some sensitivities arise from the recreational value of PROWs, the natural value of the site (particularly in the southwest) and potential views of the site from Newton village.</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. The site comprises largely Grade II (very good quality) agricultural land.</p>
Opportunities/benefits	<p>Employment.</p>

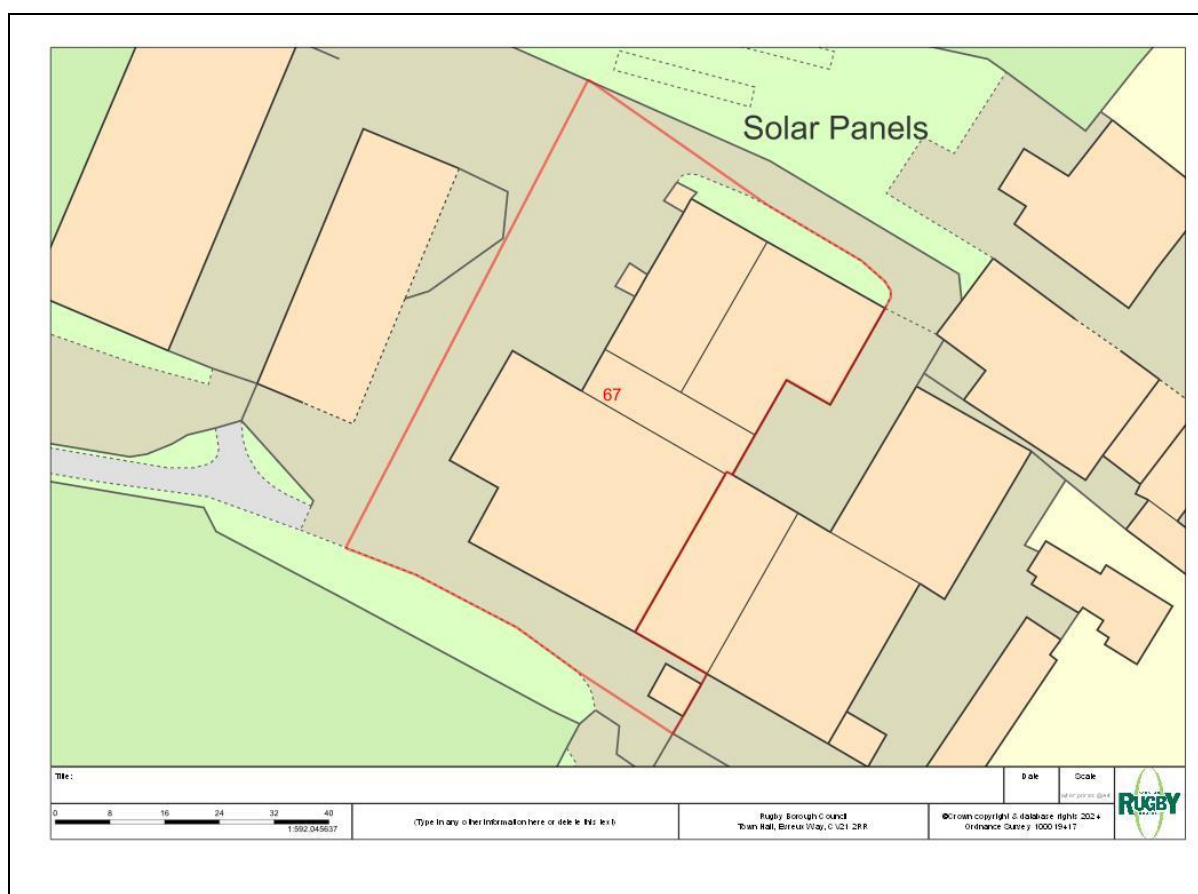
### **Outcome of further assessment: Potential site option**

**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. 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. For these reasons the site is progressed beyond stage 2.

## 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>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 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.</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	<p>The overall landscape sensitivity is Low.</p> <p>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</p>
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 may mitigate harm.
Other constraints	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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**

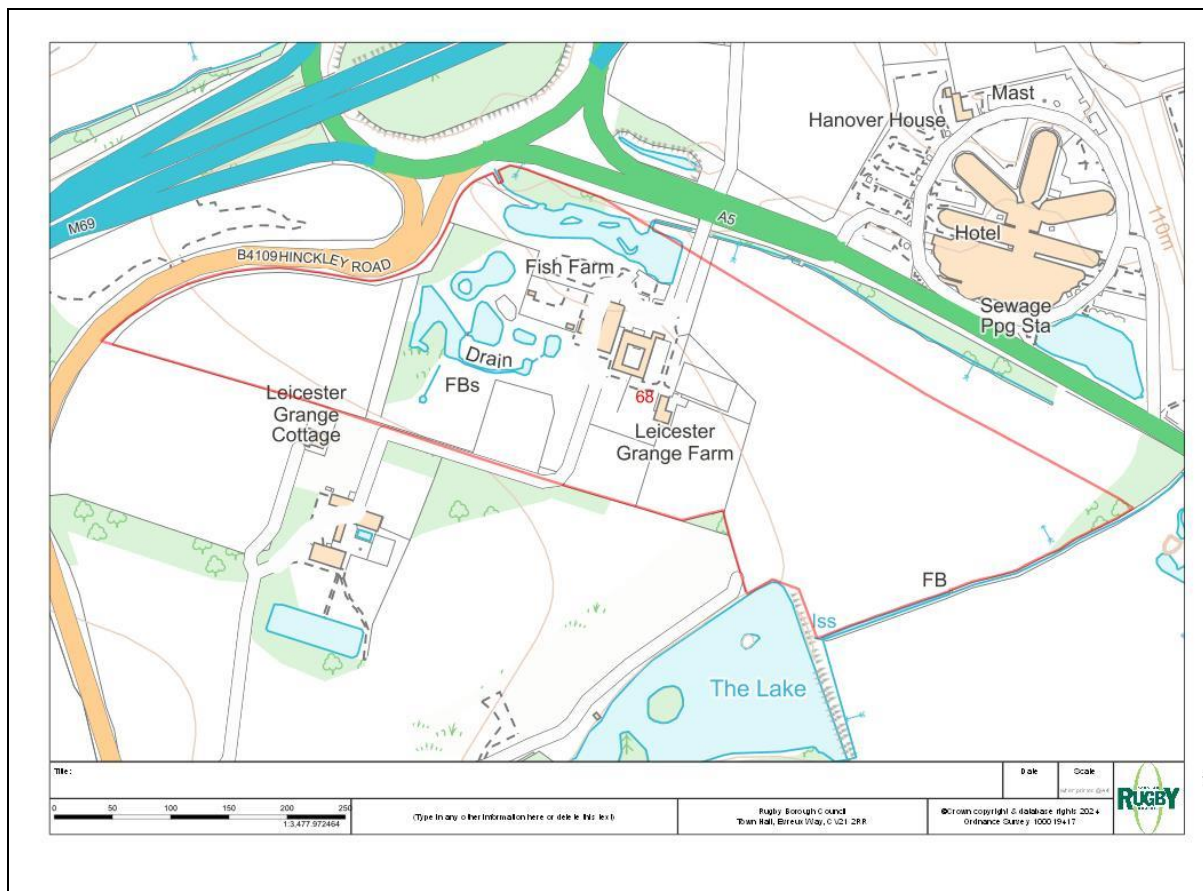
**Reasoning:** The site is part of a larger location which contains agricultural or formerly agricultural buildings.

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 Green Belt and has very poor accessibility by non-car modes.

In view of its relatively isolated, Green 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>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 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.</p> <p>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 audial detractor. The site has some rural qualities, however warehousing development is prevalent along the A5.</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, potentially making a strong contribution to at least one purpose. 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**

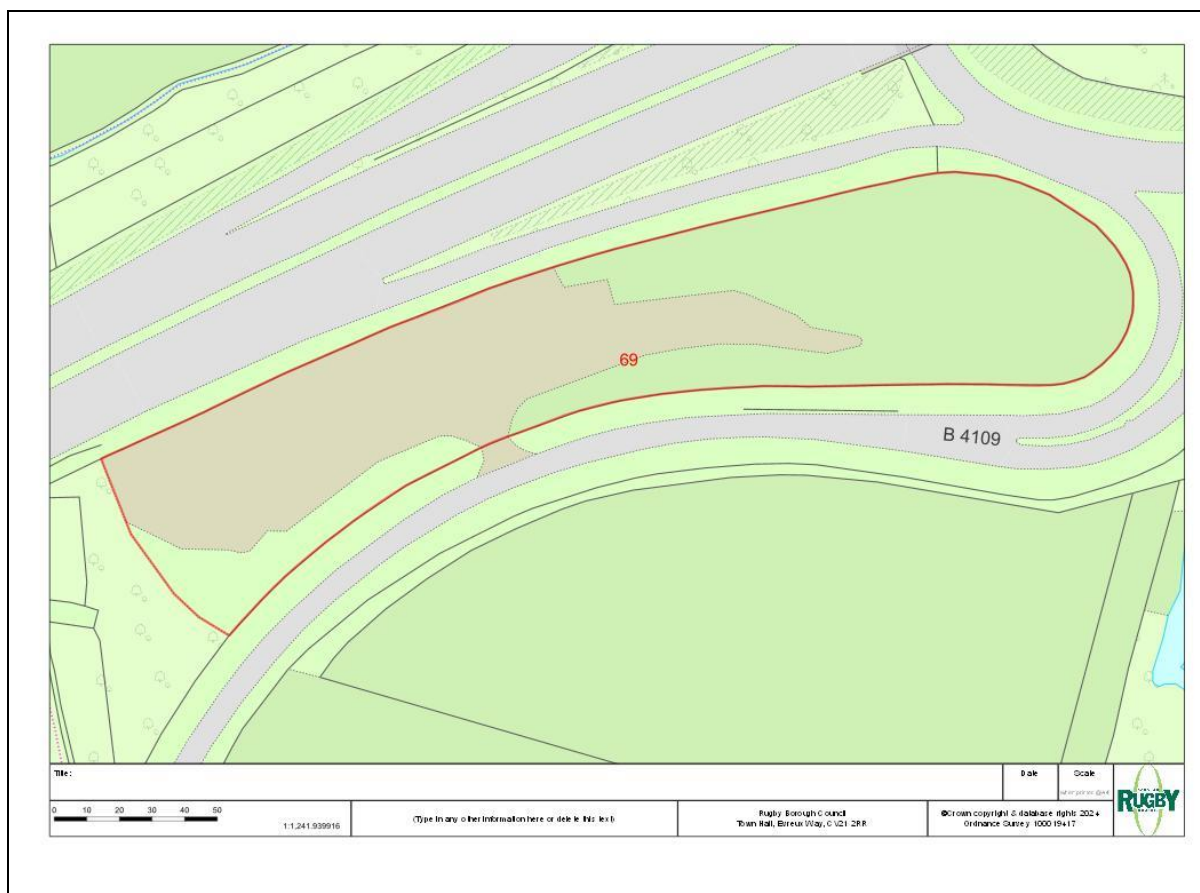
**Reasoning:** The site comprises arable and pastoral land and a restaurant enclosed by hedgerows and tall trees.

The surrounding road network has medium levels of congestion, the site is ranked very poorly in terms of accessibility by non-car modes with 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 a 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>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</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 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	<p>The overall landscape sensitivity is Low.</p> <p>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</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, potentially making a strong contribution to at least one purpose. 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: Potential site option**

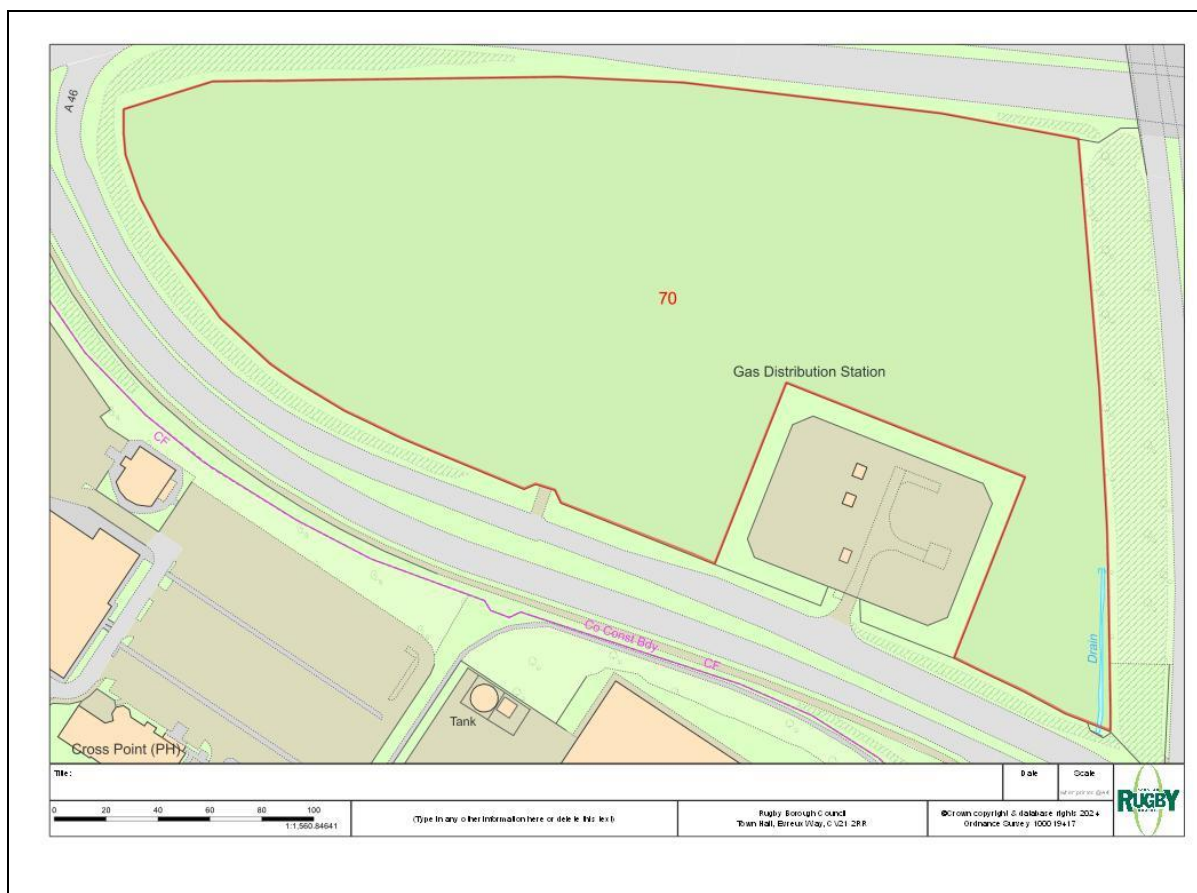
**Reasoning:** The site, which is enclosed by the M69 and the Hinckley Road, is laid to hardstanding and currently being used as a storage area.

The surrounding road network is considered congested, 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.

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. It is a potential site option.

## 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>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</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 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	<p>The overall landscape sensitivity of the site is Low.</p> <p>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.</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, potentially making a strong contribution to at least one purpose. 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**

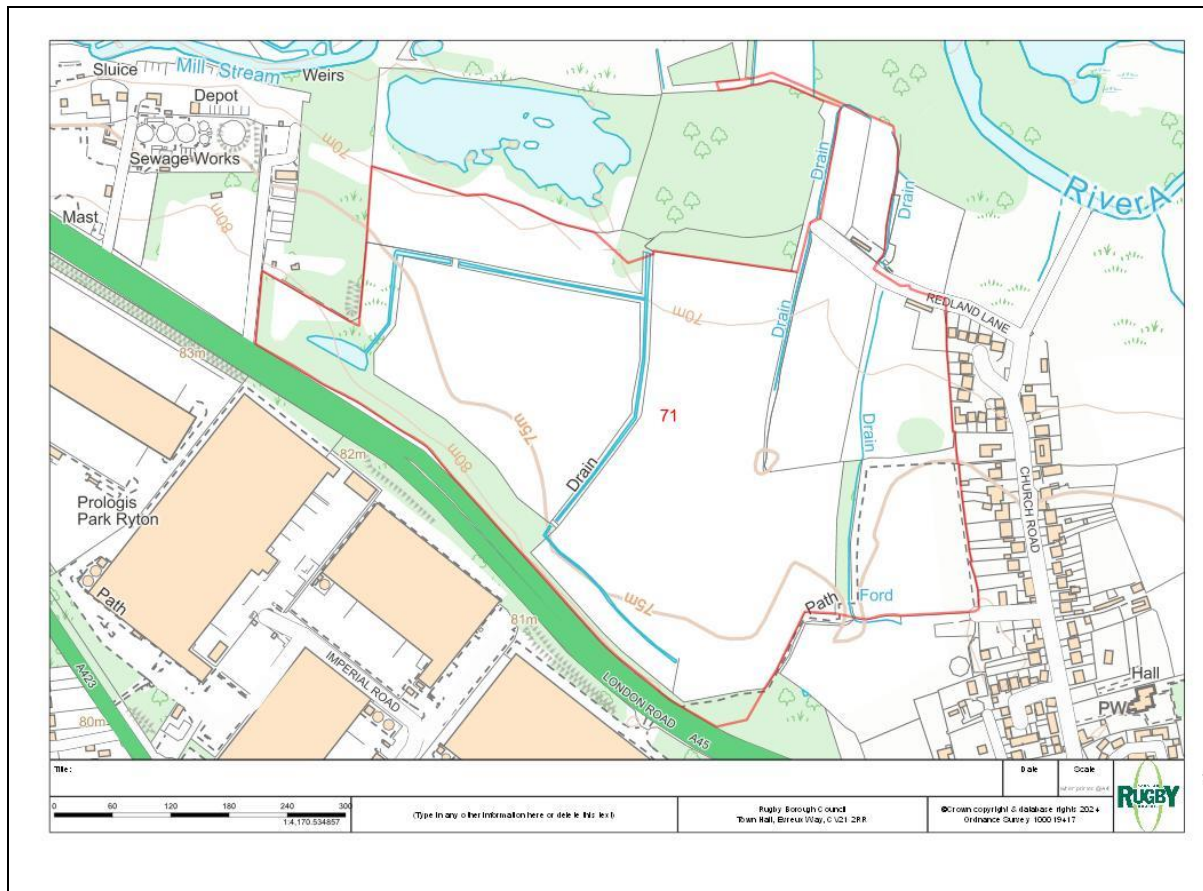
**Reasoning:** The site is bound by ramps taking traffic between the M6 and M69 at the Ansty Interchange.

There is no pedestrian or bicycle access, and it is unclear whether vehicular access can be achieved. 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>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 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. 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 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.</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, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Employment (B2 and B8).</p>

**Outcome of further assessment: Not progressed**

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

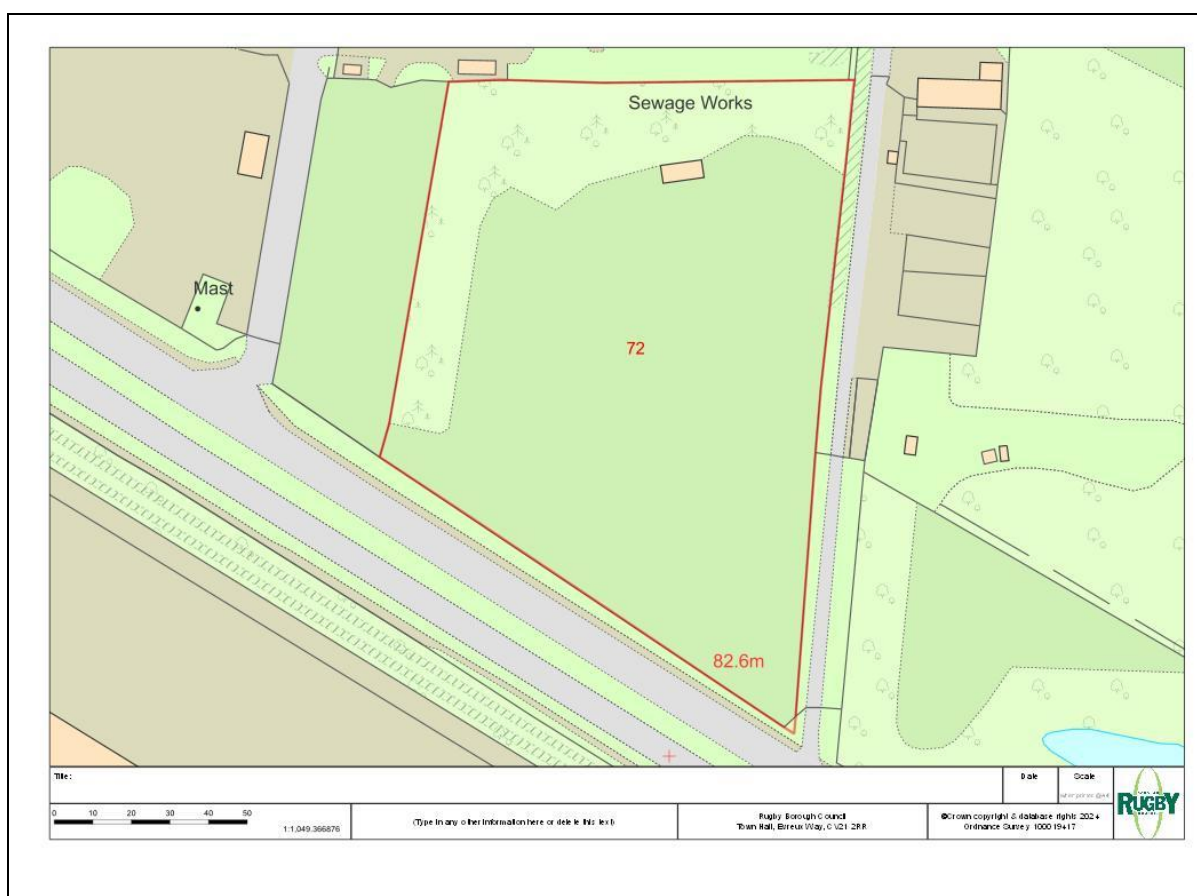
The surrounding road network is relatively uncongested, and the site has moderate accessibility. The site is proximate to a future workforce in Coventry.

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>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 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.</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 Low.</p> <p>The site is comprised by a small field partially enclosed by trees and vegetation. The site is surrounded by industrial uses. 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, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.</p>
Opportunities/benefits	<p>Employment.</p>

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

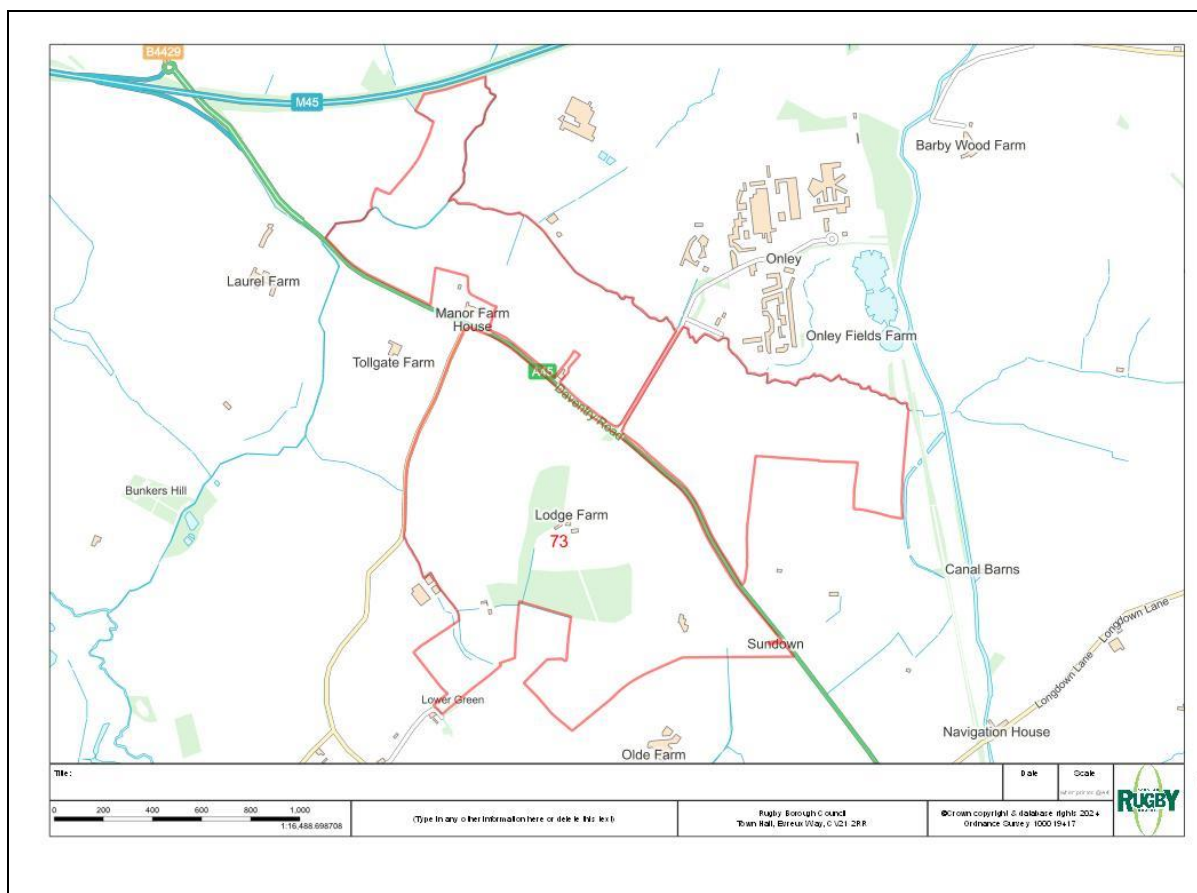
**Reasoning:** The site is comprised by a small field partially enclosed by trees and vegetation.

The surrounding road network is relatively uncongested, but accessibility by non-car modes is 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, 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):** 0

**Potential yield (residential):** 2680

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A45.</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</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. 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 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 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>
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 is Medium.</p> <p>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>
Heritage	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.
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. There is an area of flood zone 2 and 3 along the Rivers Leam in Rains Brook in the north west of the site.
Opportunities/benefits	Residential with secondary school, two primary schools, local centre, and substantial areas of open space.

### **Outcome of further assessment: Potential site option**

**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 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.

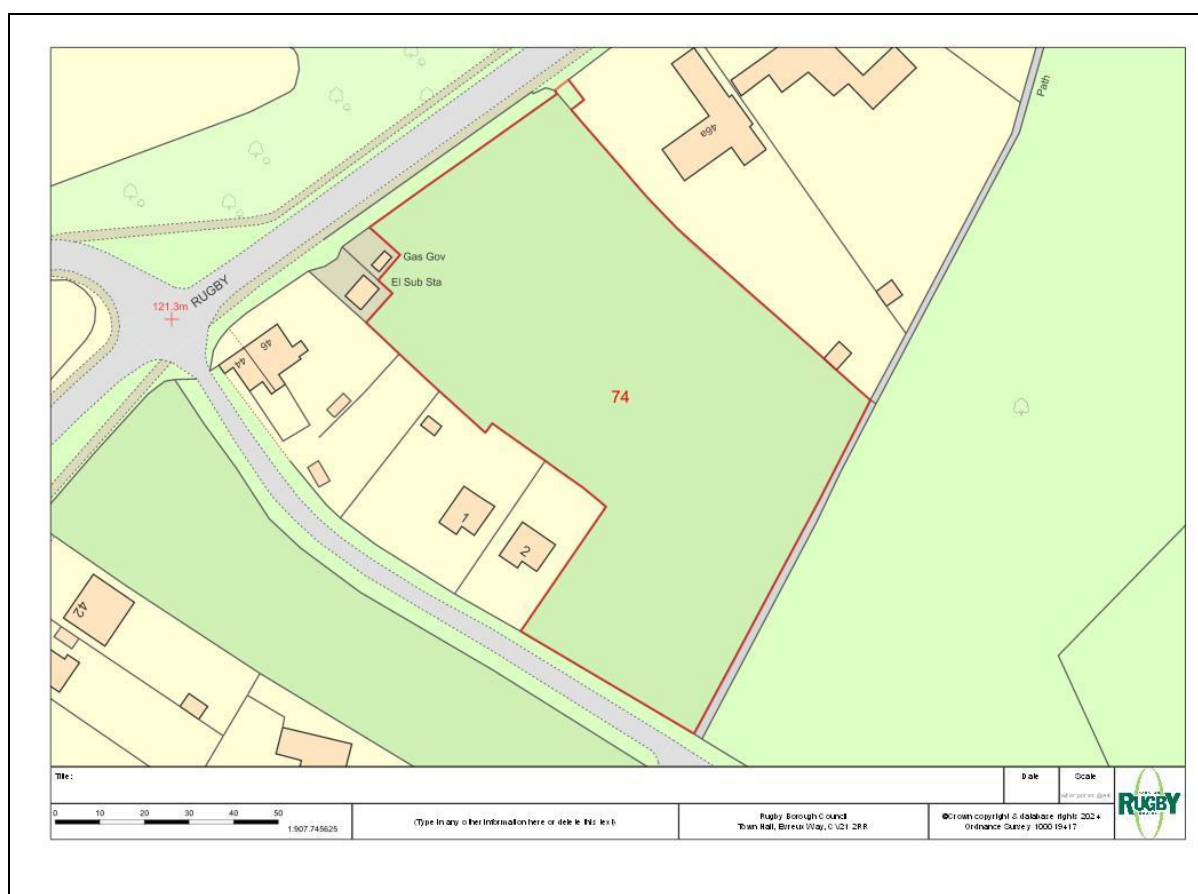
Heritage and ecology constraints were not flagged, and the site is not within the Green Belt, but the site has medium landscape sensitivity. The site is not within the Green Belt. Development on the scale proposed could deliver significant infrastructure.

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 Medium landscape sensitivity, National Planning Policies require the conservation and enhancement of the natural environment, including landscapes.

Despite significant constraints, on balance, the site remains a potential site option.



## 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>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 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</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 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.</p> <p>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.</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 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>

	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.
Opportunities/benefits	Residential.

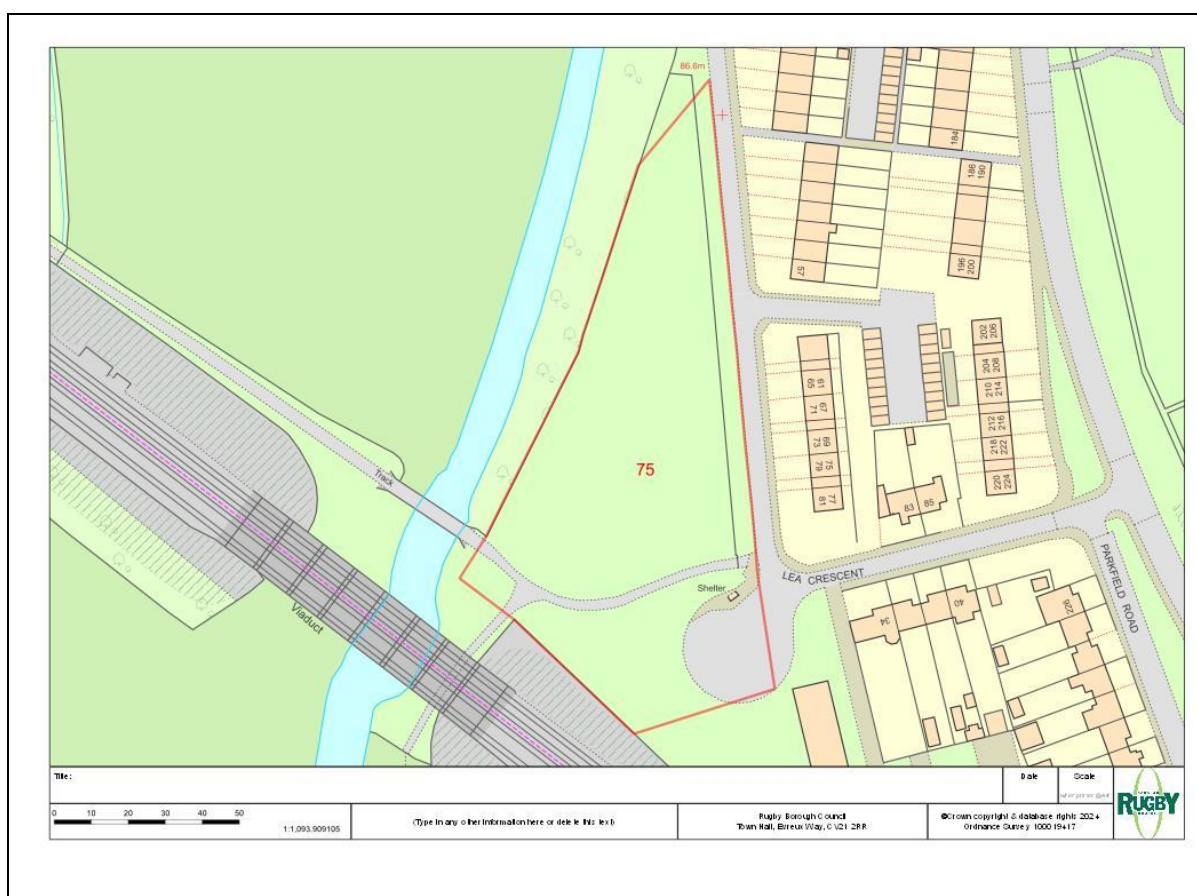
**Outcome of further assessment: Not progressed**

**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 reason for not progressing the site is its heritage and landscape sensitivity.

### Site 75: Lea Crescent, Newbold



**Ward:** Newbold and Brownsover 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>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.</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 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	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.
Landscape	<p>The overall landscape sensitivity of the site is Low.</p> <p>The site comprises of one small field of manicured lawn situated on the edge of existing residential developments. There are no known cultural heritage or historic features in the immediate surrounding landscape. Although views from Lea Crescent and residential development on the other side of Lea Crescent may be disturbed by development, this is not expected to be a detractor to the area's scenic or recreational value. Site development is likely to fit well with the overall sense of place.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is within the Green Belt with potential for strong contribution to at least one Green Belt purpose. 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.
Opportunities/benefits	Residential

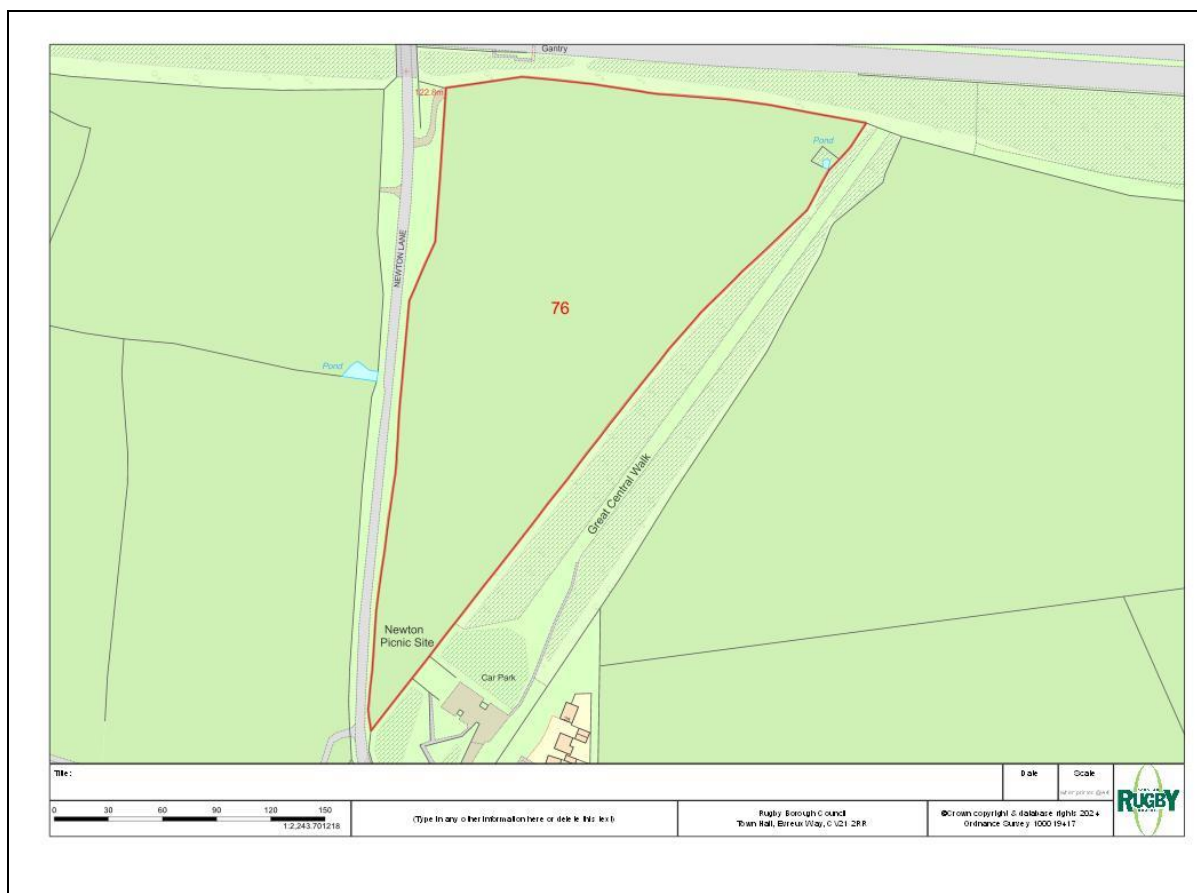
### **Outcome of further assessment: Potential site option**

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

The site has low constraints but is within the Green Belt and is currently public open space, albeit in a ward with high levels of existing provision.

The site is progressed beyond the stage 2 assessment.

## 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>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</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 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	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.
Landscape	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.
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**

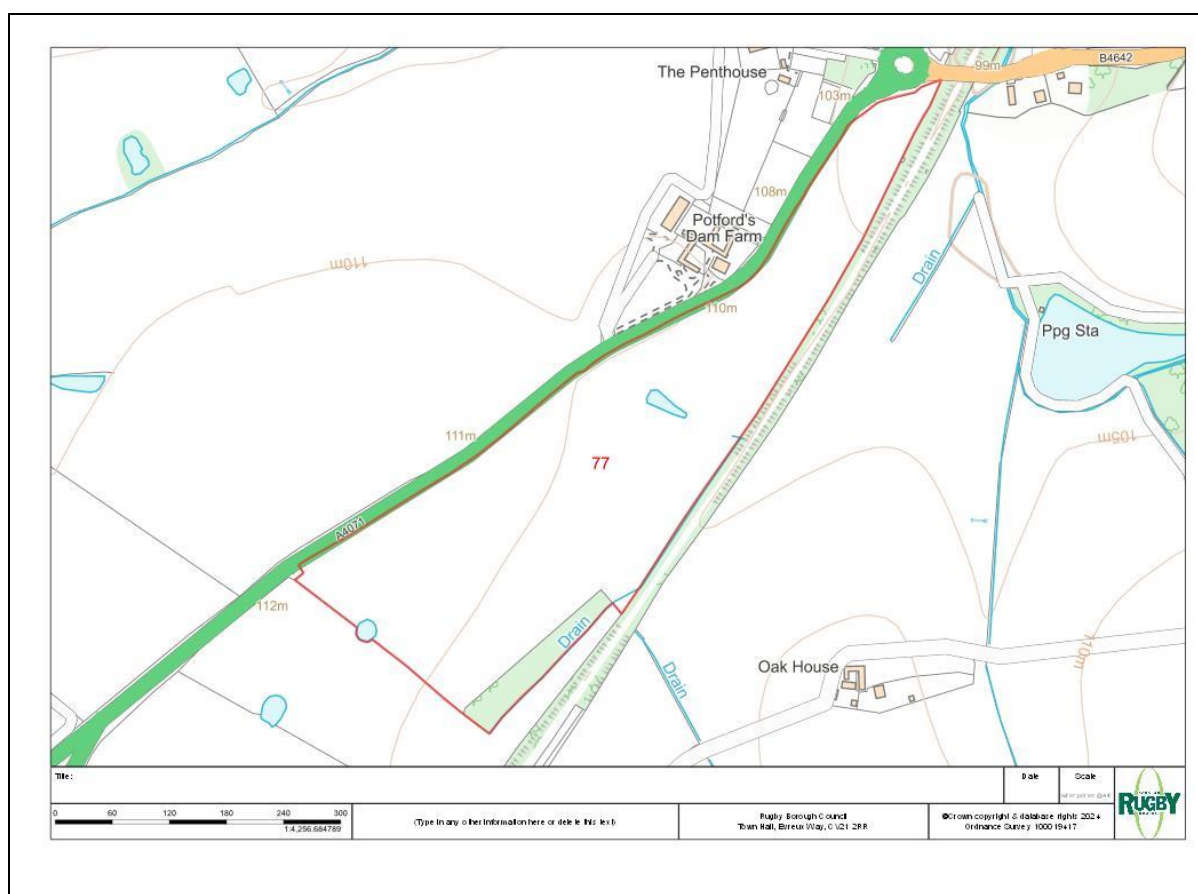
**Reasoning:** The site is a single triangular shaped field to the north of Newton which borders the M6.

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>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 A41071 / 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 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.</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.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site.</p>

Other constraints	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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: Potential site option**

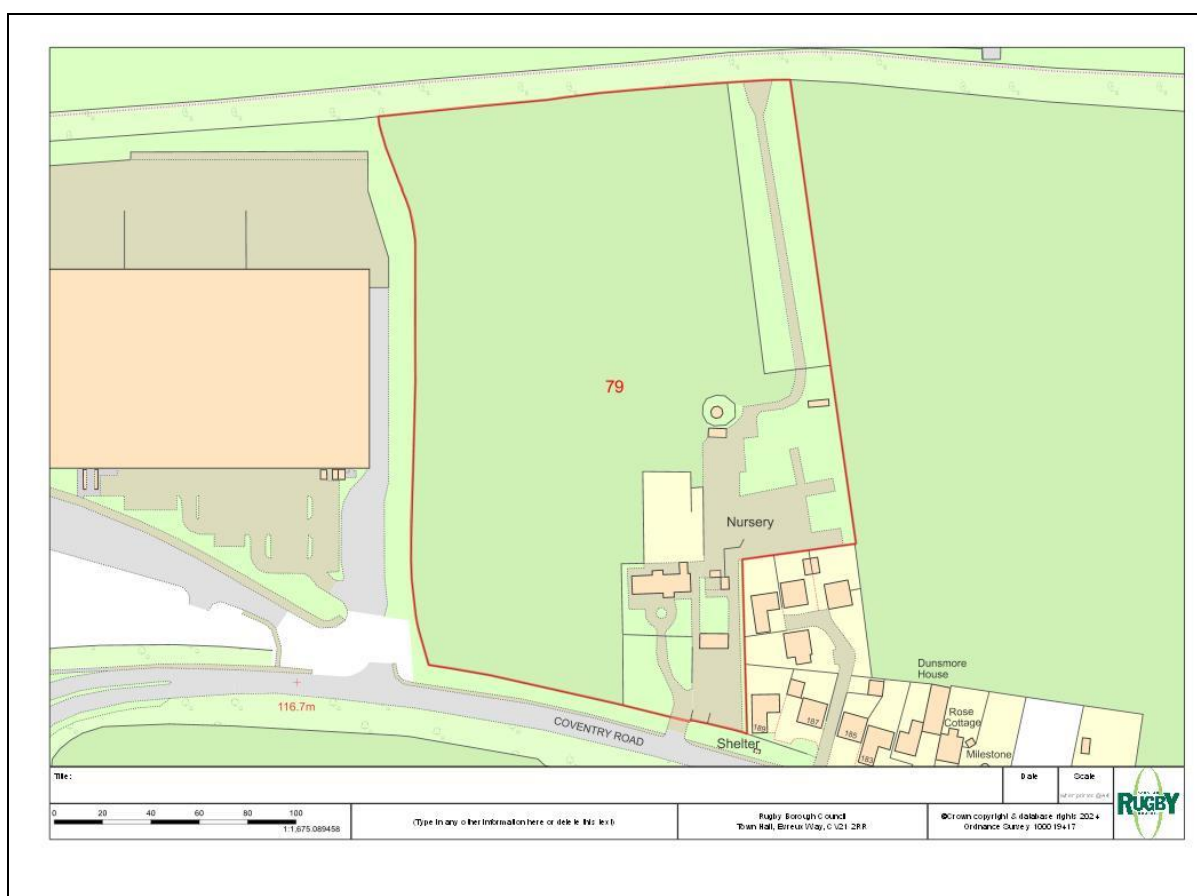
**Reasoning:** The site comprises of arable land to the east of the A4017.

The surrounding road network has medium levels of congestion, and 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.

There may be potential to mitigate some of these constraints and the site is considered a potential site option.

## 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>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 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 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	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.
Landscape	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.
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 Low, constraints for surface water drainage are assessed as Low. Neighbouring industrial use may be a constraint for residential.
Opportunities/benefits	Residential or mixed uses.

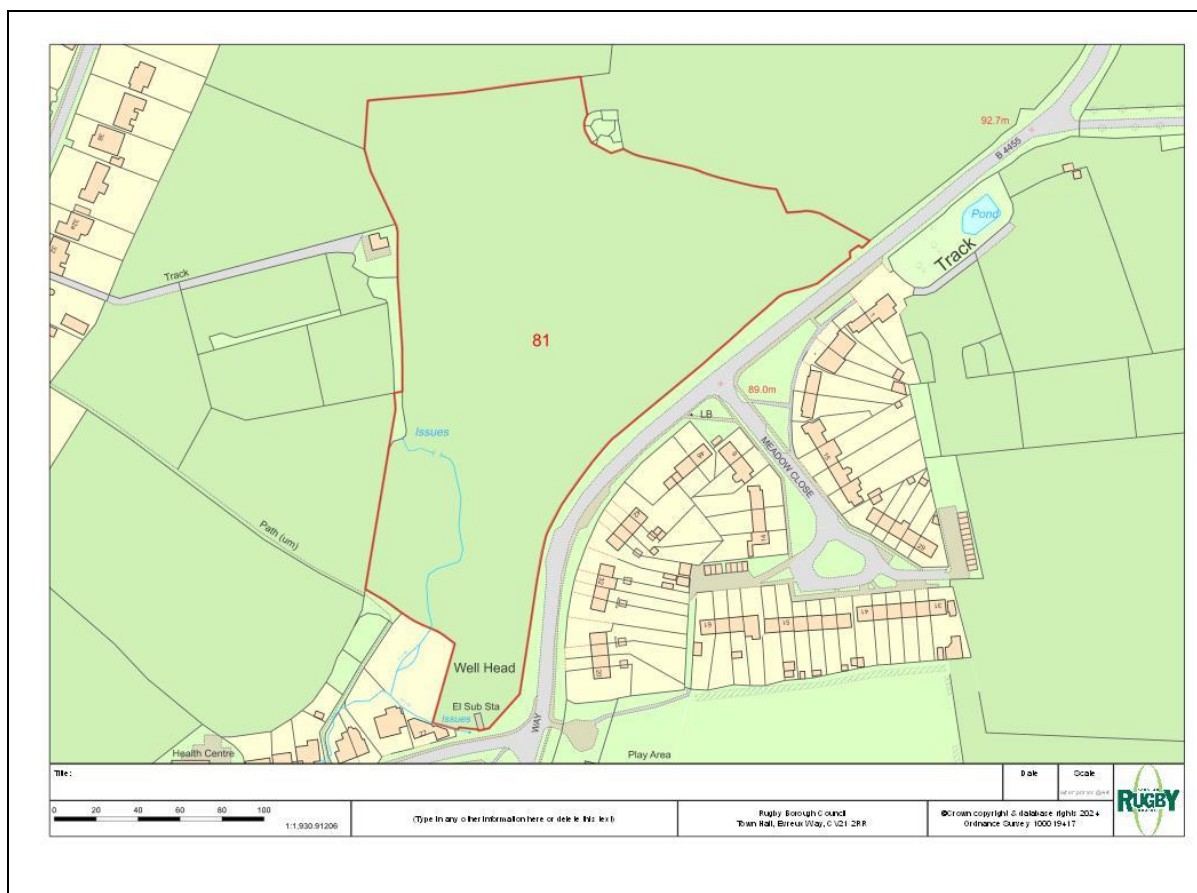
#### **Outcome of further assessment: Not progressed**

**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 relatively well 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.

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. 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>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 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</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 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	<p>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.</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, potentially making a strong contribution to at least one purpose. 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: Potential site option**

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

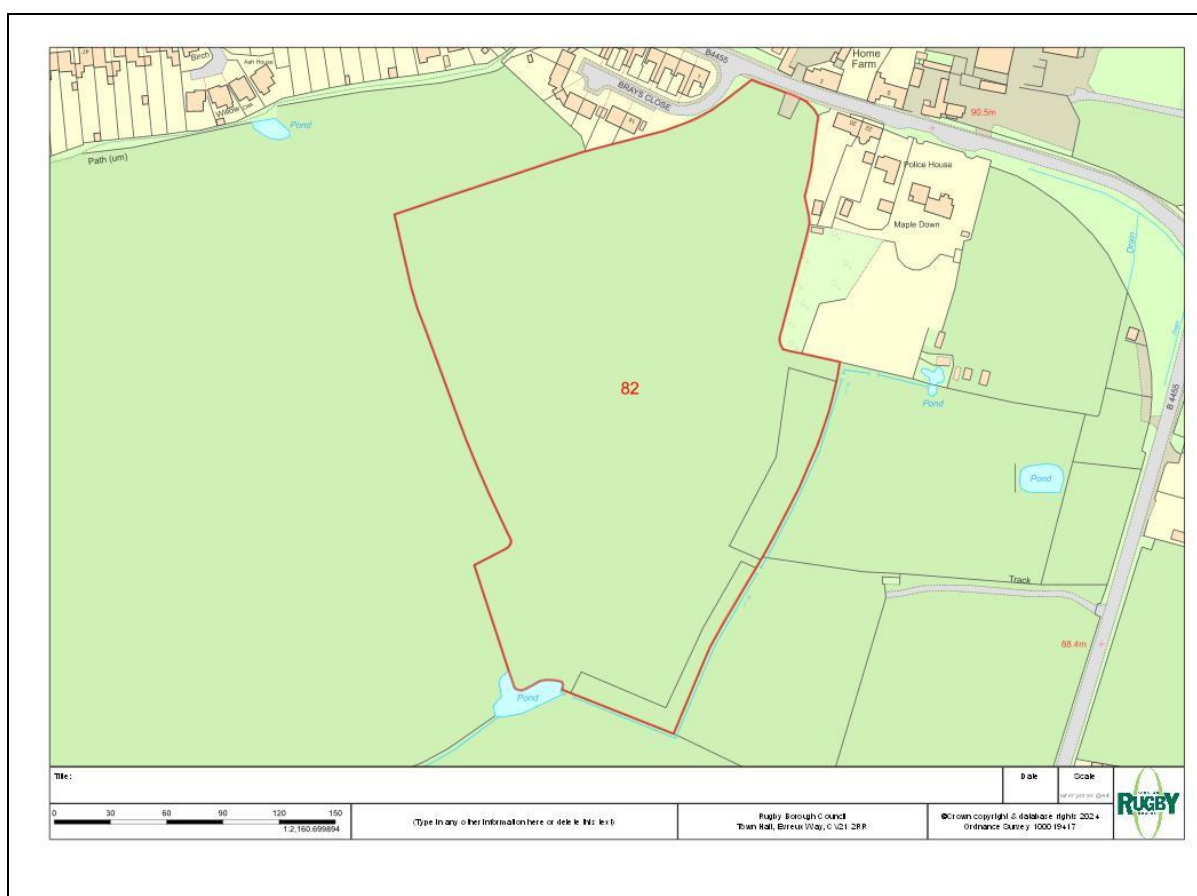
The surrounding road network has relatively low levels of congestion and the site has moderate assessed levels of accessibility. It is walkable to services and facilities in the village centre.

Heritage and ecology constraints were not identified. The landscape sensitivity is medium/low.

The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose.

On balance the site is progressed beyond the stage 2 assessment.

## 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>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</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 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</p>



	<p>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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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**

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

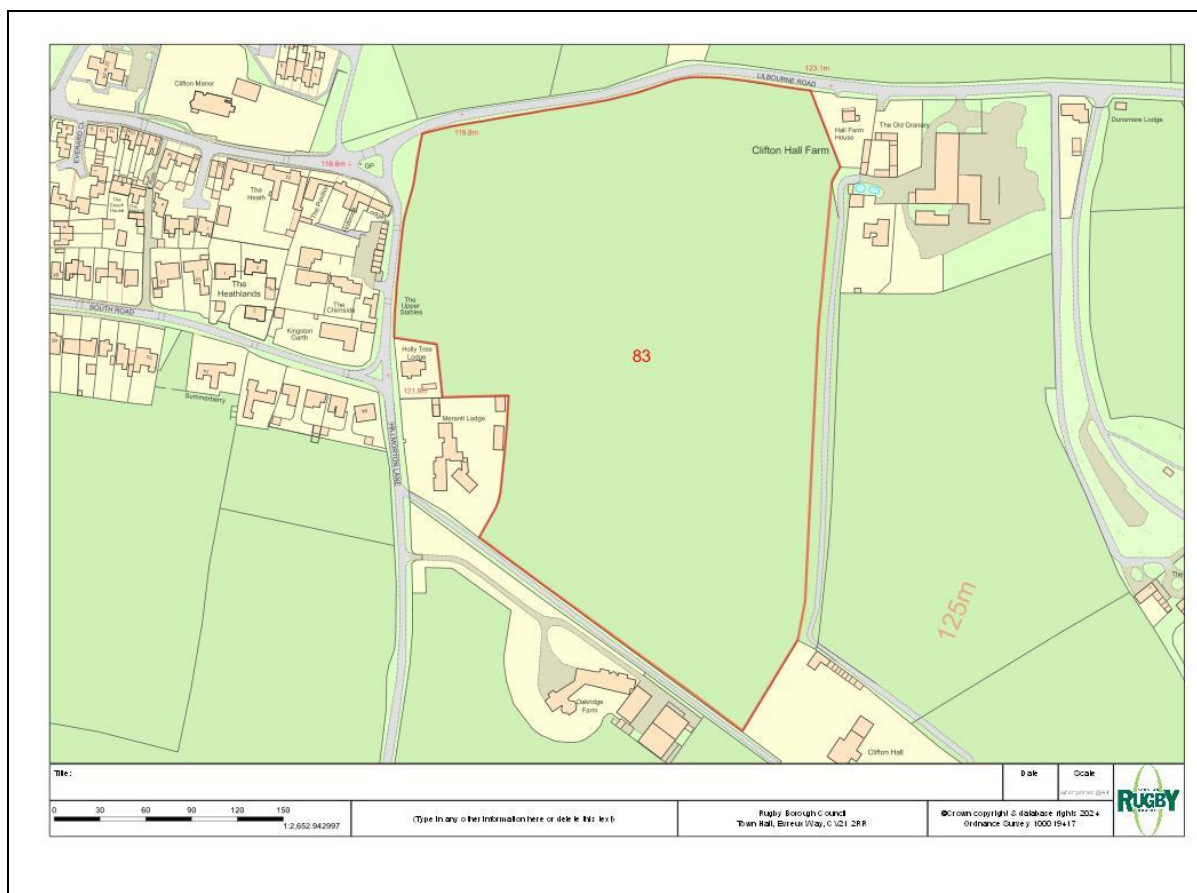
The surrounding road network has medium levels of congestion, and the site has relatively weak assessed accessibility. However, this reflects the score of a wider area and the site is walkable to services and facilities in the village.

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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose.

The 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 considered possible to progress beyond the Stage 2 Assessment, 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. 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.</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 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>A large site, comprising a single arable field just to the east of Clifton upon Dunsmore. Its sensitivities arise from its scenic quality, proximity to and intervisibility with the village's conservation area (including a designated heritage building), and the natural value afforded by the trees and hedgerows.</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 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>

	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 Medium. The site comprises Grade 2 (very good quality) agricultural land. Known capacity constraints at the village primary school.
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.

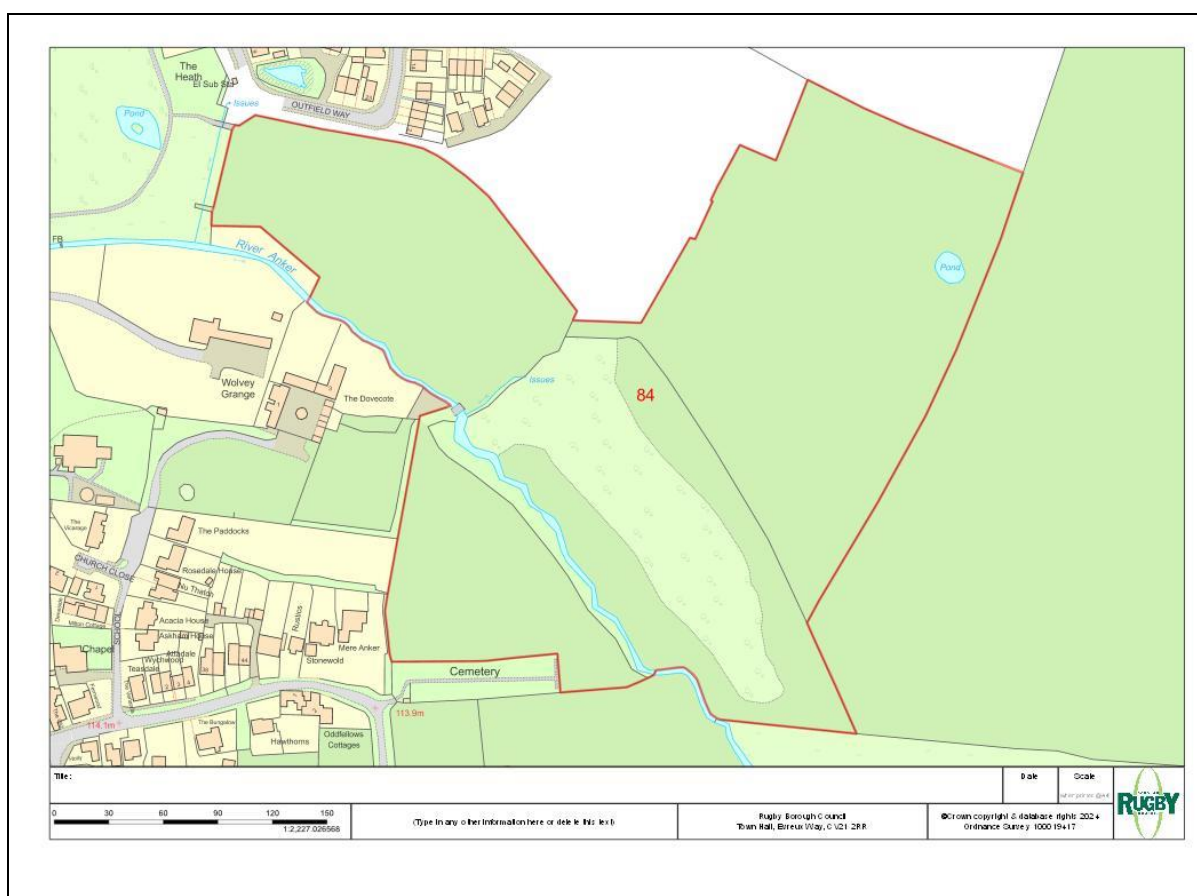
The surrounding road network has medium levels of congestion, but the site scored well for accessibility (although this likely reflects the MSOA rather than the site specifically) and is walkable to the services and facilities in the village.

Ecology constraints were not identified, and the site is not within the Green Belt. The site is Grade II 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>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</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 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	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.
Landscape	The overall landscape sensitivity of the site is Medium. The site consists of three distinct components and therefore there are variances in sensitivity across the site. The main factor which makes the site sensitive to change is the nature of the area which runs along the river anker.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. No data was obtained relating to constraints for foul water drainage, constraints for surface water drainage are assessed as Low. The estimated primary pupil yield could be accommodated in the existing catchment, the secondary relevant secondary school is outside the borough and no data was received on its capacity to accommodate pupil yield.
Opportunities/benefits	Residential with 'riverside nature park'.

### **Outcome of further assessment: Potential site option**

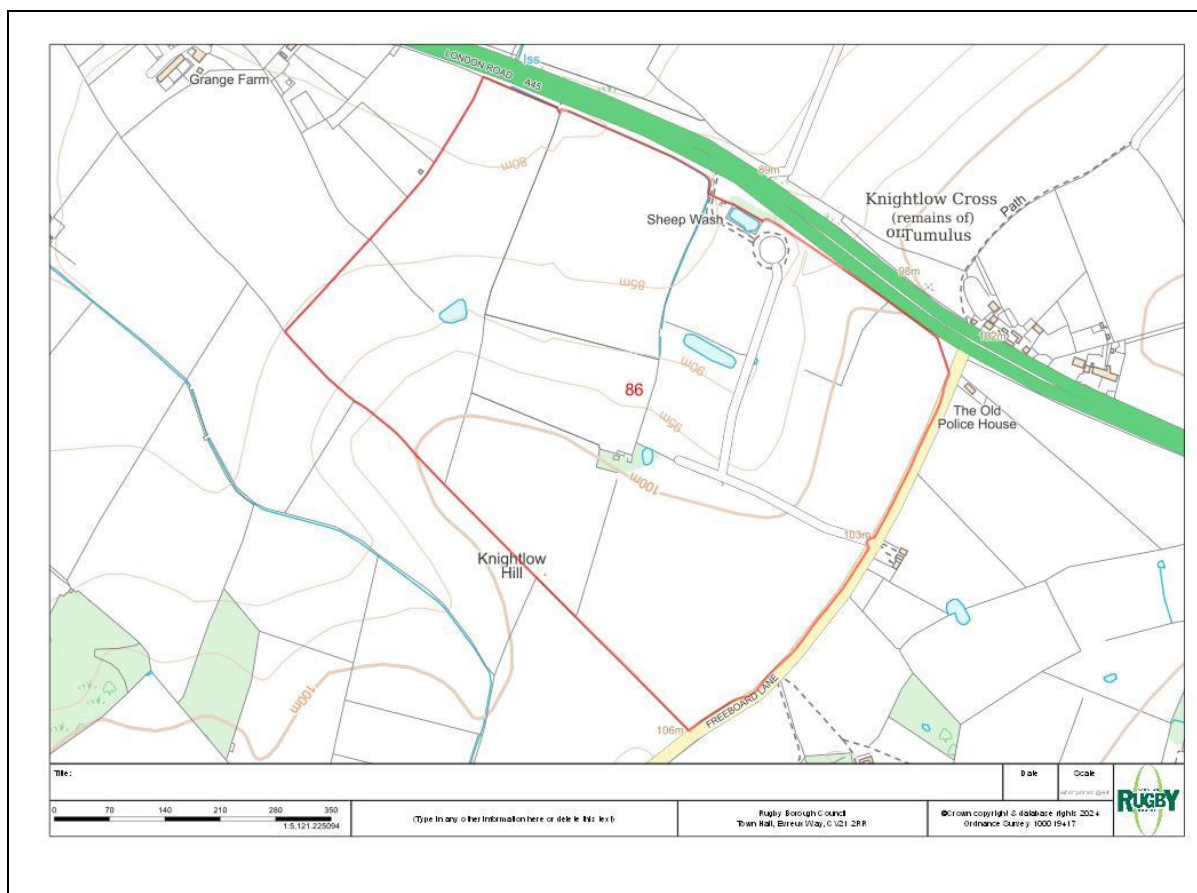
**Reasoning:** This site is an irregular shape on the north eastern tip of Wolvey.

No heritage constraints have been identified. Medium ecology and landscape sensitivity (the latter making the site among the more landscape sensitive sites) is identified. The surrounding road network has relatively low levels of congestion, but the site performs relatively weakly for accessibility by non-car modes. Enhanced walking routes to the village are proposed. It lies within the Green Belt.

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 which represents a significant opportunity.

The site is progressed beyond the stage 2 assessment.

## 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>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 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 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,</p>

	investigation of the earthworks and potential mitigation of impacts may need to be considered.
Other constraints	The site is entirely within the Green Belt, making a potentially strong contribution to at least one purpose. 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**

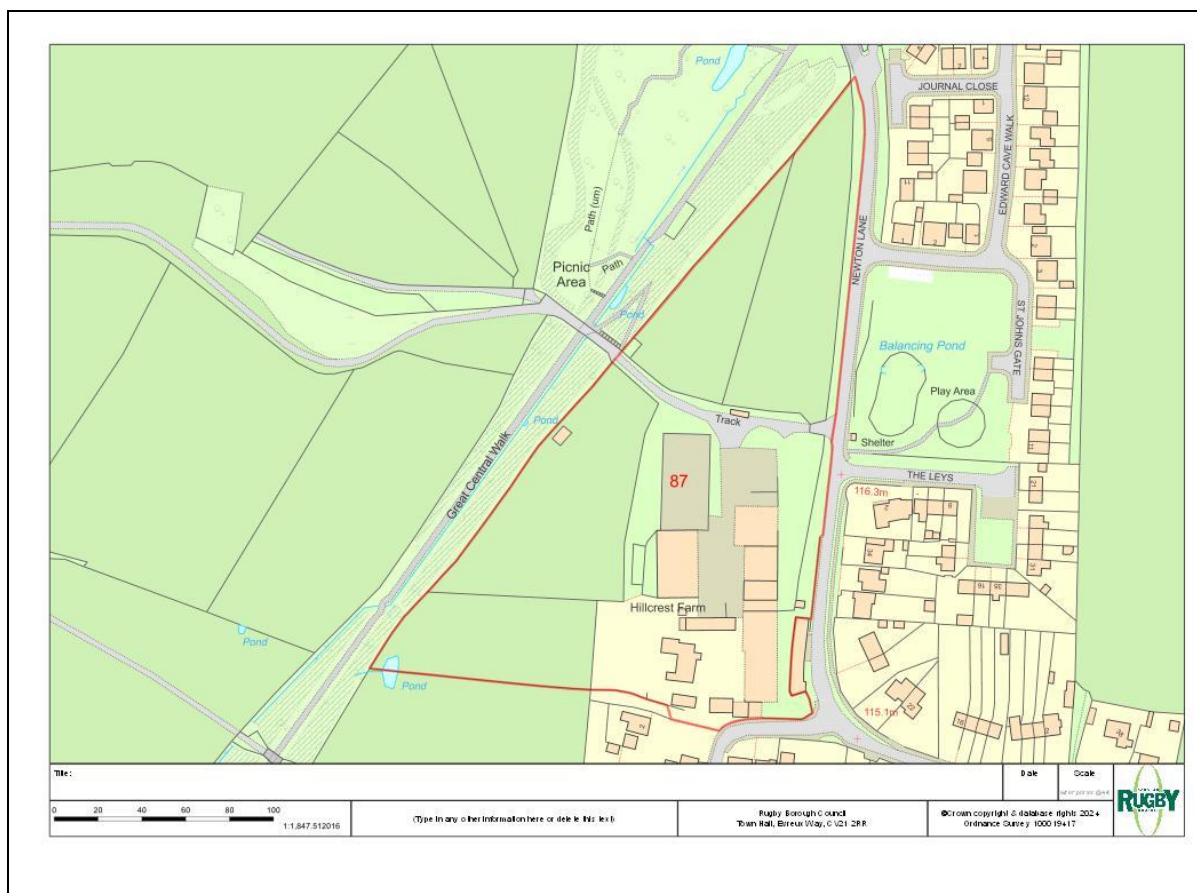
**Reasoning:** The site consists of arable fields enclosed by hedgerows with trees.

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

The site has minimal heritage constraints, and the site has medium ecological constraints. The site is entirely within the Green 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>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</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 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: Potential site option**

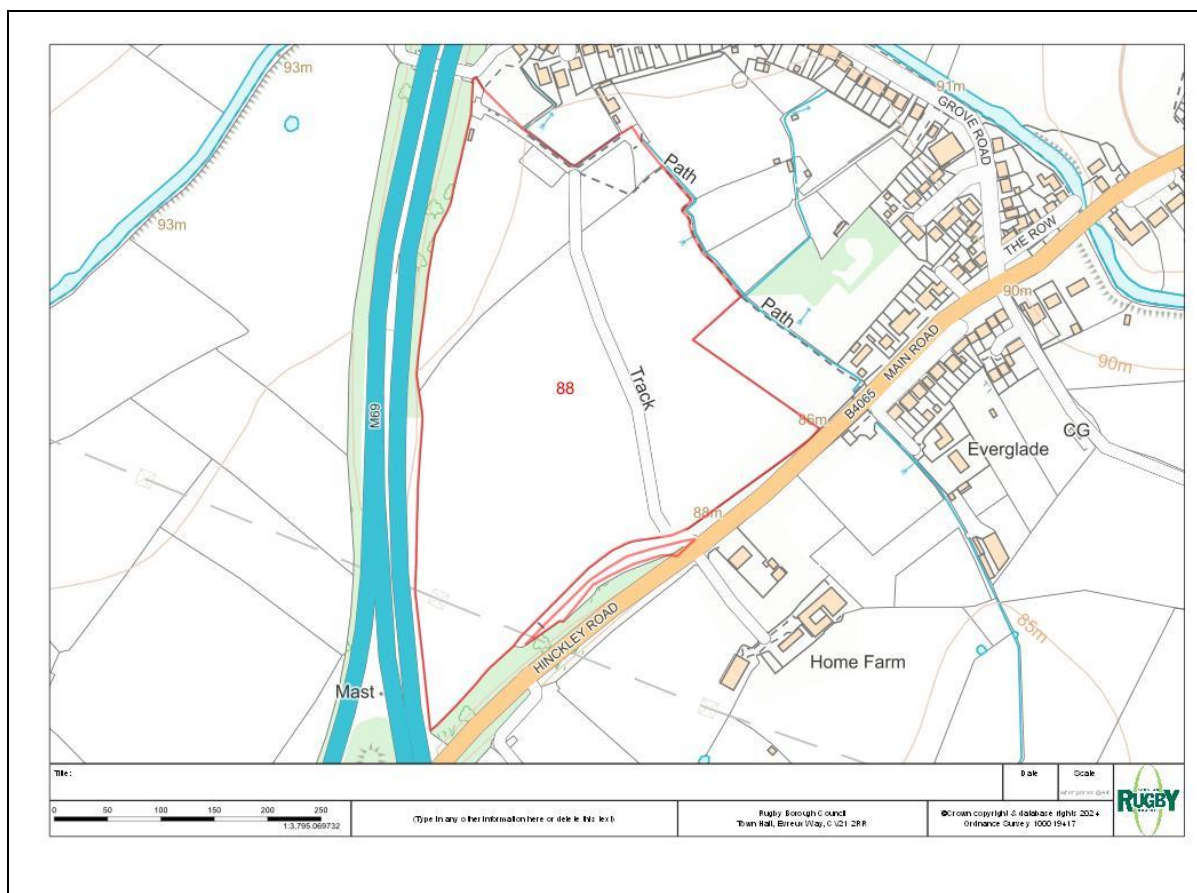
**Reasoning:** The site consists of a developed area with residential dwellings and agricultural buildings, some of which are within the Newton's settlement boundary, and areas of grassland that are used as paddocks.

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.

In view of the fact that parts of the site have existing built footprint, accessibility is reasonable, and in view of the relative low constraints, the site is progressed beyond stage 2.

## 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>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 M69 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 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	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 is Low.</p> <p>This is a large site composed of fields located between the M69, Hinkley Road and Ansty. The site's rural character is diminished by noise and movement from traffic along nearby roads. Sensitivity to change is most likely to arise from the PROW and natural or semi-natural elements of the site.</p>
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is within the Green Belt, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
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 does not appear that there are realistic options for access by non-car modes, except from Ansty village.

Neither heritage nor ecological sensitivity was identified, and landscape sensitivity is low. The site is within the Green Belt, potentially making a strong contribution to at least one purpose.

In view of its relatively weak accessibility, lack of relationship to existing built development and employment land and likely contribution to the Green Belt, 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>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</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 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</p>

	<p>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 (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	<p>The site is almost entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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	<p>Residential.</p>

#### **Outcome of further assessment: Potential site option**

**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.

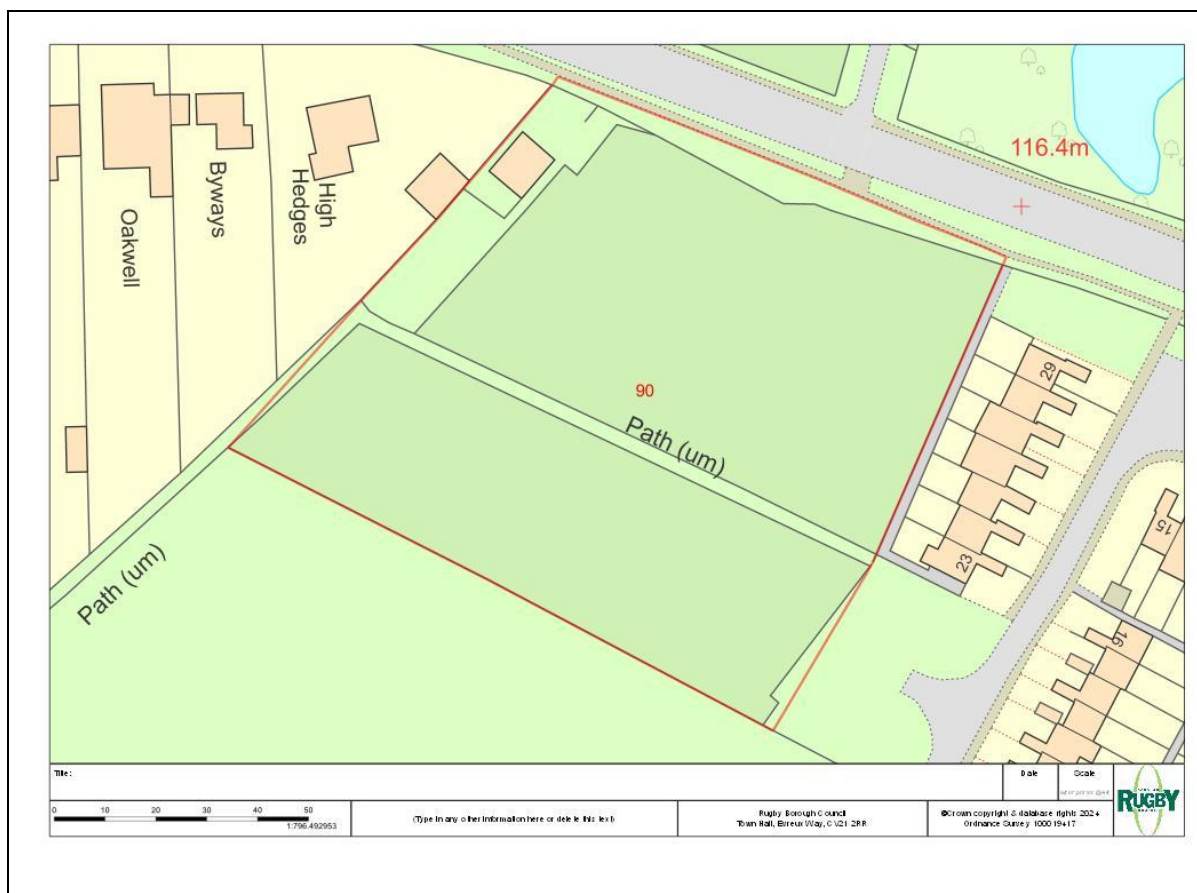
The site is partially within the Brinklow Conservation Area and surrounded by historic agricultural buildings including a Grade II listed building on the adjacent property.

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

The site's heritage sensitivity needs careful consideration.

The site is a potential site option. The site is combined with site 5 to create site 337 which is not assessed here but is referred to in the Sustainability Appraisal report.

## 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>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</p>

	<p>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	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>The site consists of two fields separated by a public footpath on the edge of Dunchurch. Although the value of the landscape is minimal, it's visibility and views act to increase its sensitivity to change.</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: Potential site option**

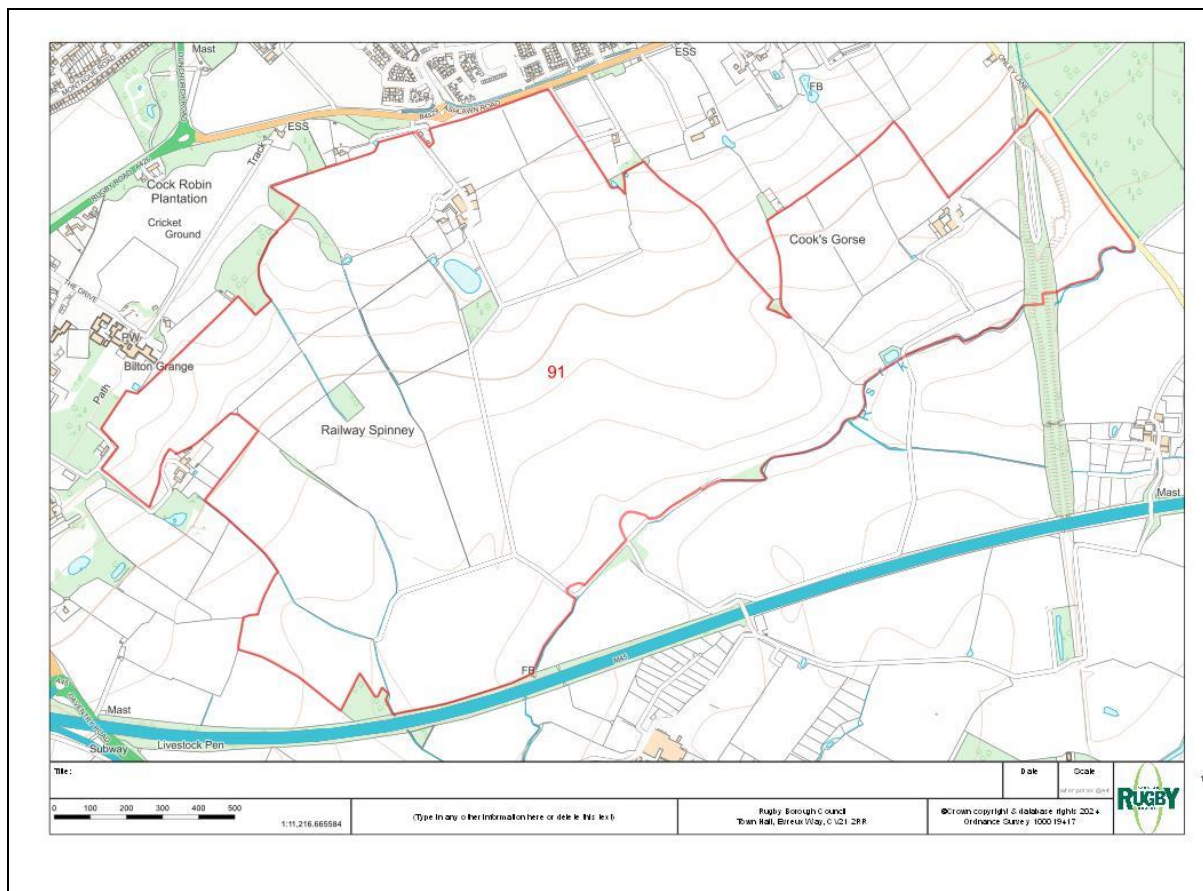
**Reasoning:** The is a small site consisting of two fields on the edge of Dunchurch.

The surrounding road network is considered congested, but accessibility is reasonably good, the site is walkable into the village and to bus stops and no heritage or ecology sensitivities were identified. The site is not within the Green Belt and landscape sensitivity is medium/low.

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The site has few constraints and is located within an existing settlement. It is progressed beyond stage 2.

## 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>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</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 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. 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</p>



	due to its visual appeal, recreational use, and tranquil qualities, which should be considered in any potential development plans.
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. 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. 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	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.
Opportunities/benefits	Employment and residential with a district centre and open space.

**Outcome of further assessment: Not progressed**

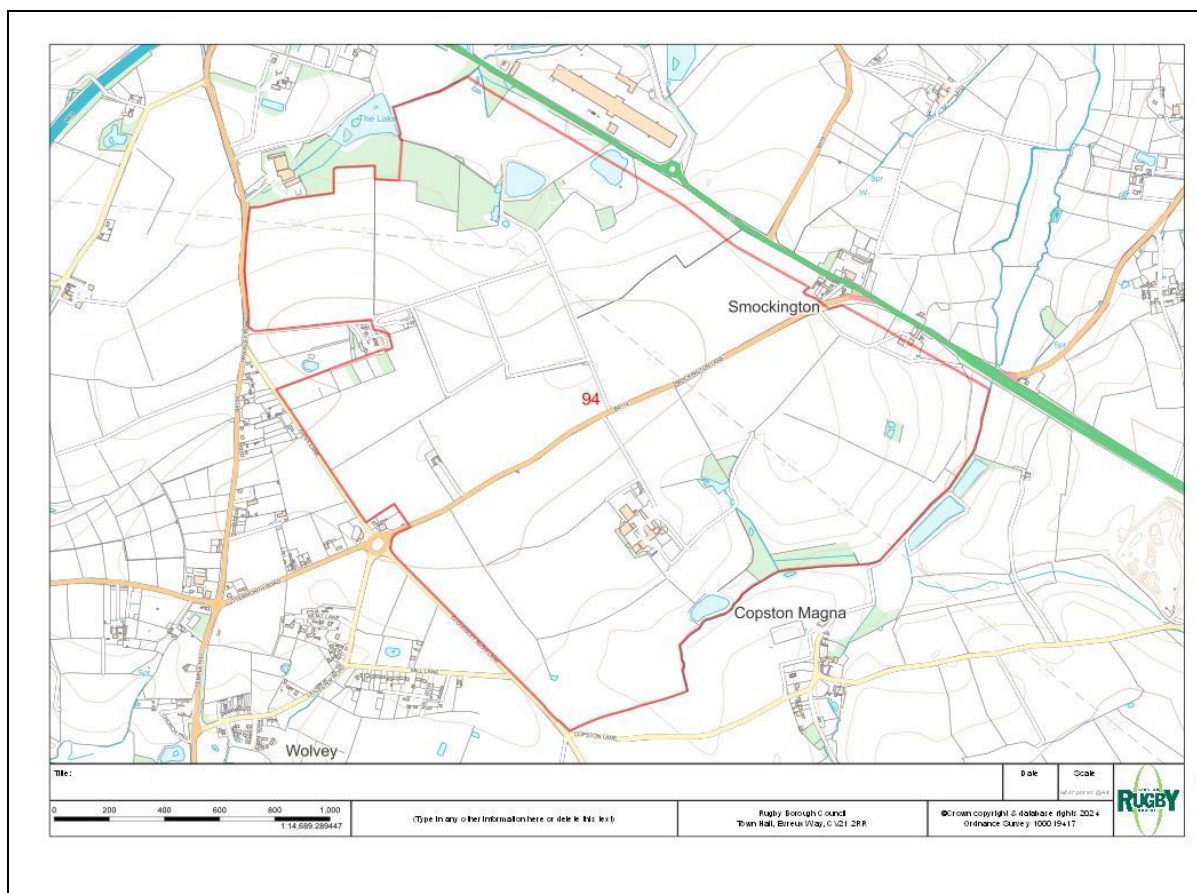
**Reasoning:** The site, characterised by arable and pastoral fields, is situated at the urban fringe.

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>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 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 are largely obscured by hedgerows and trees. Views within the site are varied due to the gently undulating topography and areas of woodland.</p>

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 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 understood the monuments. 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, potentially making a strong contribution to at least one purpose. 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.</p>
Opportunities/benefits	<p>Employment and/or residential.</p>

### 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.

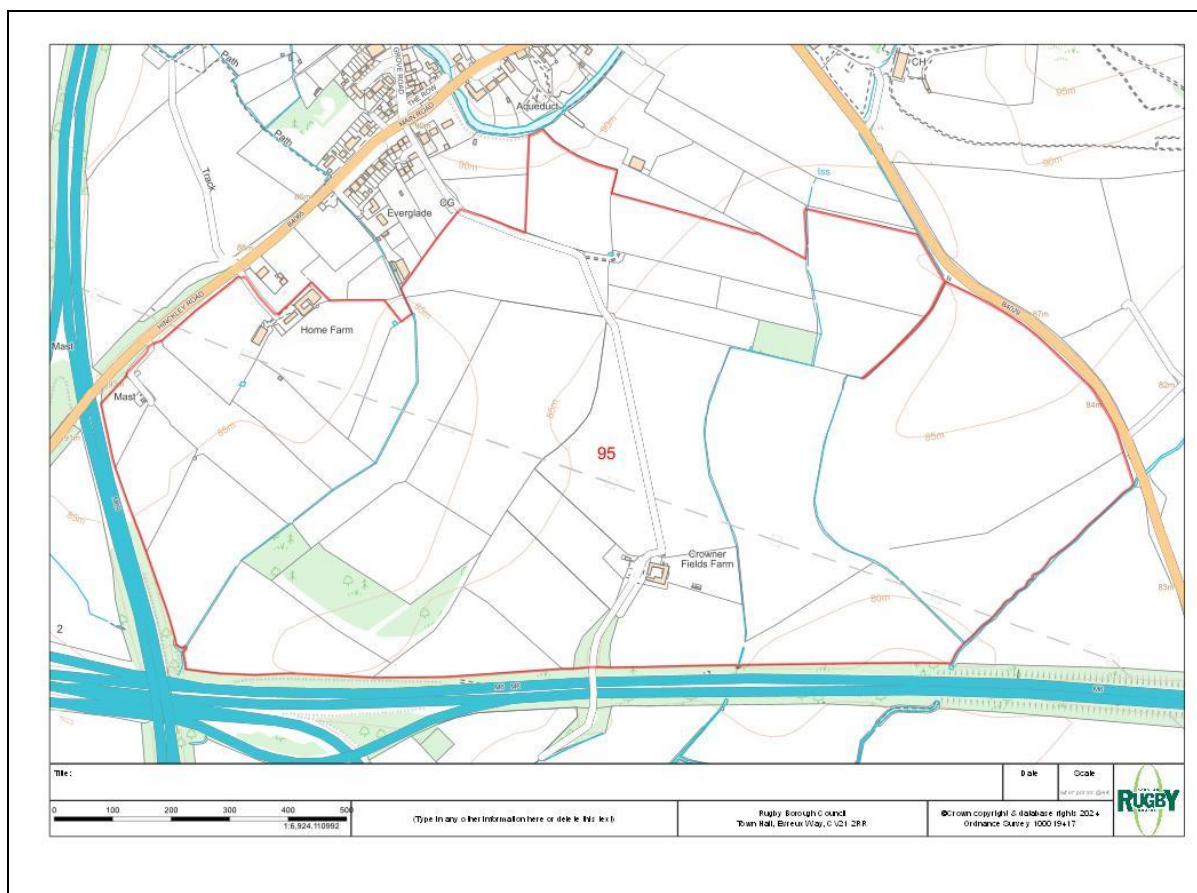
The surrounding road network has medium levels of congestion, the site ranks very poorly for accessibility by non-car modes and would be relatively distant from its future workforce. National Highways have flagged high concern with the site. The site is not related to existing built development except 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 within the Green Belt and likely makes a strong contribution to at least one of the purposes of the Green Belt, and it comprises a significant area of Grade 2 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>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</p>

	<p>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 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 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</p>

	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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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: Potential site option**

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

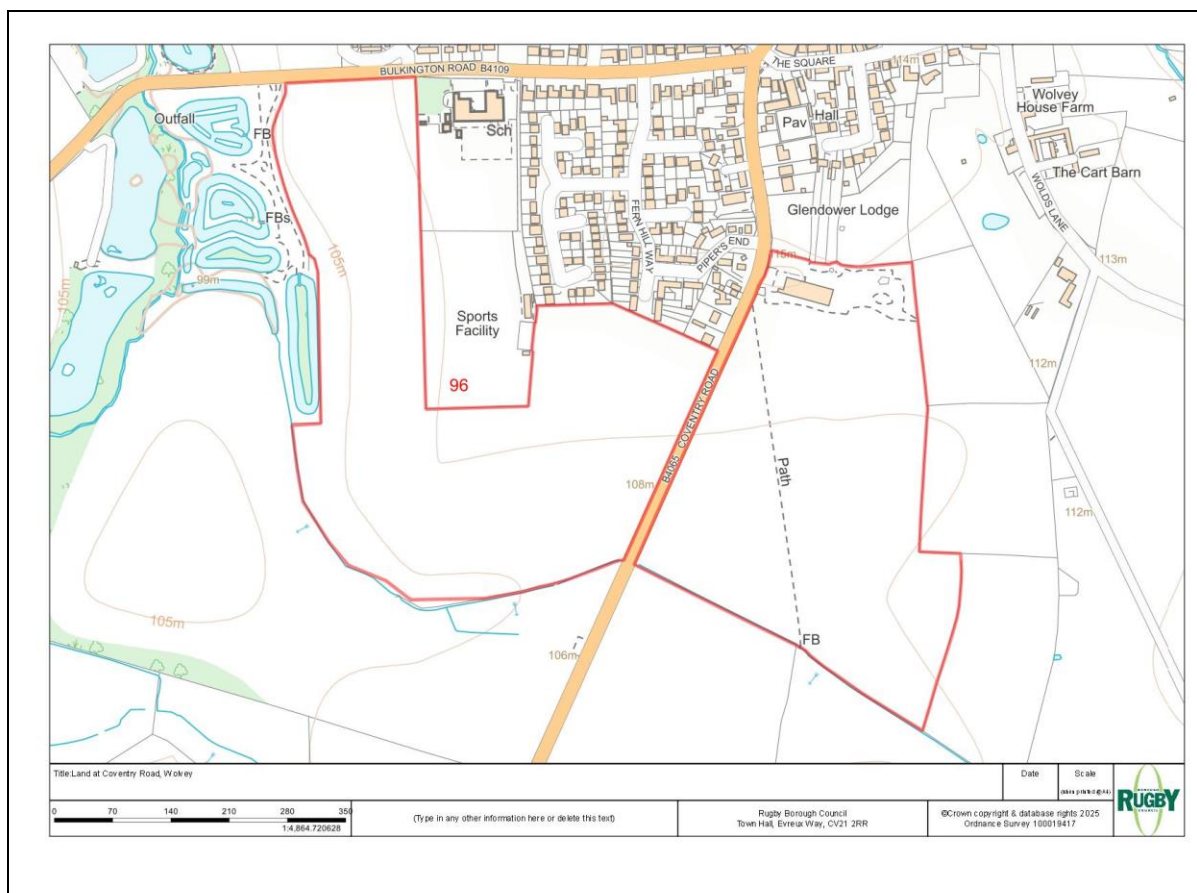
The surrounding road network is relatively congested, but the site has moderate accessibility by non-car modes and is proximate to a future workforce in Coventry. Improvements to public transport and active travel access are proposed through the current planning application.

Heritage constraints have not been flagged, and ecology constraints are assessed to be low. The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. The site has Medium/Low landscape sensitivity.

The site now has a resolution to grant planning permission for development. The site is a potential site option.



## 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>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</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 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	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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: Potential site option**

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

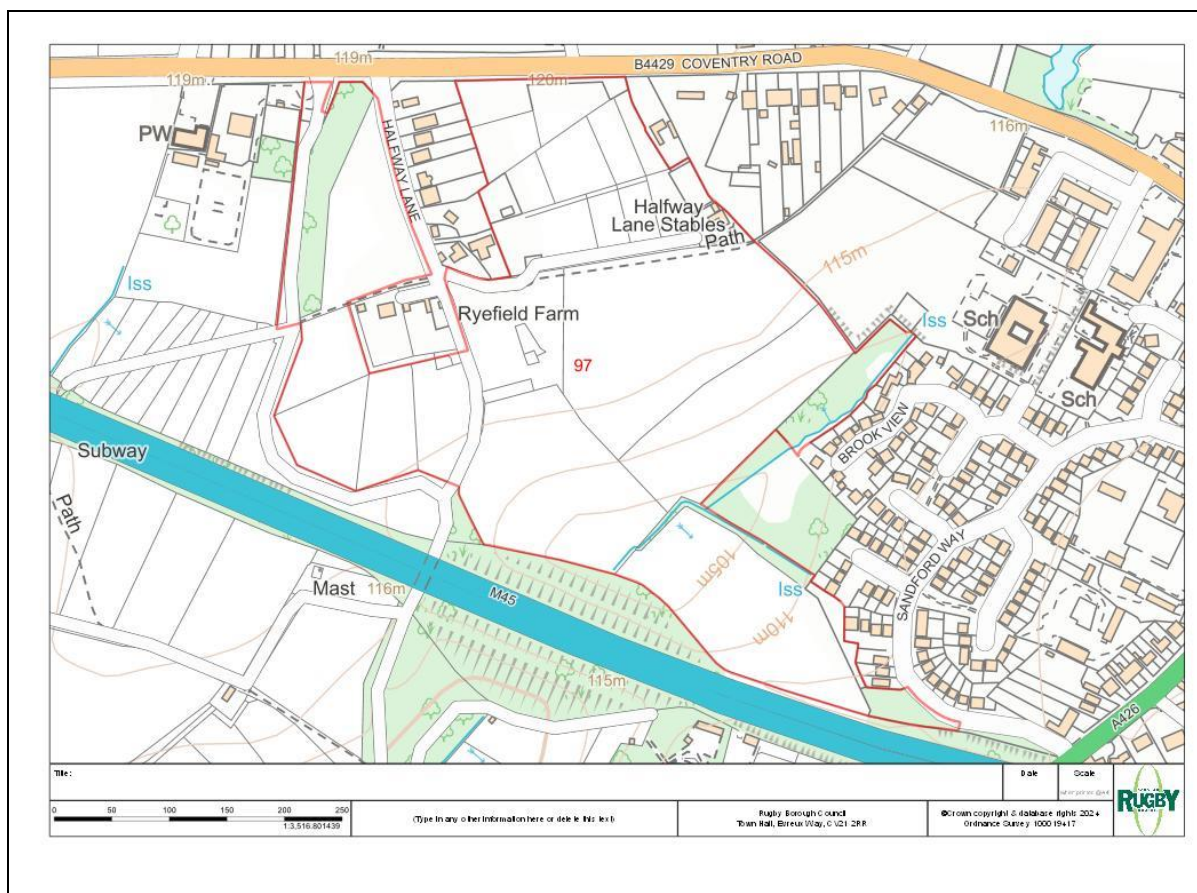
The surrounding road network has a medium level of congestion, the overall MSOA-based accessibility of the site is relatively poor. However, the site is walkable to services and facilities in Wolvey.

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

Overall the site is well related to the existing village and has low constraints. It advances beyond stage 2.



## 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>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</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 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.
Opportunities/benefits	Residential with open space including a community orchard.

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

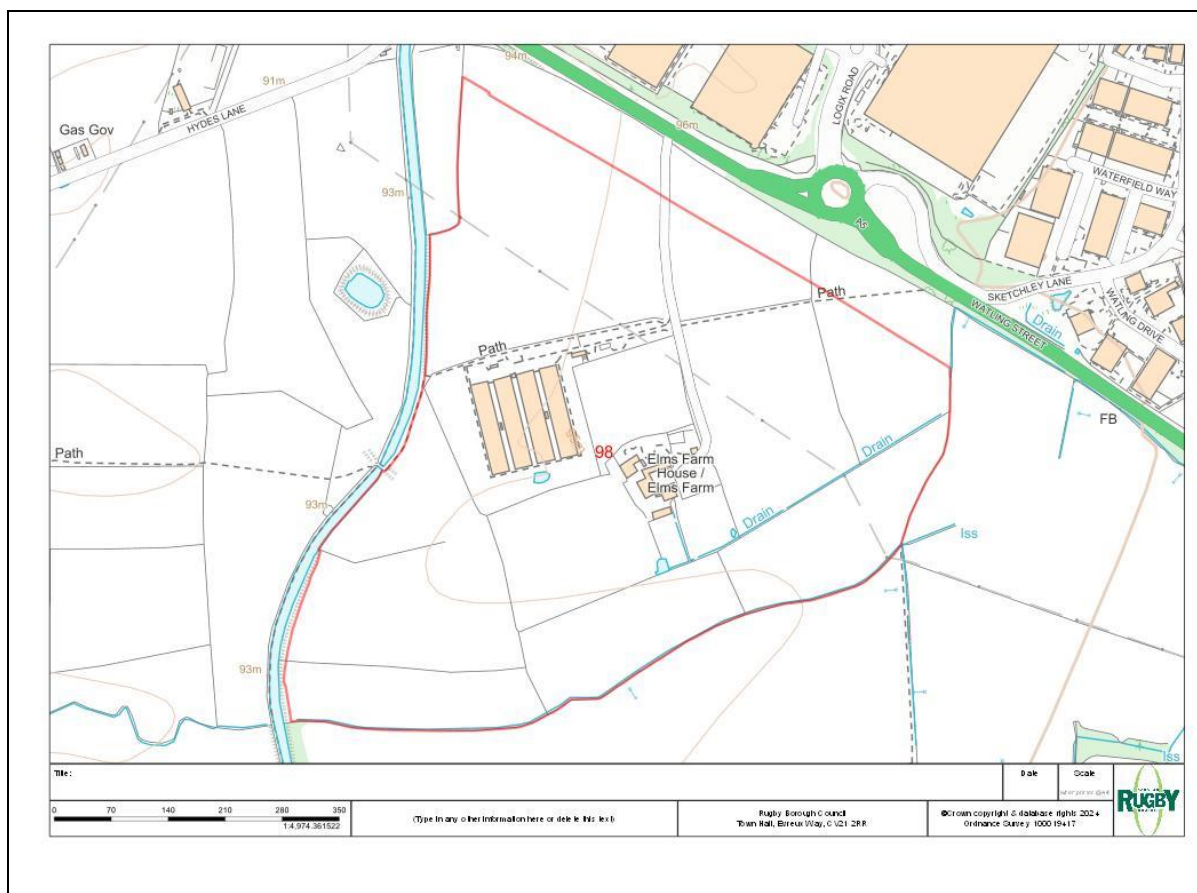
**Reasoning:** The site comprises arable and pastoral fields located at the fringe of Dunchurch, situated between the M45 and B4027.

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 have expressed concern with access from Sandford Way. Therefore, the site is not progressed in this configuration, but it taken beyond stage 2 as **site 341** which comprises just the northern section of the site accessed from the B4429. This site is not assessed separately here but is discussed in the Sustainability Appraisal report.

# **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>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 contributes positively by offering recreational opportunities for</p>

	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, potentially making a strong contribution to at least one purpose. 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.

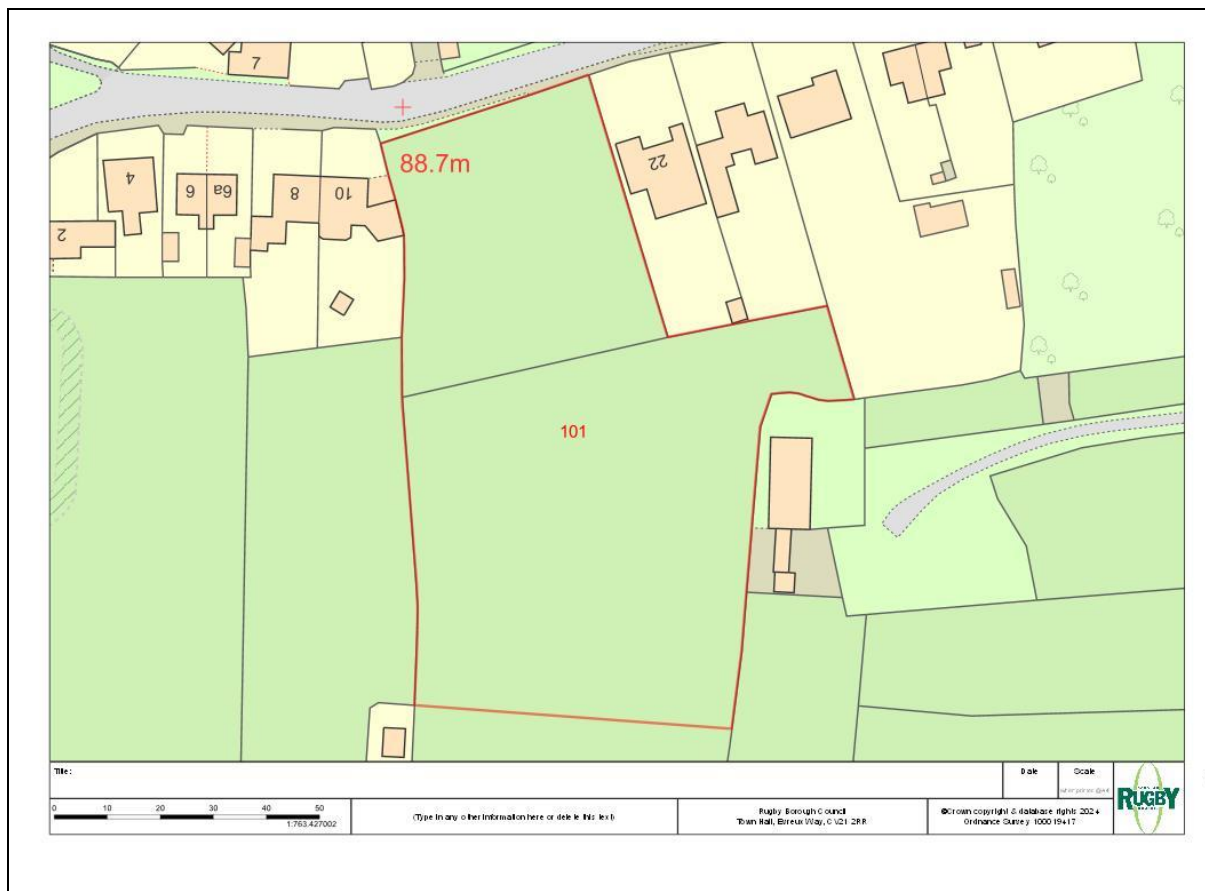
The surrounding road network has high levels of congestion and accessibility is poor, albeit that the site is proximate to Hinckley. National Highways have expressed high concern.

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 is therefore likely to contribute strongly to more than one Green Belt purpose. The site's Green Belt sensitivity is the principal reason 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>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</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 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	The site is mostly within the Green Belt, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

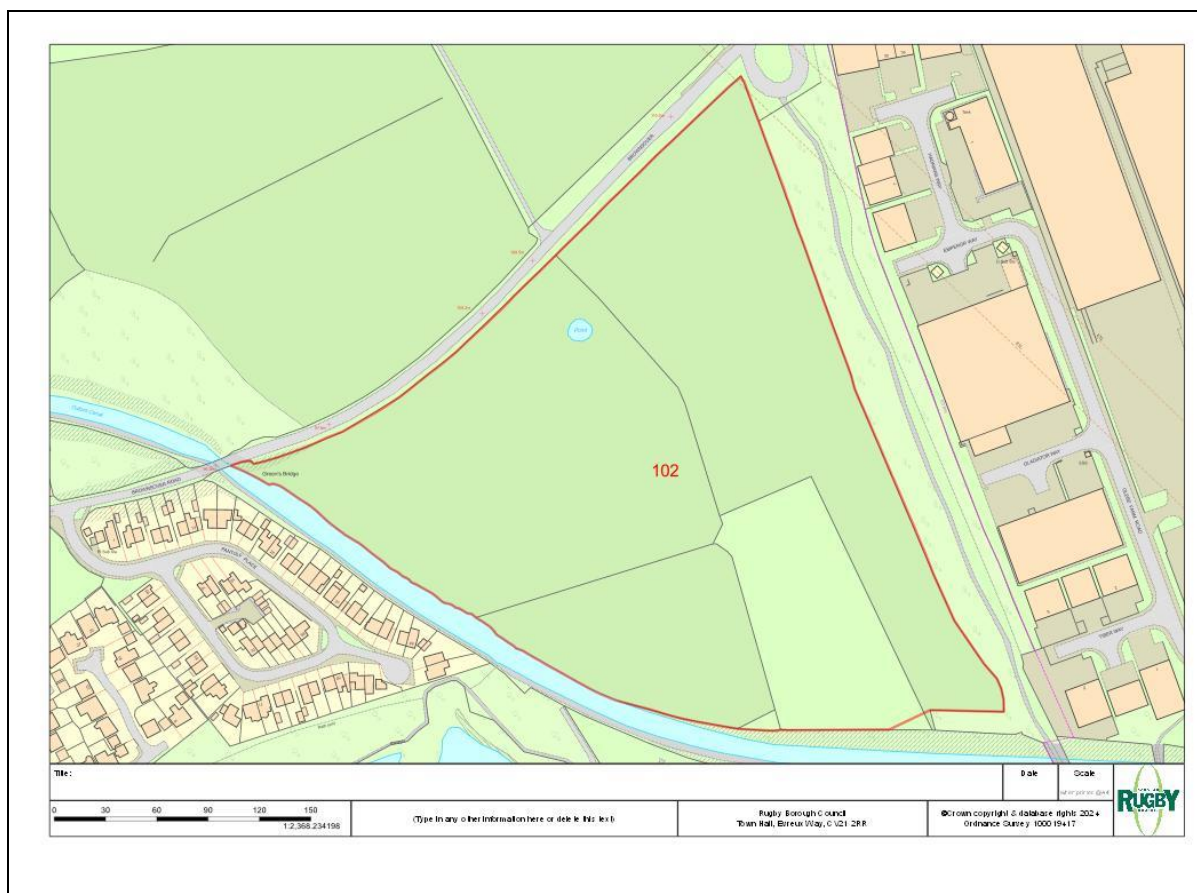
### **Outcome of further assessment: Potential site option**

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

Green Belt site, however, it has relatively few other constraints. The site is immediately adjacent to the village built up area. There are few services and facilities available in Church Lawford. The site remains a potential site option as part of the Stage 2 Site assessment.



## 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>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 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</p>

	<p>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>The site consists of a pastoral field enclosed by trees, hedgerows and the canal. The site has a rural character notwithstanding its proximity to existing residential dwellings and commercial uses across the canal and cycleway. Views are mainly to/from the canal towpath and that is the principal visual sensitivity.</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, potentially making a strong contribution to at least one purpose. 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.

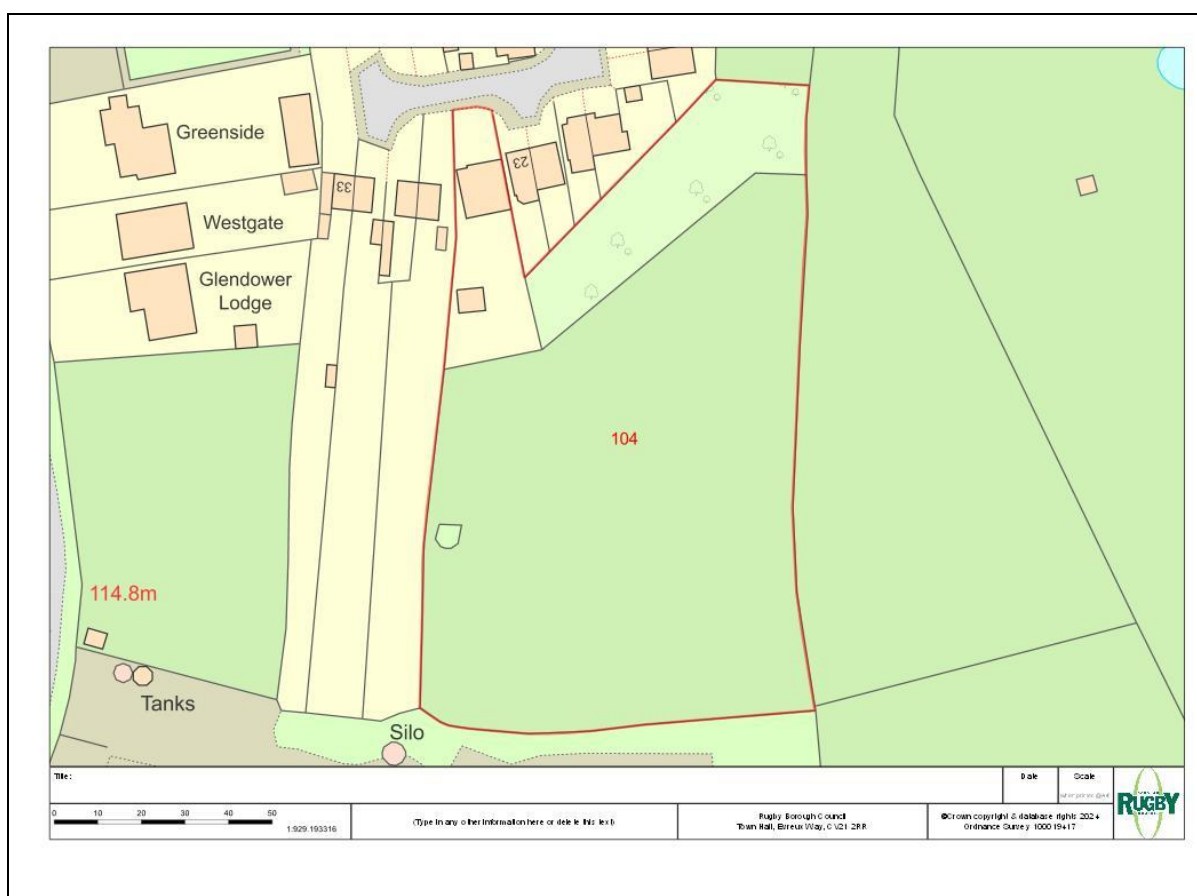
The surrounding road network has medium levels of congestion, the site ranks well for accessibility and PTAL overall, however Warwickshire County Council have raised concerns about the absence of suitable pedestrian access to Newbold on Avon village given the narrow and weak canal bridge on Brownsover 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, potentially making a strong contribution to at least one purpose.

In view of the Green Belt constraints coupled with 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>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 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 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 the Green Belt, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

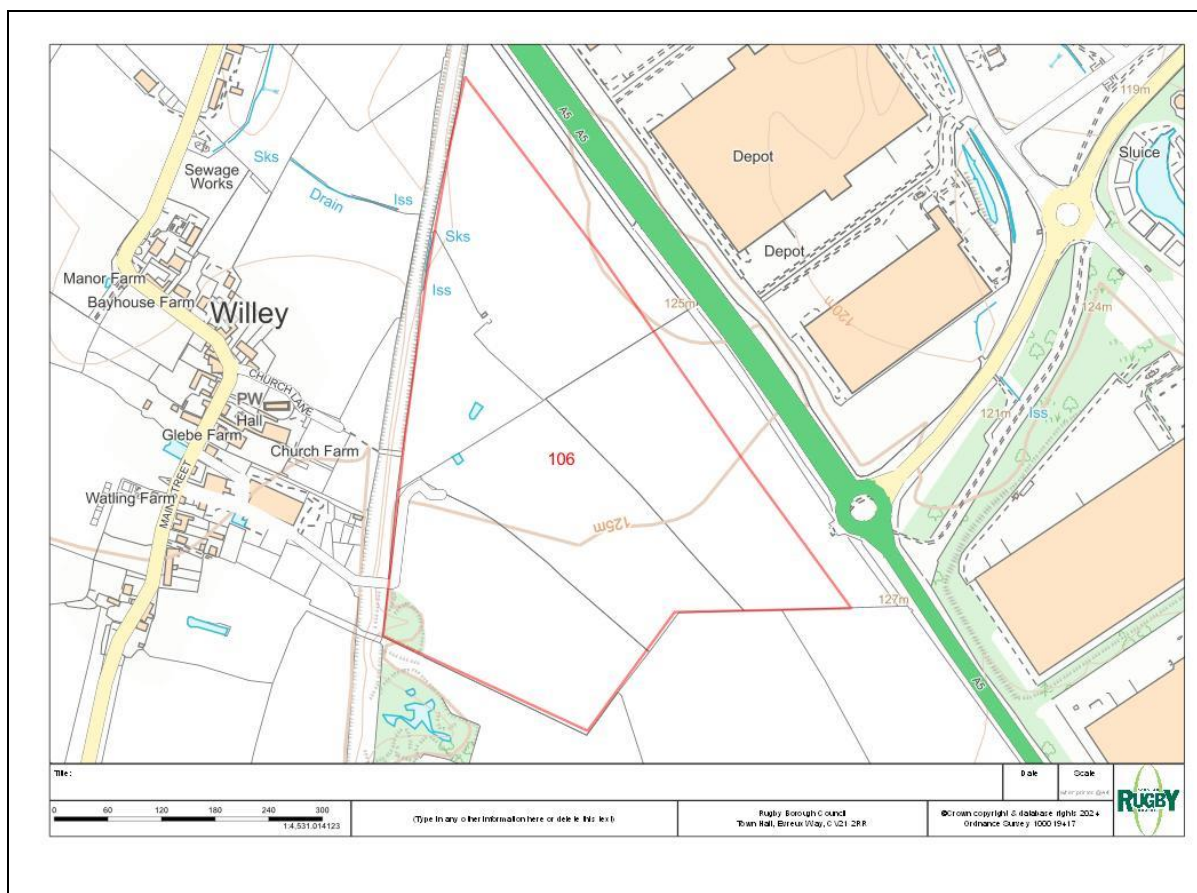
#### **Outcome of further assessment: Not progressed**

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

The site is Green 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.

## 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>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</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 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 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	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	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: Potential site option**

**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.

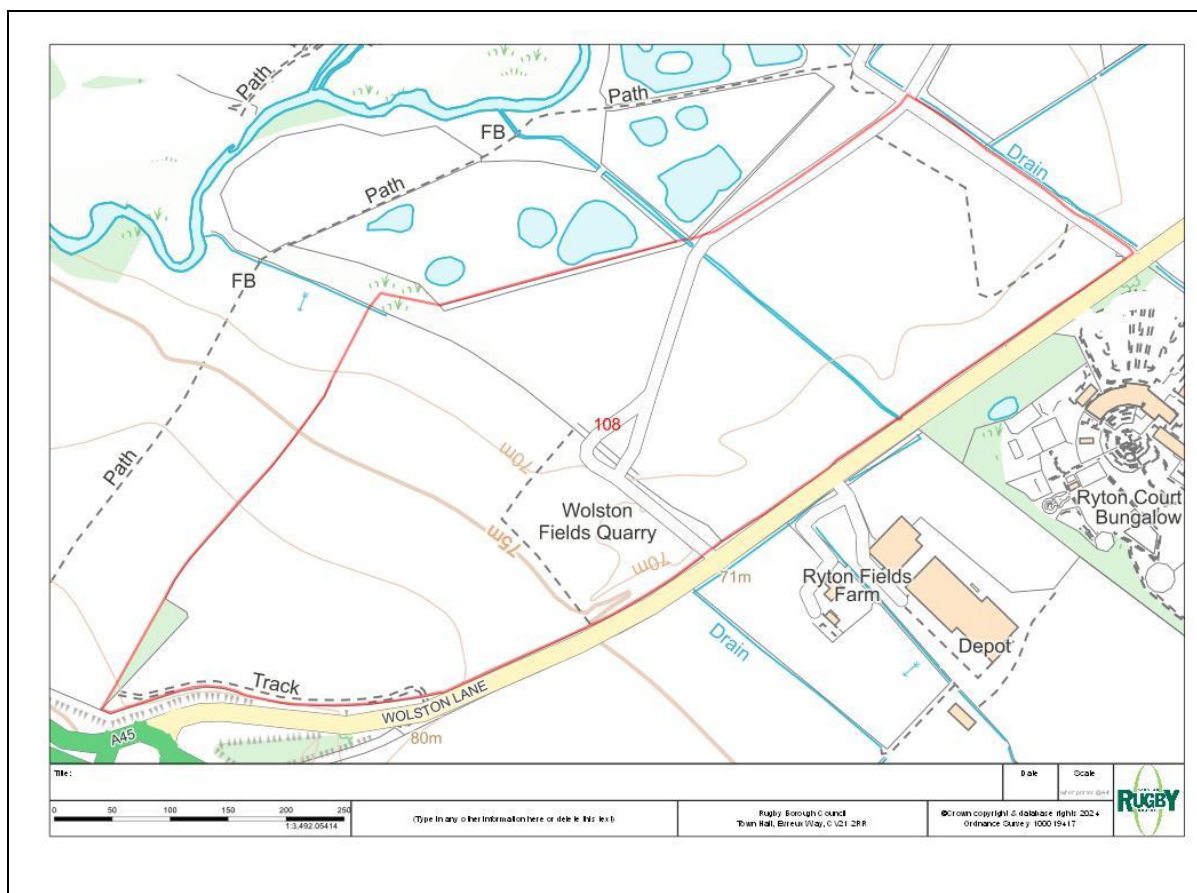
The surrounding road network is relatively uncongested, however access to the site by non-car modes is poor and the site is not proximate to its future workforce. The site is not in the Green Belt

Neither heritage nor ecology constraints have been identified.

It was considered possible to progress beyond the Stage 2 Assessment, please also refer to site 325. Site would likely need to be brought forward together with site 57 to avoid piecemeal development.



## 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>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</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 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/Low.</p> <p>This is a large site composed of arable fields. The site's rurality is diminished by quarry traffic and noise and movement from traffic along nearby roads. Sensitivity to change is most likely to arise from the</p>

	PROWs, the site's relative isolation from the existing settlement edge and from natural or semi-natural elements of the site.
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	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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
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.

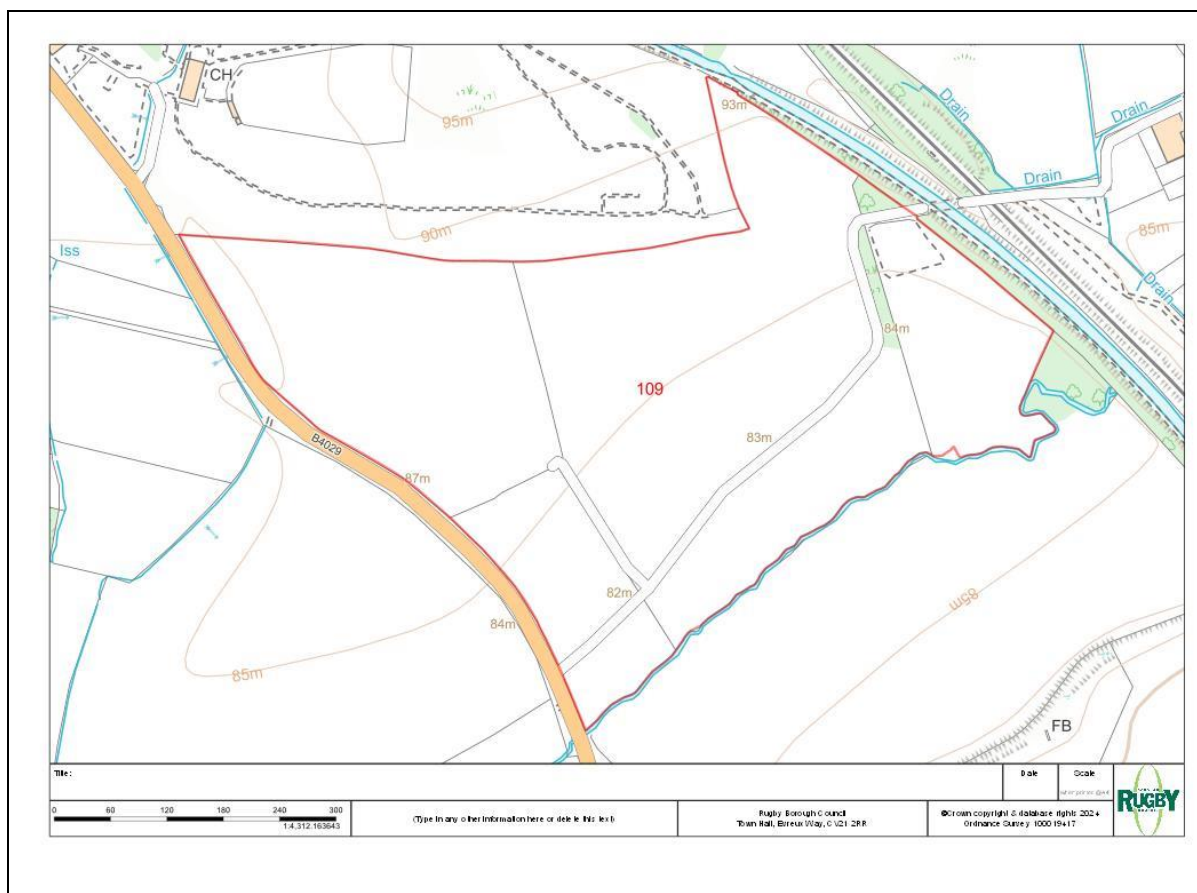
There are no designated heritage assets within the site boundary, but there are several in proximity. These include the grade II\* listed Church of St Leonard to the west, and the grade II listed Ryton Hall Registered Park and Garden to the southwest.

There are 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>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 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. However, the site is situated away from existing commercial buildings and development will impact views from the Coventry Way and the Oxford Canal Walk Recreational Routes.</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, potentially making a strong contribution to at least one purpose. 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**

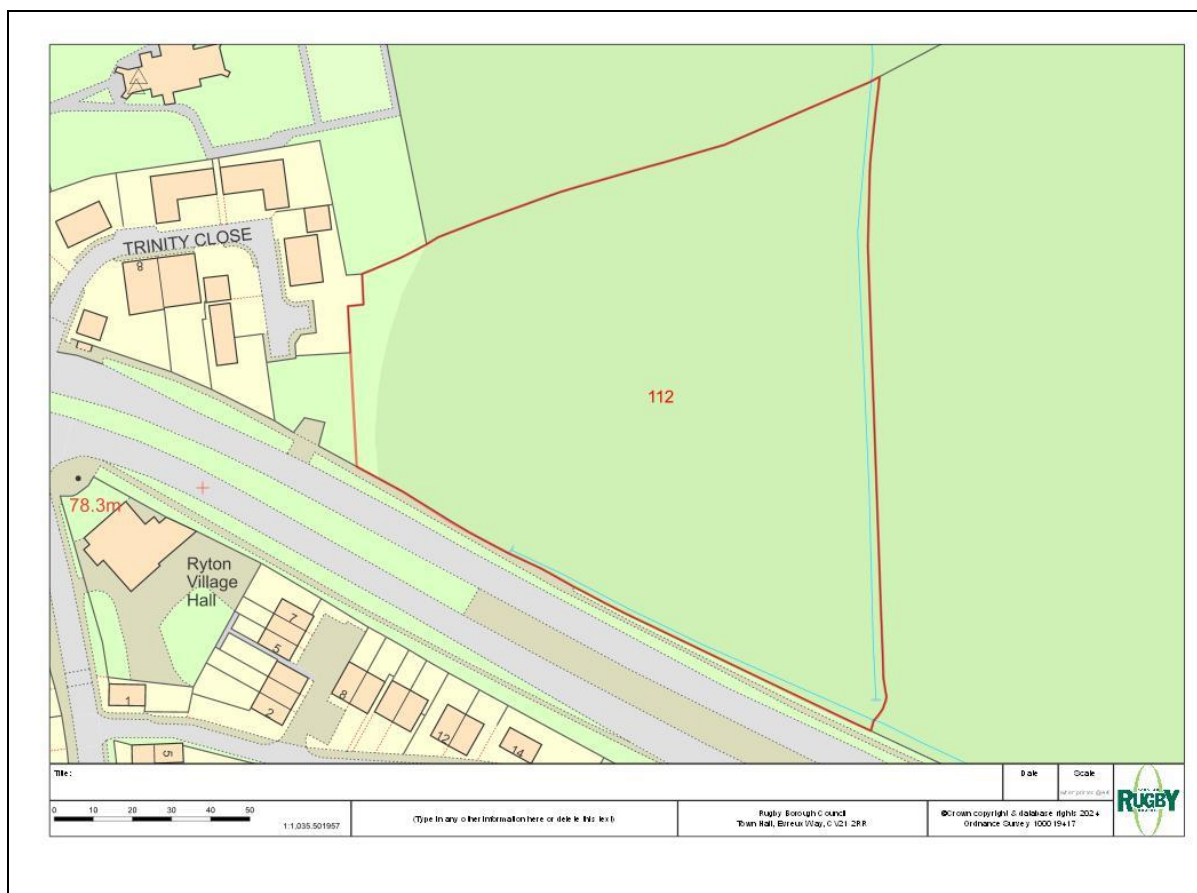
**Reasoning:** This site is relatively flat and comprises three arable fields with areas of grassland.

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 Green 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>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</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 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. 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</p>

	<p>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, potentially making a strong contribution to at least one purpose. 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.

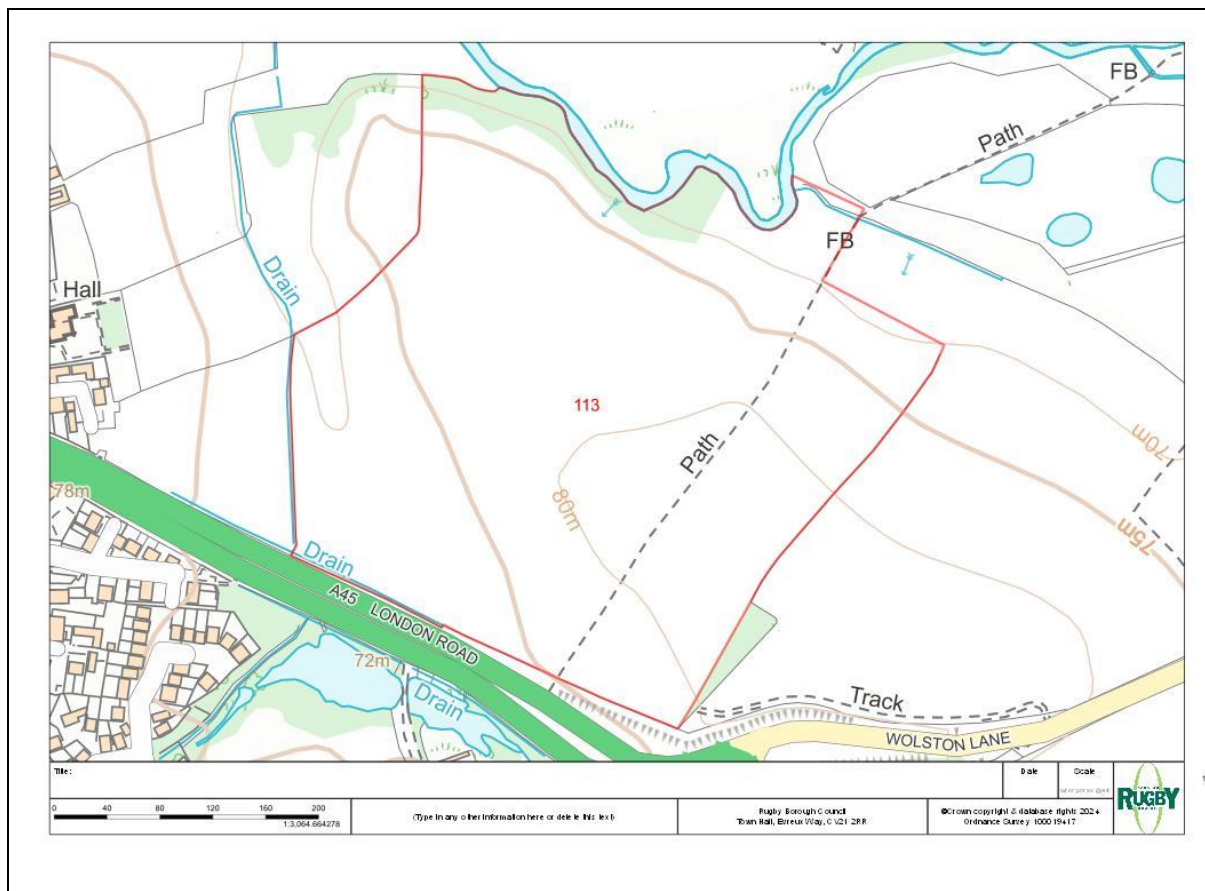
The surrounding road network has relatively low levels of congestion, and the site has assessed moderate accessibility. There is significant severance created by the A45 between the site and Ryton village centre. It is unclear how safe vehicular access could be created for a residential development of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

	the green field boundaries and the section of the site which adjoins the river, and the limited recreational value of the PRoW.
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	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment or retail.

**Outcome of further assessment: Not progressed**

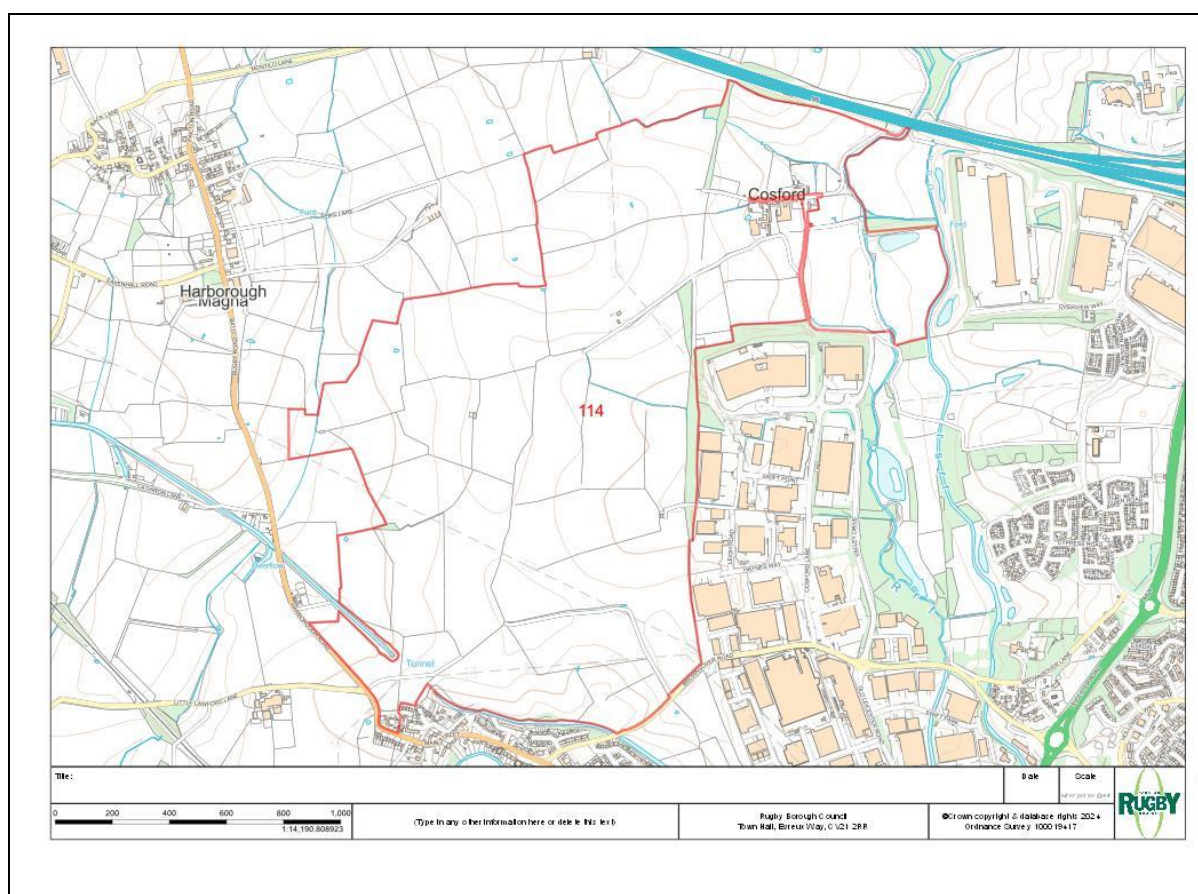
**Reasoning:** The site is comprised of a single large arable field to the northeast of Ryton-on-Dunsmore, between the A45 dual carriageway and the River Avon.

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):** 346850

**Potential yield (residential):** 3000

Topic area	Evaluation summary
Transport	<p>The site is accessed from Weaver Way Roundabout / the B1142 / Brownsover Road.</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</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 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 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</p> <p>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>

	The setting of the Scheduled Monument should be carefully considered to avoid harm, and there are opportunities to sensitively interpret it within the landscape.
Other constraints	The site is mostly within the Green Belt, potentially making a strong contribution to at least one purpose. 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. The River Swift floodplain in the north east of the site is Flood Zone 2 and 3.
Opportunities/benefits	Employment and residential, plus a local centre, secondary school, two primary schools and open space.

### **Outcome of further assessment: Potential site option**

**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. 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 in view of the narrow and weak canal bridge.

The access challenges and need for significant new highways infrastructure raise viability concerns.

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

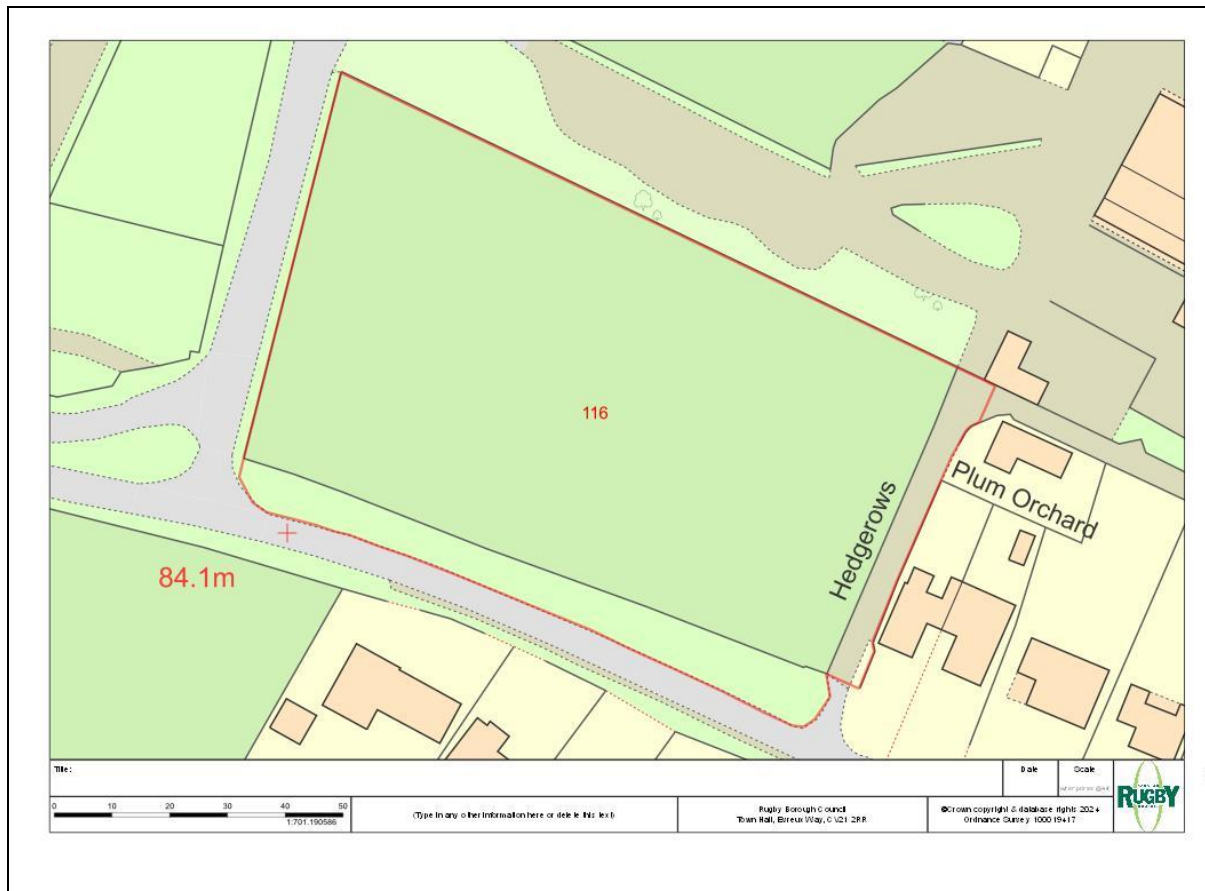
There are medium ecology constraints. Landscape sensitivity is assessed Medium/Low, but the scale of the site means the area they would be felt over is high.

The site has significant heritage sensitivities.

The site is within the Green Belt and likely to contribute strongly to at least one purpose. The Belt.

Notwithstanding the constraints, the opportunities presented by the site are also significant as so on balance the site is progressed beyond stage 2.

# **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>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</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 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 Low.</p> <p>The site consists of a small paddock enclosed by hedgerows on the edge of the village of Birdingbury. Its proximity to a business park and unremarkable landform limit the sensitivity of the site, while those that increase it are the site's relative tranquillity and the natural value of the trees/hedgerows on its boundaries (although these could potentially be maintained).</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: Potential site option**

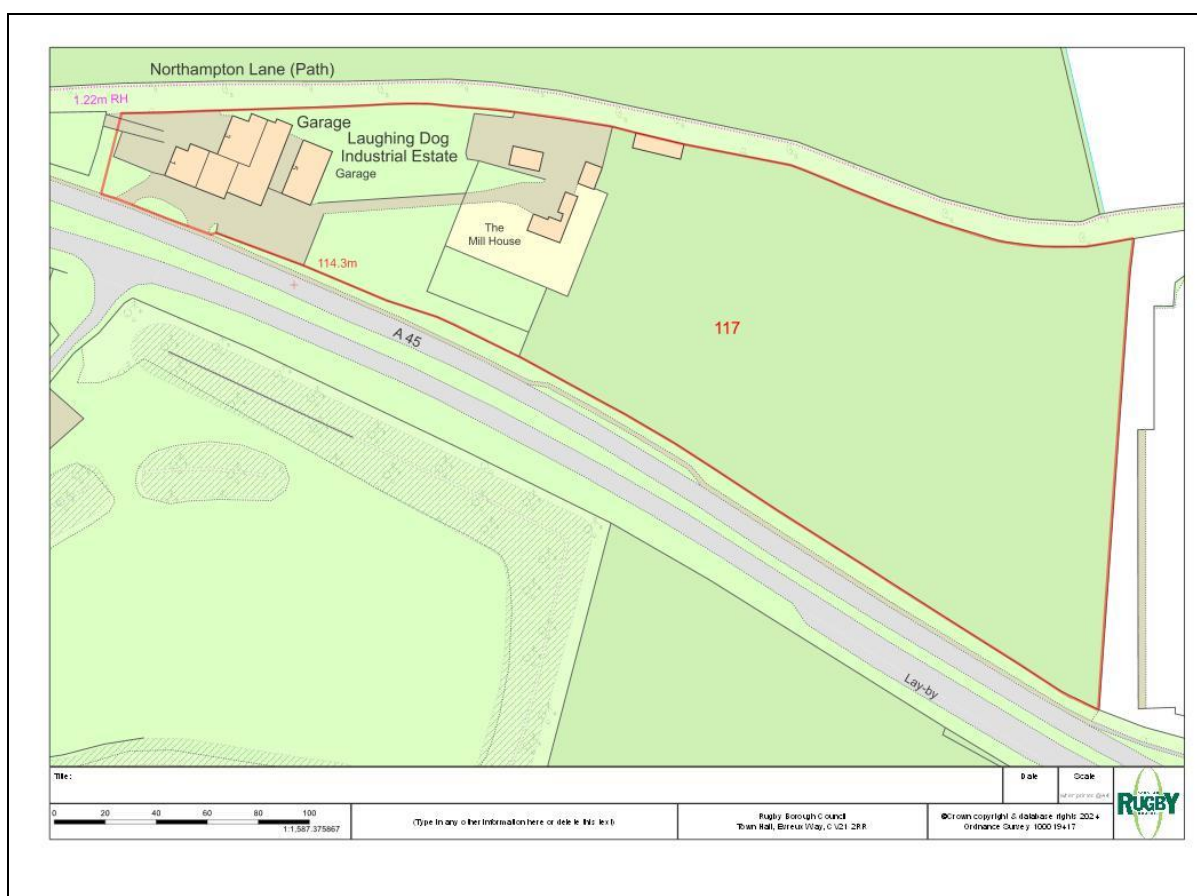
**Reasoning:** The site consists of a small paddock enclosed by hedgerows on the edge of the village of Birdingbury.

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

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

Overall, the site is relatively free of constraints, however there are limited services available at Birdingbury and it is not considered sustainable to encourage development at this location. The site is a potential site option.

## 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>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 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. 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	<p>Employment and residential.</p>

**Outcome of further assessment: Not Progressed**

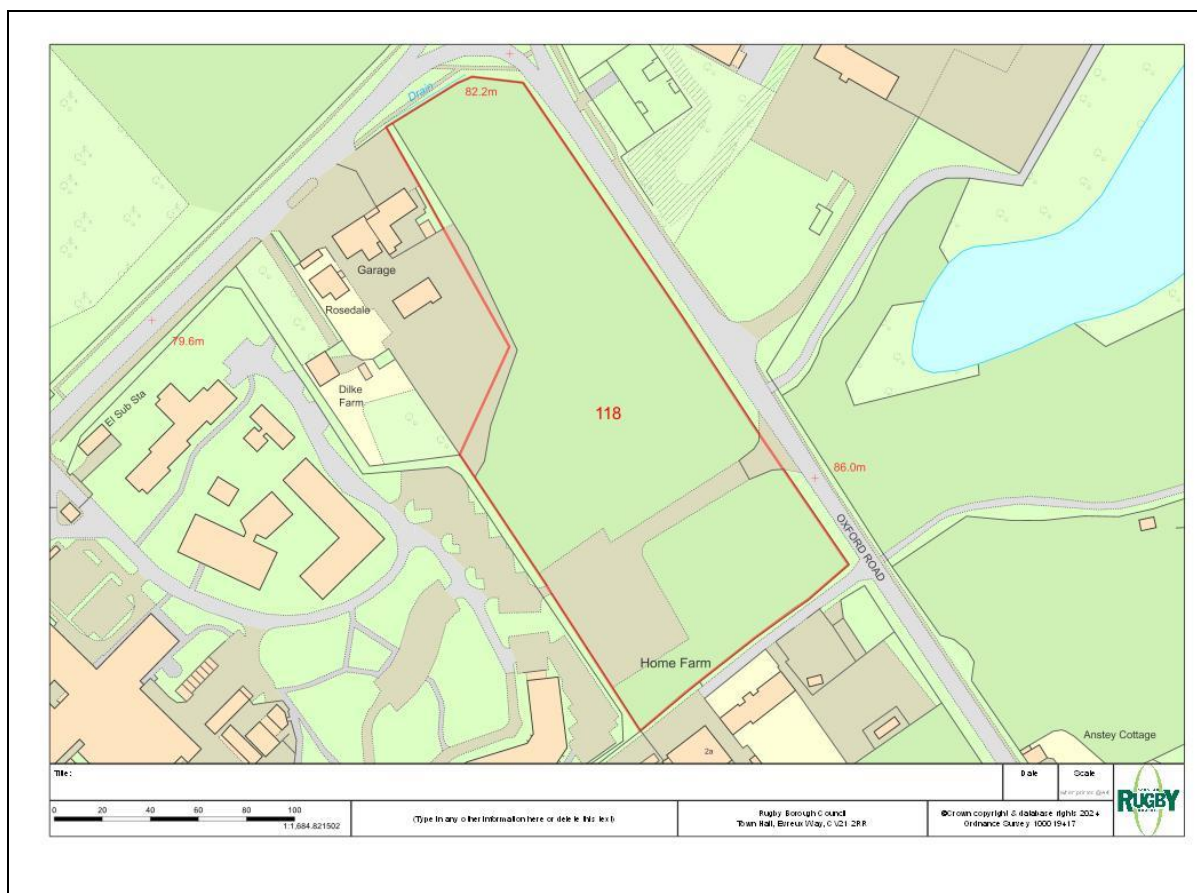
**Reasoning:** The site consists of an industrial estate, residential dwelling and field sandwiched between the A45 and Symmetry Park.

The surrounding road network has relatively high levels of congestion, accessibility is reasonably good and 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>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</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 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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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: Potential site option**

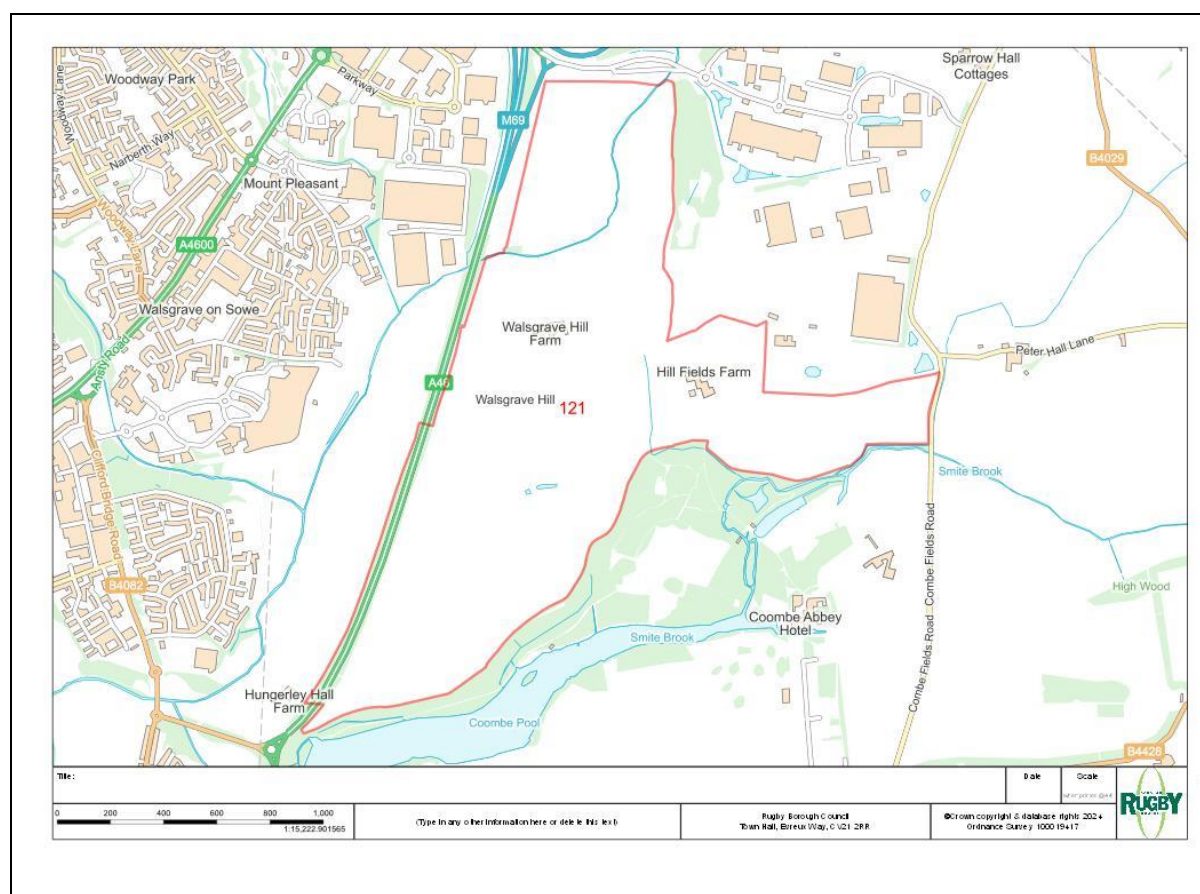
**Reasoning:** This is a small site to the south of Ryton-on-Dunsmore comprised of disused grassland/scrubland and an area of hardstanding.

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 within the Green Belt and has high ecology constraints.

The site is progressed beyond the Stage 2 Site Assessment.

## Site 121: Land at Walsgrave Hill



**Ward:** Revel and Binley Woods Ward

**Parish:** Ansty, Combe Fields

**Proposed use:** Employment

**Potential yield (employment, sqm):** 420000

**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>National Highways were asked to provide initial comments and provided: Largescale 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 place 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</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 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 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.</p> <p>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 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>
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 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.</p>
Other constraints	<p>The site is entirely within the Green Belt, likely making a strong contribution to at least one purpose. 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.</p>
Opportunities/benefits	<p>Employment (B2 and B8) and a community park, restoration of historic building, blue light route to hospital.</p>

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

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

The site ranks moderately well for accessibility and is proximate to a future workforce in Coventry.

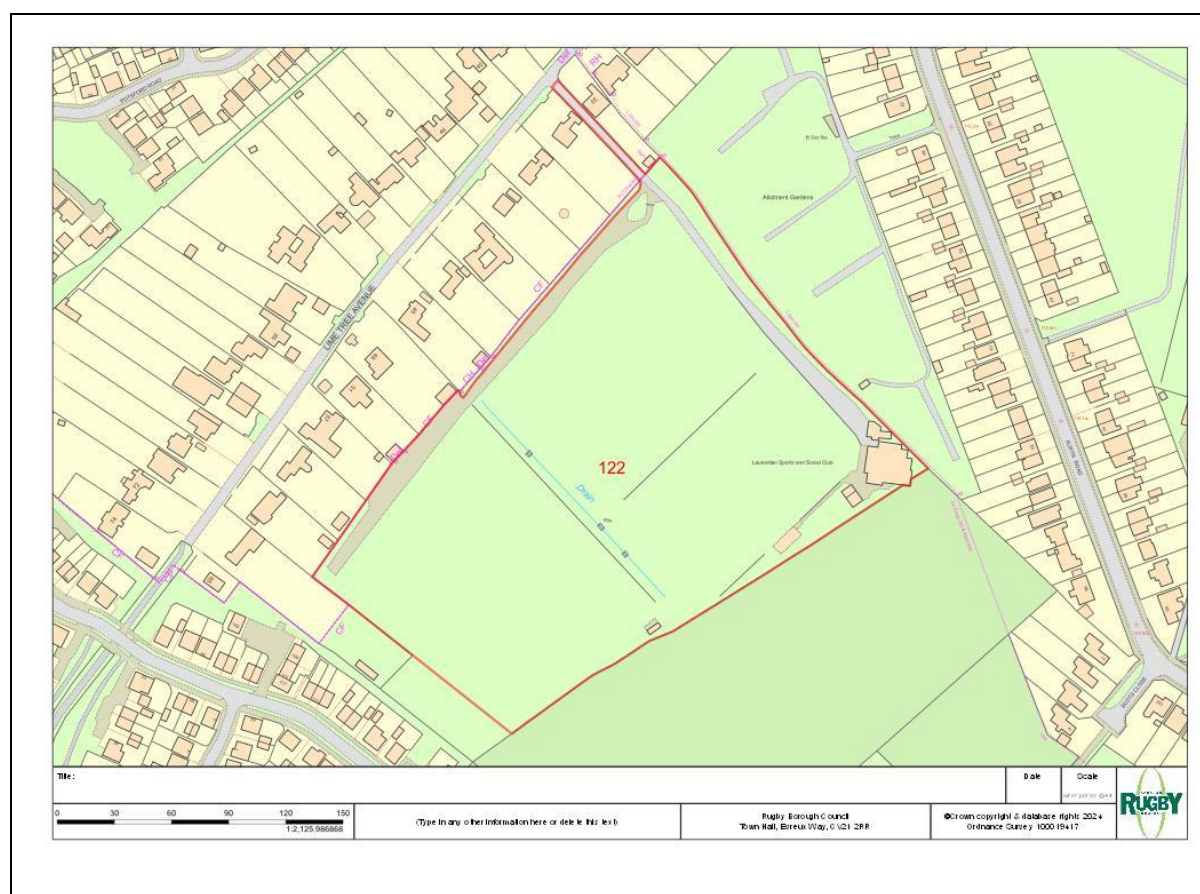
The site, with medium landscape sensitivity, is one of the more sensitive sites assessed in landscape terms.

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 is Grade II agricultural land. The site is entirely within the Green Belt with likely a strong contribution to at least one purpose.

Overall, the combined constraints mean the site has not been progressed past the Stage 2 Site Assessment.

## 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>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</p>

	<p>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: Potential site option**

#### **Reasoning:**

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

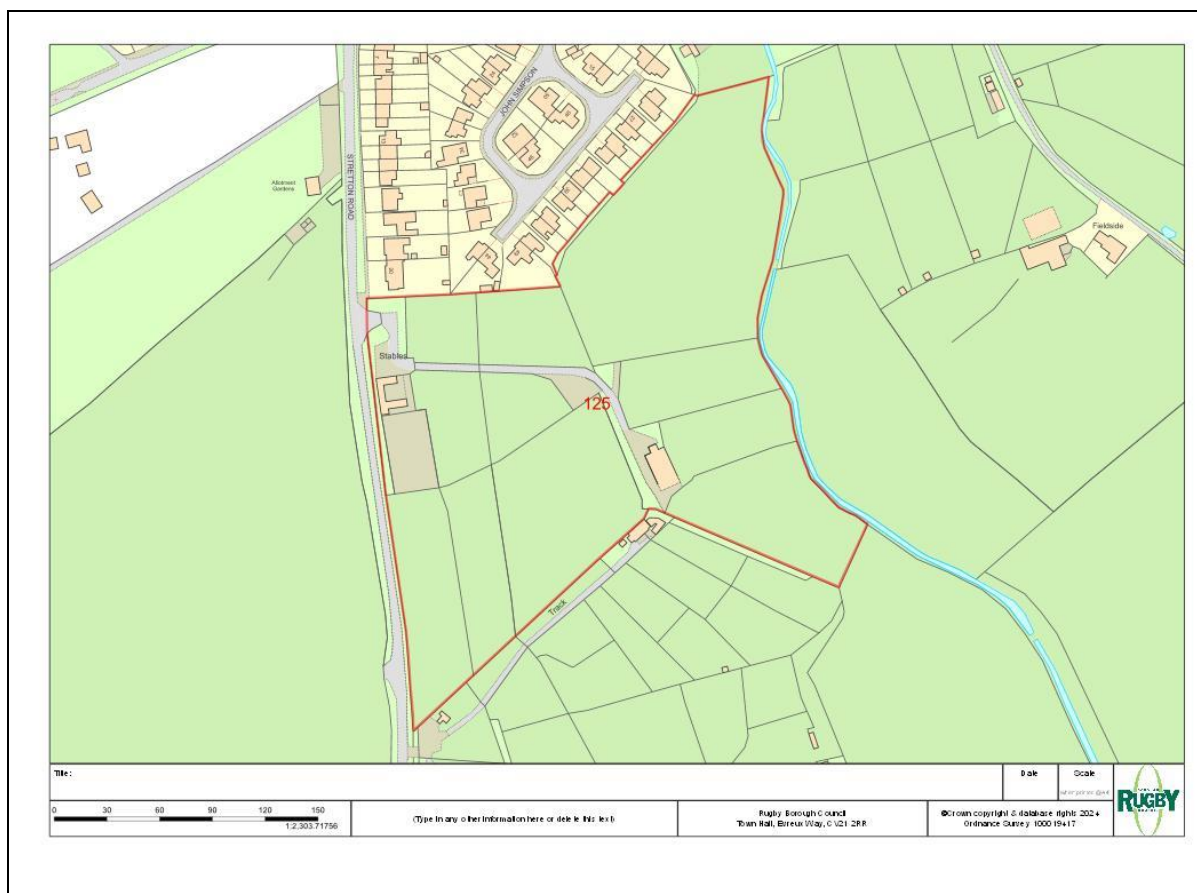
The surrounding road network has high levels of congestion, but the overall accessibility of the site is good and would improve further as south west Rugby is built out. The site will be surrounded on all sides by residential development.

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. The site is progressed beyond stage 2.



## 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>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</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 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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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	<p>Residential.</p>

**Outcome of further assessment: Not progressed**

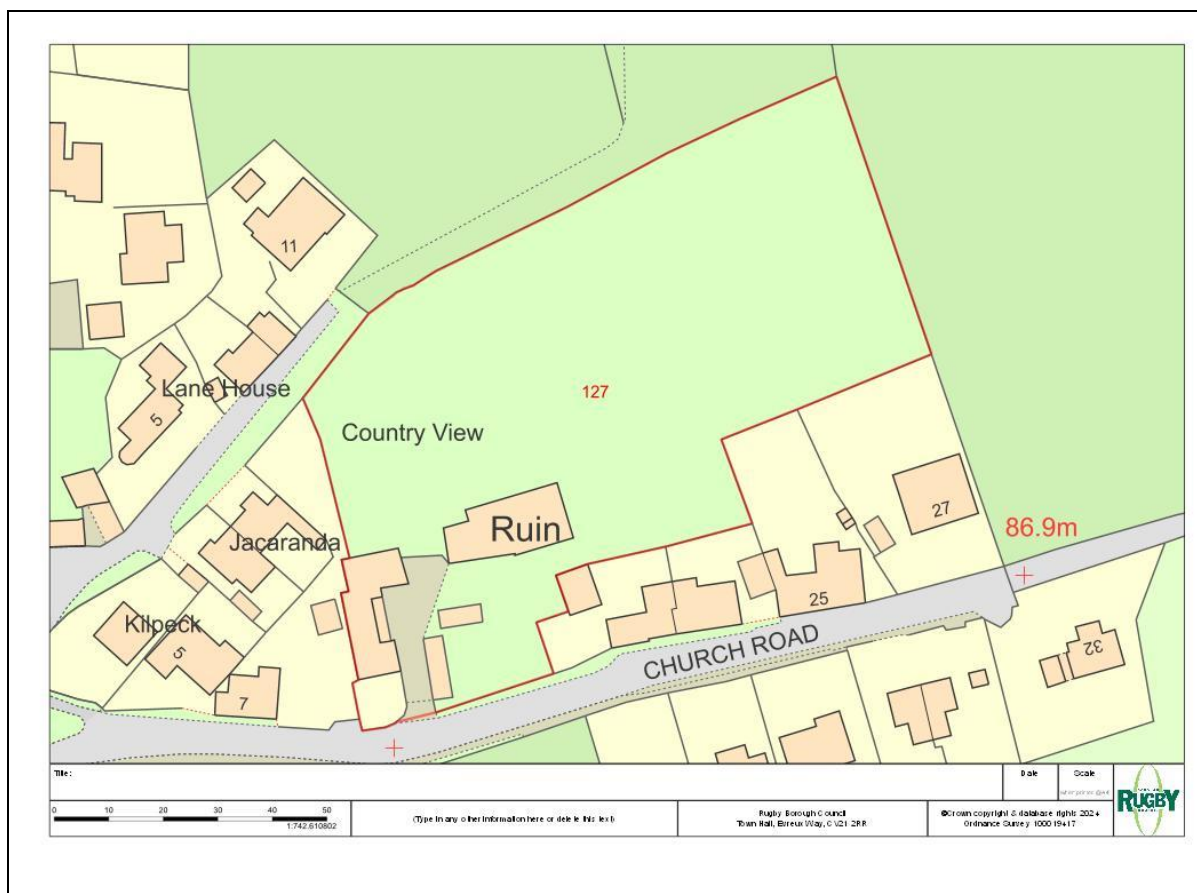
**Reasoning:** This is on the southern edge of Wolston and currently hosts numerous paddocks separated by fencing.

Accessibility is assessed to be relatively poor, but the site is walkable to services and facilities in Wolston.

The site has medium ecology constraints and is within the Green 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>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</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 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 Low.</p> <p>This is a relatively small site located in the village of Church Lawford between residential dwellings and pastureland. It features derelict buildings and an open area with unmanaged/overgrown scrub, brambles and grasses. Sensitivities may arise from its current natural value, intervisibility with other properties, and views of St Peter's Church. Although views from the footpath along the northern boundary may be disturbed by development, this impact is not expected to be a detractor to the area's scenic or recreational value. Site development is likely to fit harmoniously with the overall sense of place.</p>
Heritage	<p>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.</p>

Other constraints	The site is mostly within the Green Belt, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Low, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Residential.

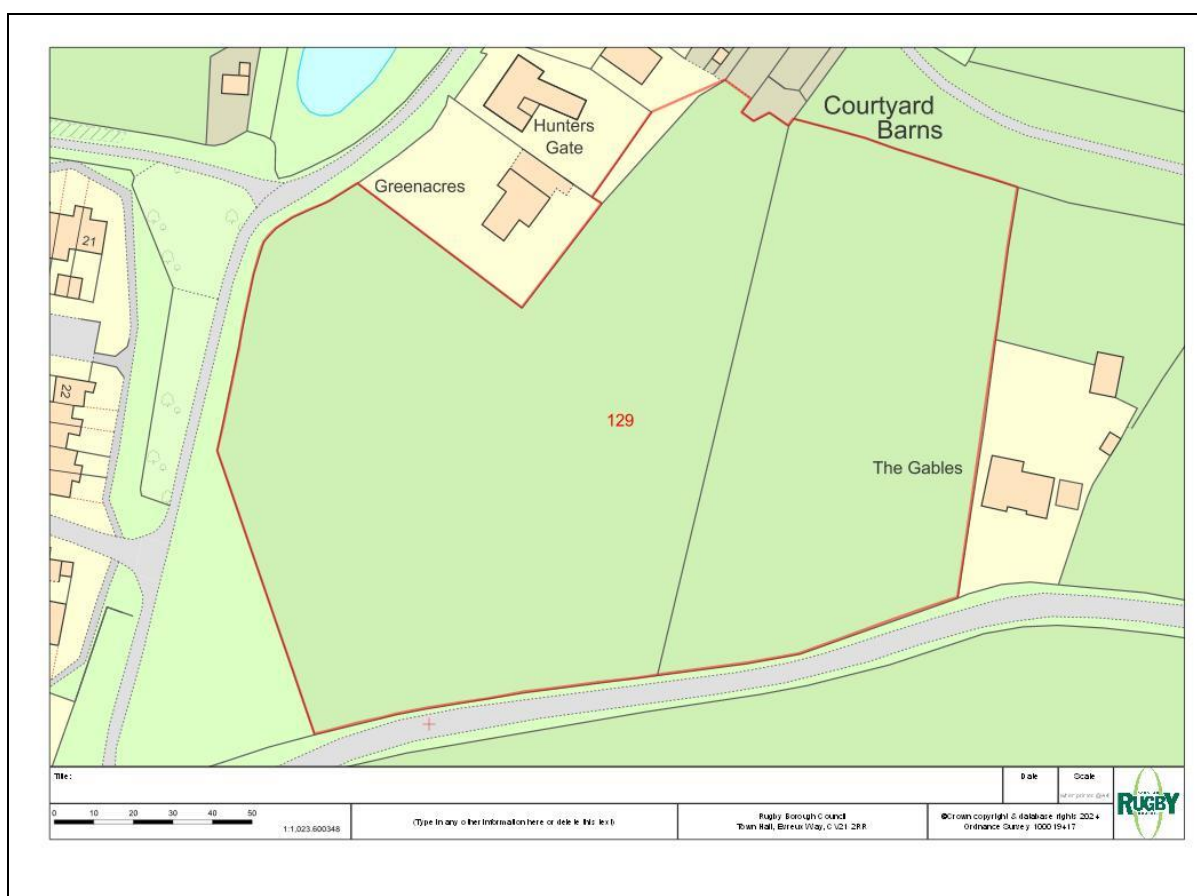
**Outcome of further assessment: Not progressed**

**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, and landscape sensitivity is low. The site is Green Belt and there are limited services and facilities in Church Lawford.

The site has medium ecological sensitivity and so is not progressed because there are less constrained sites available at Church Lawford.

## 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>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</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 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 there are 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 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.</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. 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: Potential site option**

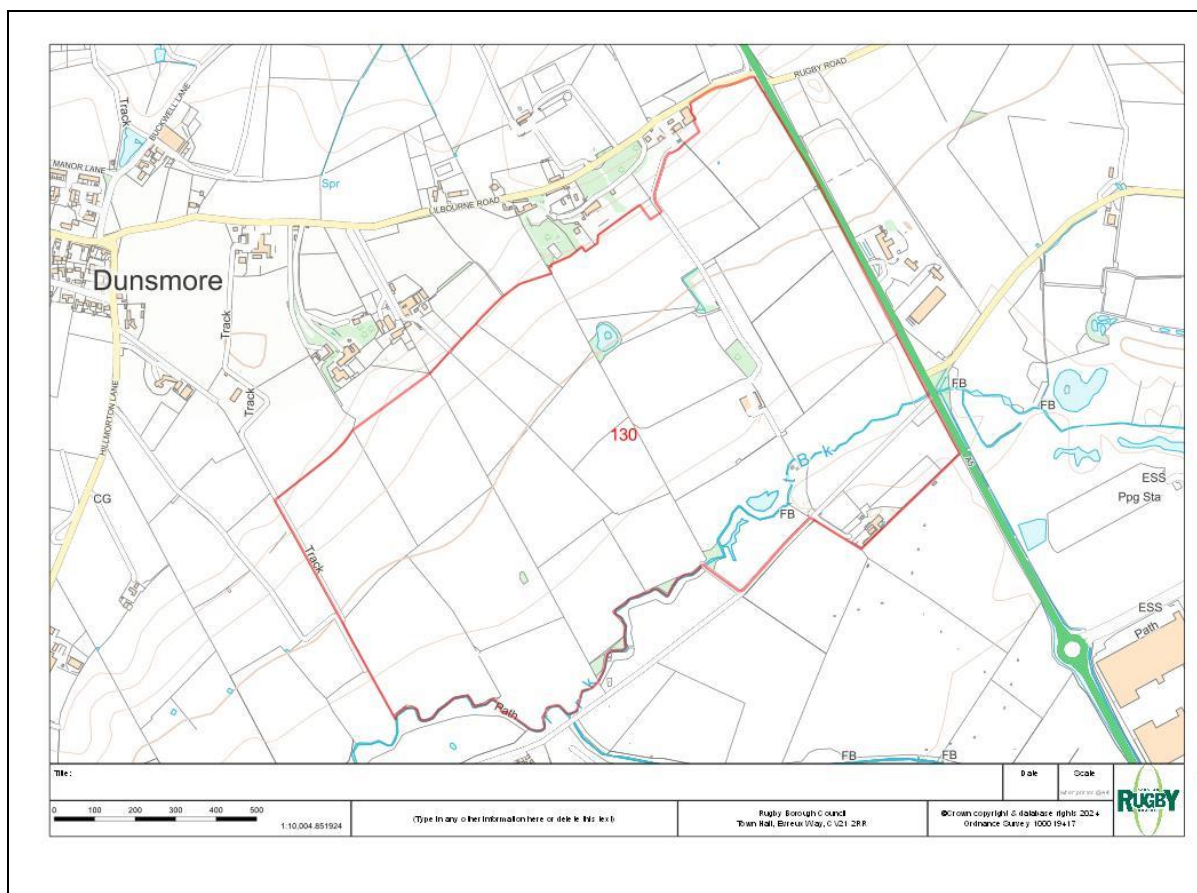
**Reasoning:** A relatively small site composed of a single field on the eastern edge of Clifton upon Dunsmore currently used as a paddock.

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) 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 progressed beyond stage 2.

## 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):** 305309

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the A5.</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. Largescale 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</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 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. 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 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,</p>

	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.
Heritage	There were no designated heritage assets identified within 50 metres of the site. Grade II listed Dunsmore House is circa 55 metres to the north of the site boundary with clear intervisibility.  A heritage assessment has not been undertaken at the time of publication but will be commissioned and published when available.
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 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.
Opportunities/benefits	Employment (B2 and B8).

#### **Outcome of further assessment: Potential site option**

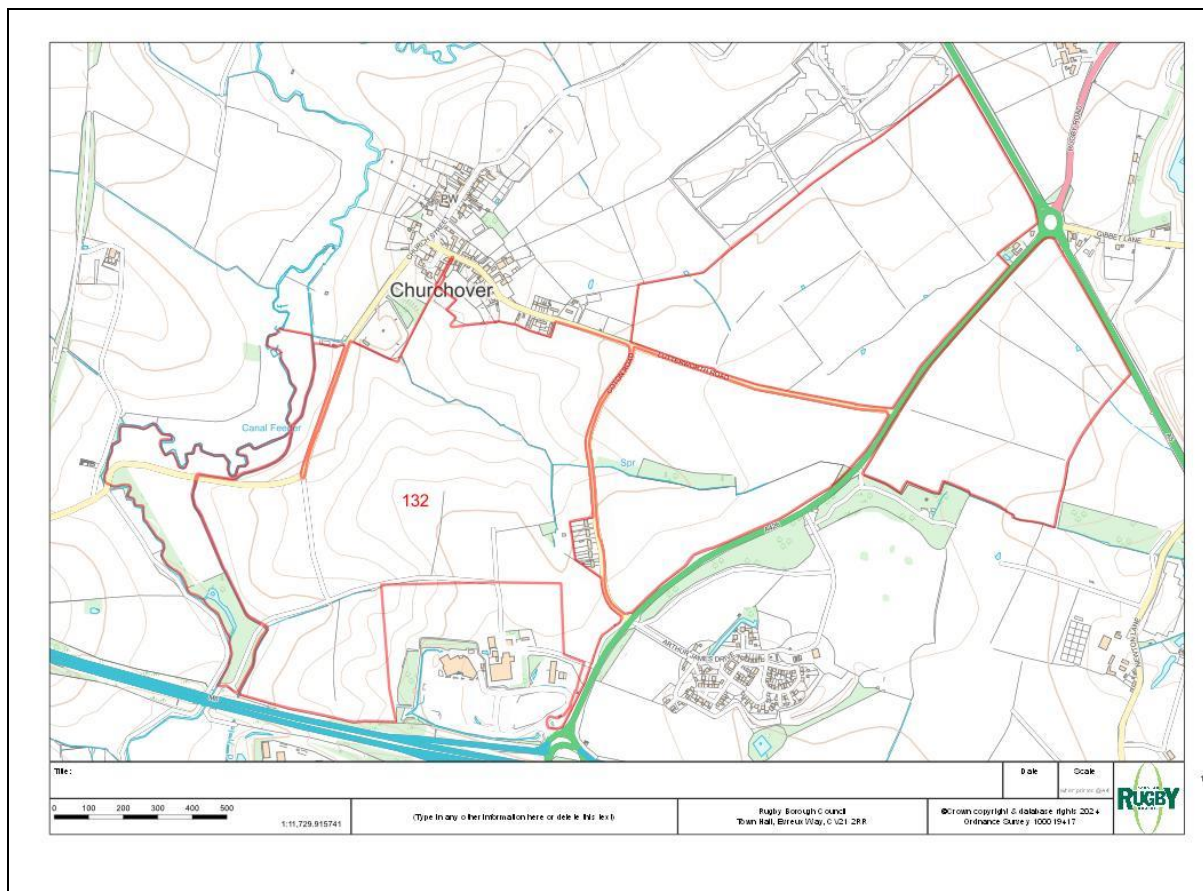
**Reasoning:** The large site comprises a number of fields partially enclosed by hedgerows with trees.

The surrounding road network has medium levels of congestion, but accessibility is currently assessed as poor. 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. National Highways have expressed high levels of concern.

An assessment of the potential for impacts on the setting of Grade II listed Dunsmore House has not yet been undertaken but must be flagged as a potential constraint. Ecology constraints are medium. Landscape sensitivity is assessed to be low. The site is not Green Belt.

It remains a potential site option beyond the Stage 2 Site Assessment.

## 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>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 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 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>

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	<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. Parts of the site comprise Grade 2 (very good quality) agricultural land.</p>
Opportunities/benefits	<p>Sustainable urban extension. Housing and employment land, district centre, schools, community facilities, active travel and green infrastructure.</p>

### **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.

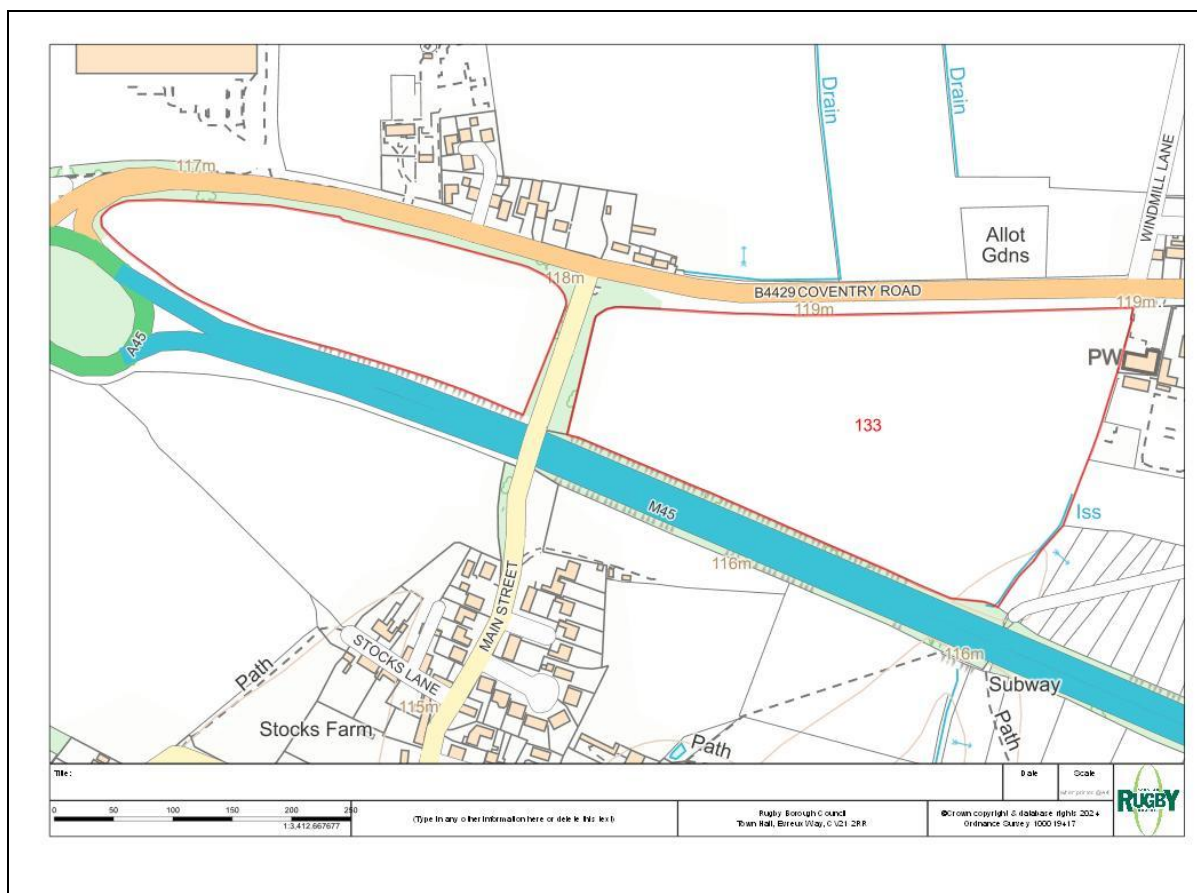
Landscape sensitivity is Medium/Low. The site is not within the Green Belt and ecological sensitivity is medium.

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.



## Site 133: Land North of M45



**Ward:** Dunsmore Ward

**Parish:** Dunchurch, Thurlaston

**Proposed use:** Employment

**Potential yield (employment, sqm):** 42938

**Potential yield (residential):** 0

Topic area	Evaluation summary
Transport	<p>The site is accessed from the B4429.</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</p>

	<p>surrounding the site were assigned a congestion rating of category 2, 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 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.</p>
Landscape	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>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.</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.</p>

#### **Outcome of further assessment: Potential Site Option**

**Reasoning:** This is a medium sized site consisting of two arable fields just to the north of Thurlaston.

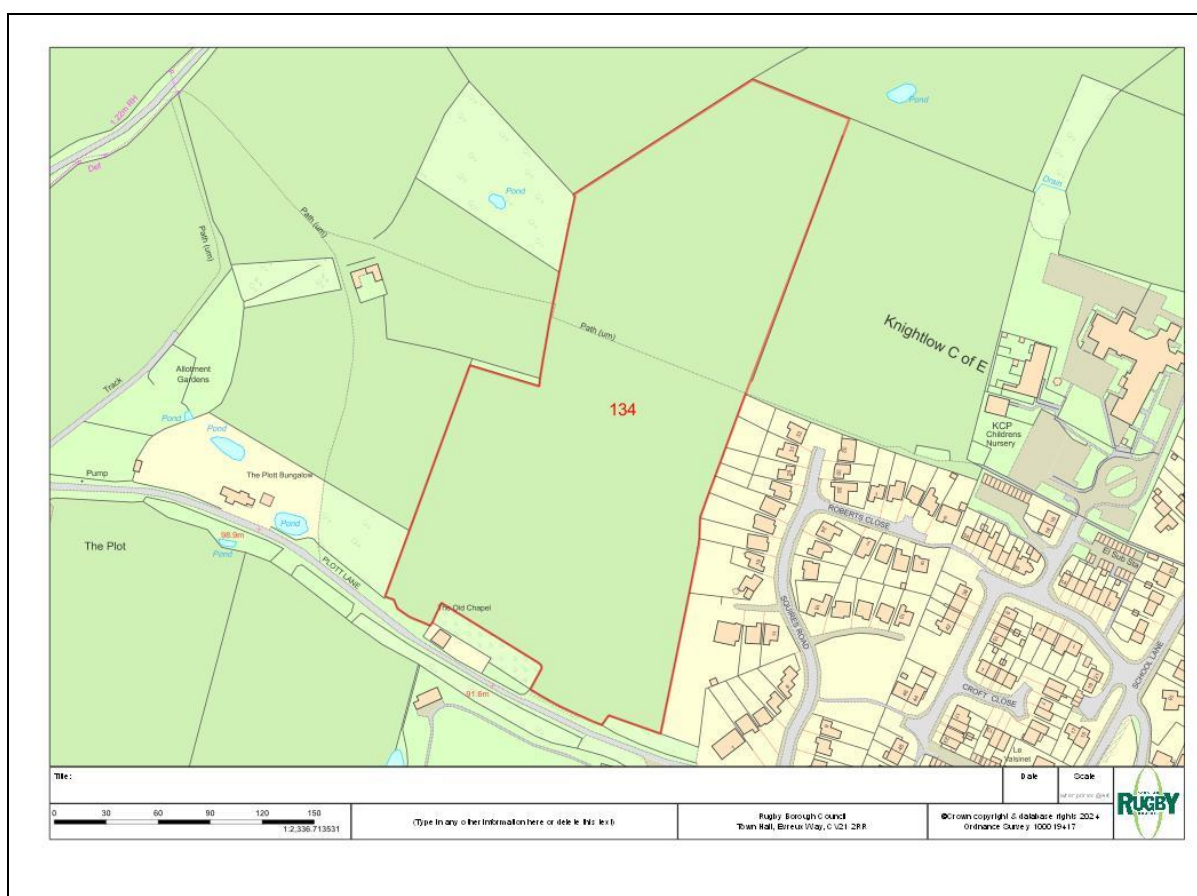
The surrounding road network has relatively high levels of congestion, but the site has reasonably good accessibility which may improve further as south west Rugby is built out.

Landscape sensitivity is Medium/Low and ecological sensitivity 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 and also 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 remains a potential site option as part of the Stage 2 Site Assessment.

## 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>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.</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</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 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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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: Potential site option**

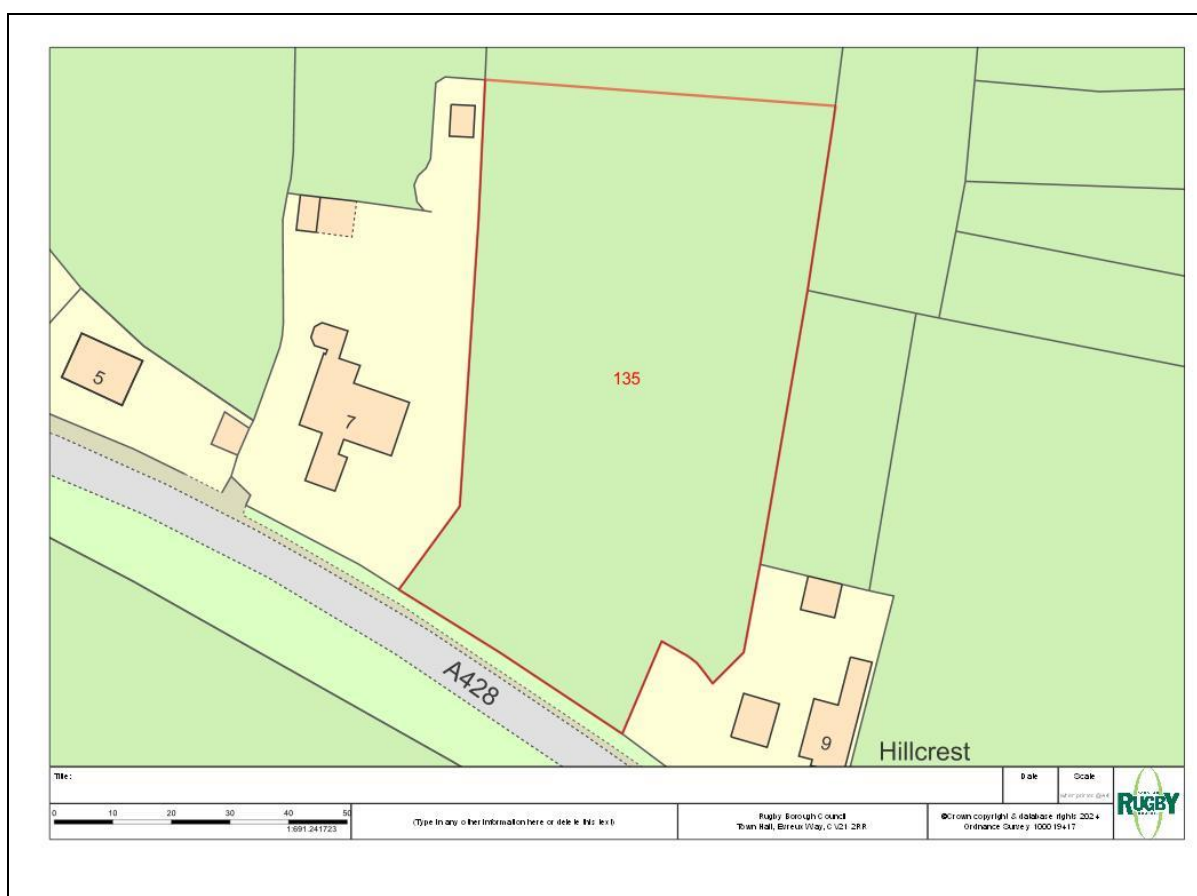
**Reasoning:** The site consists of a single arable field on the northwestern edge of Stretton-on-Dunsmore.

The surrounding road network has medium levels of congestion, the site ranks moderately for accessibility but is walkable to services and facilities in the village.

Neither heritage or ecology constraints were flagged, and the site is assessed to have Medium/Low landscape sensitivity.

The most significant constraint is Green Belt. The site is a potential site option.

# **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>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</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 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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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: potential site option**

**Reasoning:** Small edge of village site currently unmanaged in terms of groundcover or crops.

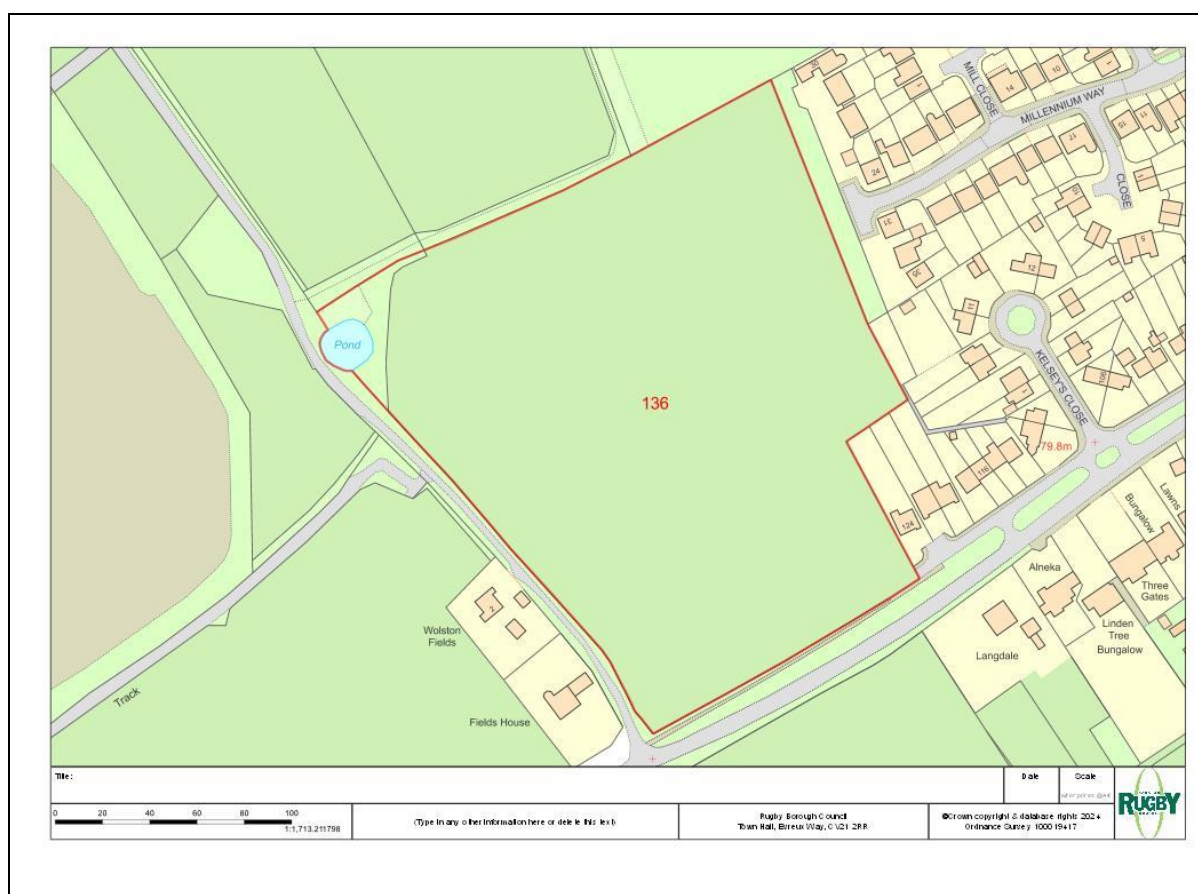
Green Belt site, however, it has relatively few other constraints. The site is immediately adjacent to the village built up area. There are few services and facilities available in Church Lawford.

There are access question marks in view of traffic speeds on the A428, access may need to come through adjacent site 101.

The site remains a potential site option as part of the Stage 2 Site assessment.



## 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>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</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 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	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.
Landscape	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.
Heritage	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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.
Opportunities/benefits	Residential.

### **Outcome of further assessment: Potential site option**

**Reasoning:** The site consists of a single green field on the southwestern edge of Wolston.

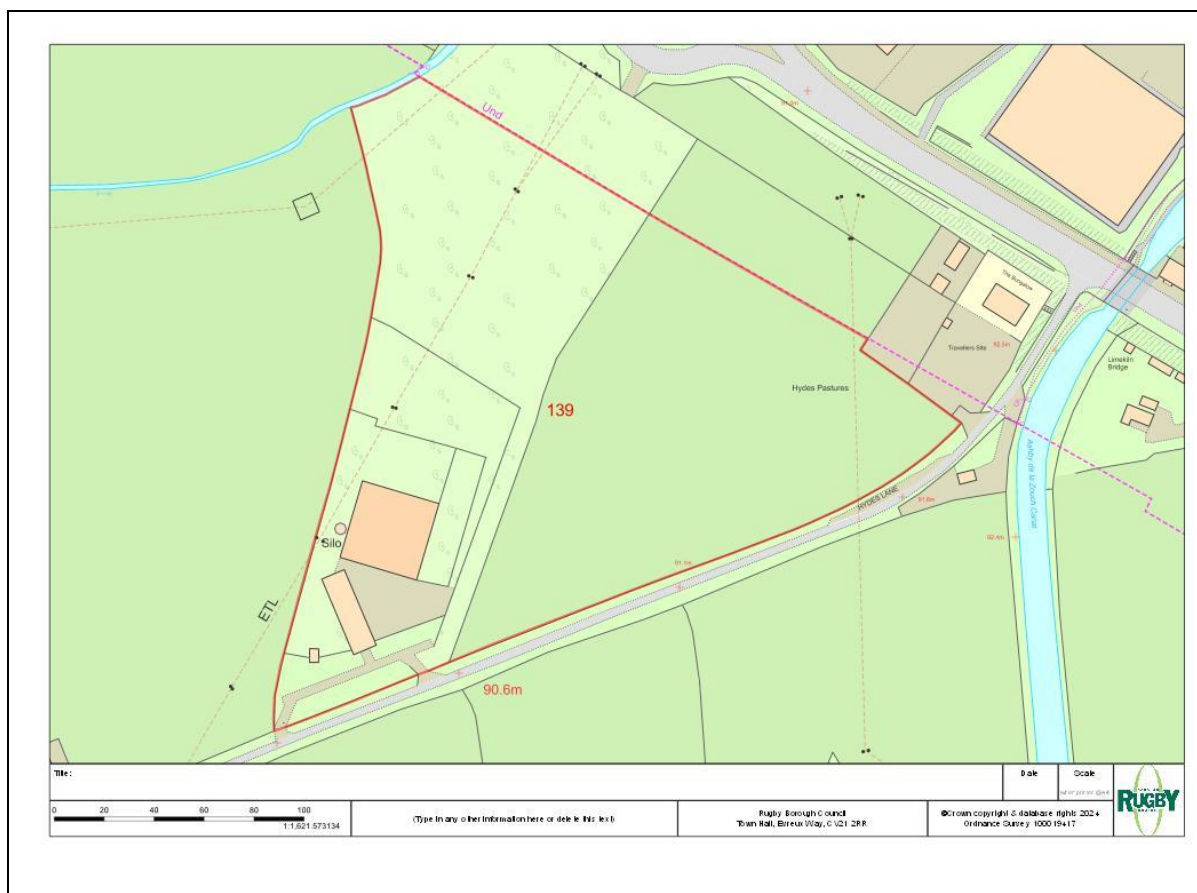
The surrounding road network has relatively low levels of congestion. The site scores poorly for accessibility but is walkable to services and facilities in the village.

There are medium ecology constraints and landscape sensitivity is assessed as Medium/Low.

Heritage constraints are not flagged. The site lies within the Green Belt.

The site is a potential site option.

## 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>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 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 PRowWs 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	<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, potentially making a strong contribution to at least one purpose. Constraints for foul water</p>

	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**

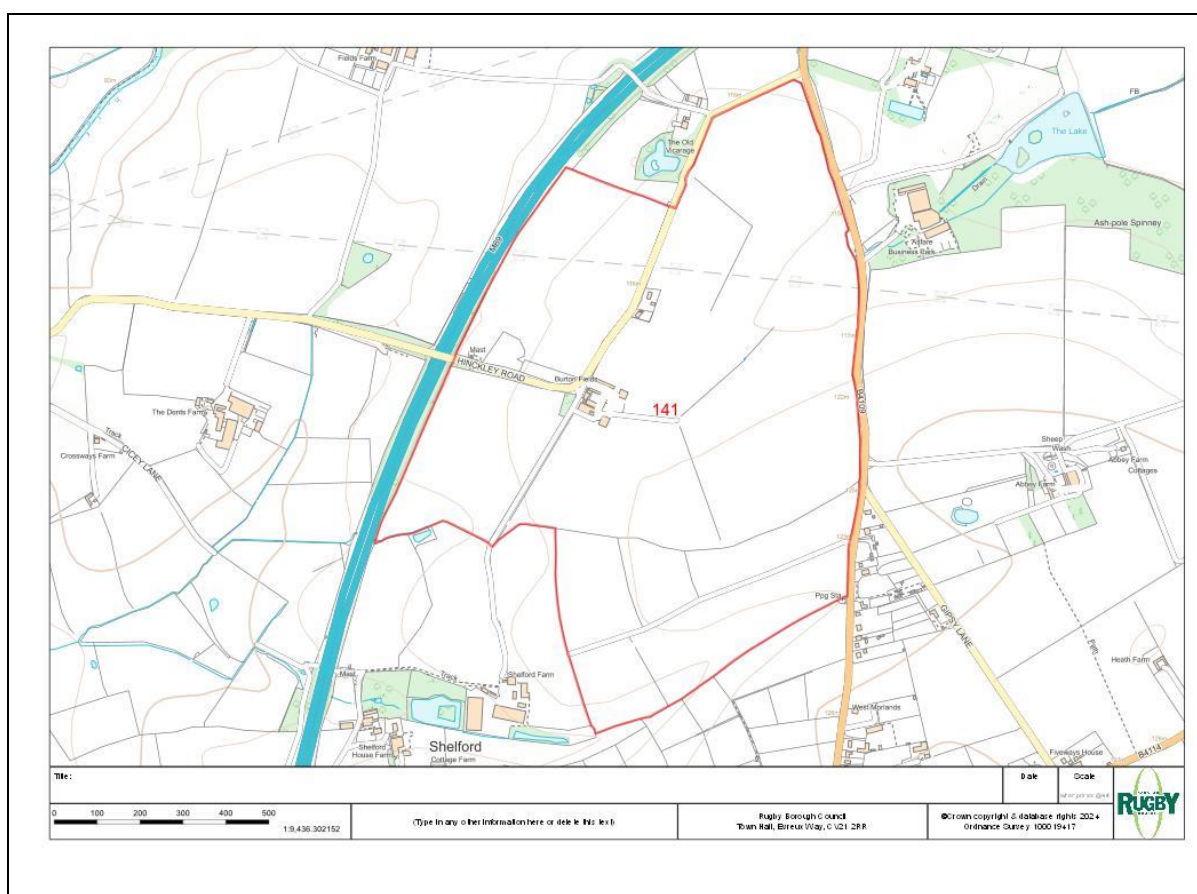
**Reasoning:** The site comprises arable fields and agricultural infrastructure situated at the urban fringe between the towns of Hinckley and Nuneaton.

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.

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 is therefore likely to contribute strongly to more than one Green Belt purpose. The site's Green Belt sensitivity is the principal reason for rejecting 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>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 of 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</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 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	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 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	There were no designated heritage assets identified within 50 metres of the site.
Other constraints	The site is entirely within the Green Belt, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Medium, constraints for surface water drainage are assessed as Low. More than half of the site is Grade 2 (very good 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.

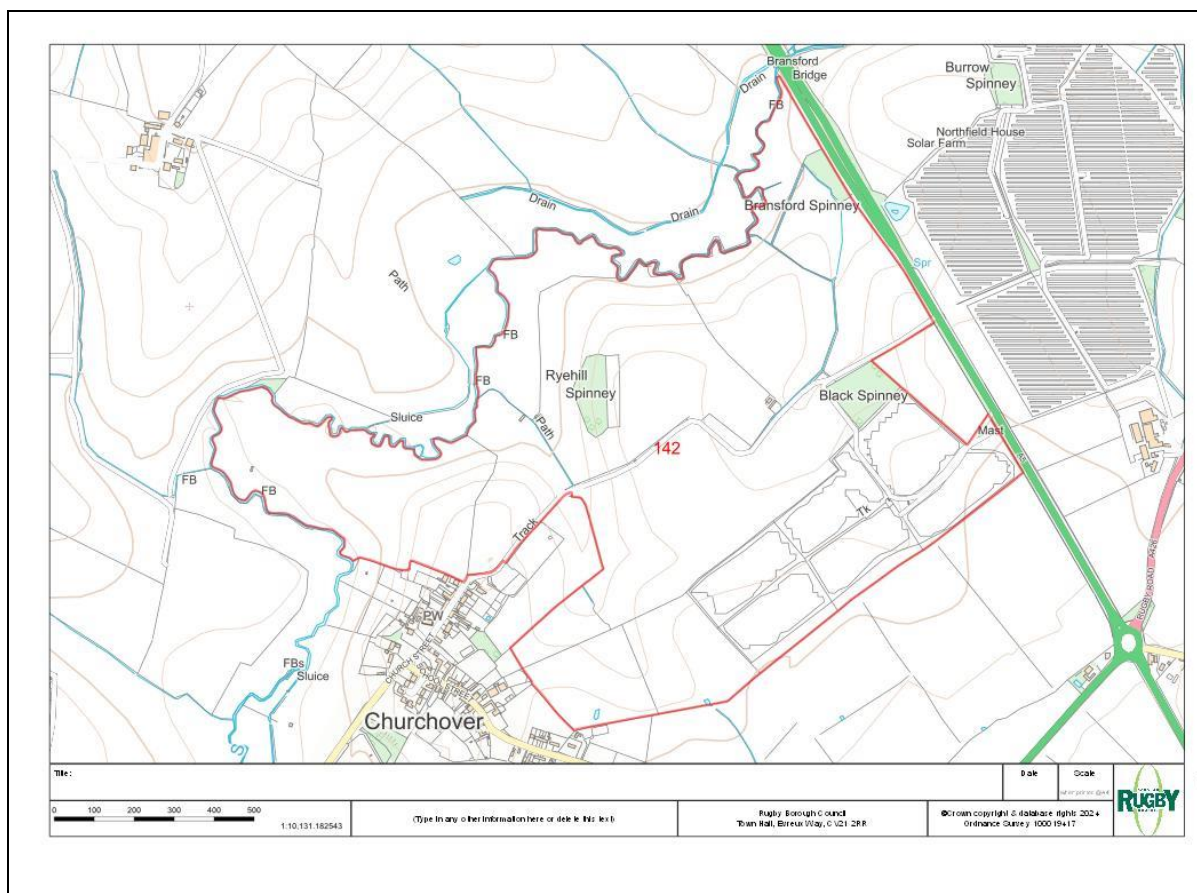
The surrounding road network has medium levels of congestion, but the site is very poorly accessible and not related to existing built development or well related to built-up areas. National Highways have expressed high concern about the site.

The site is within 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>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</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 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.</p> <p>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 PPOs, 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 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	<p>Employment, residential or retail.</p>

### **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.

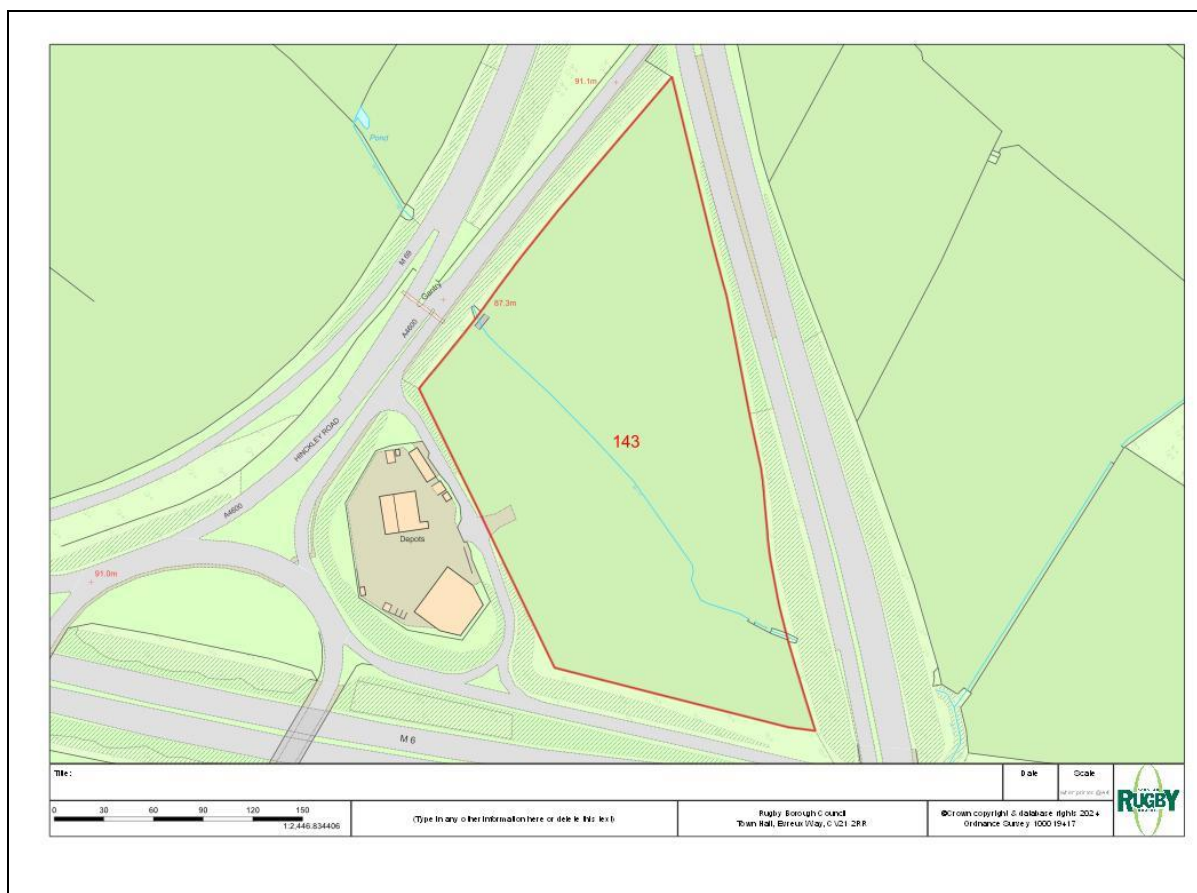
National Highways have expressed high levels of concern.

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.

## 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>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</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 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>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.

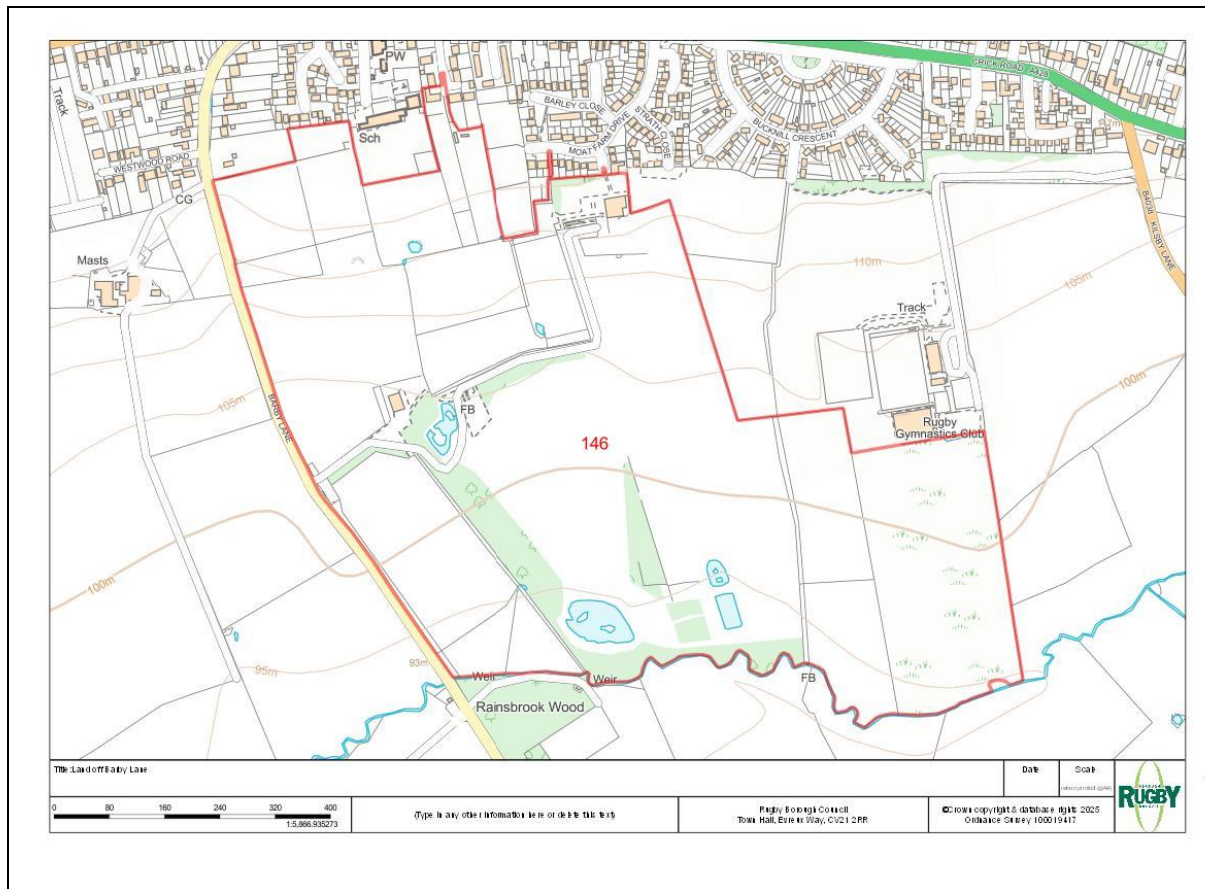
The surrounding road network has relatively high levels of congestion, and the site ranks poorly for accessibility by on-car modes. There is no realistic prospect of pedestrian, bicycle or public transport access. However, the site is proximate to a future workforce in Coventry.

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>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 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</p>

	<p>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>
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. Parts of the site comprise Grade 2 (very high quality) agricultural land.</p>

Opportunities/benefits	Residential with open space.
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**Outcome of further assessment: Not progressed**

**Reasoning:** The site consists of fields enclosed by hedgerows and trees, situated at the urban fringe.

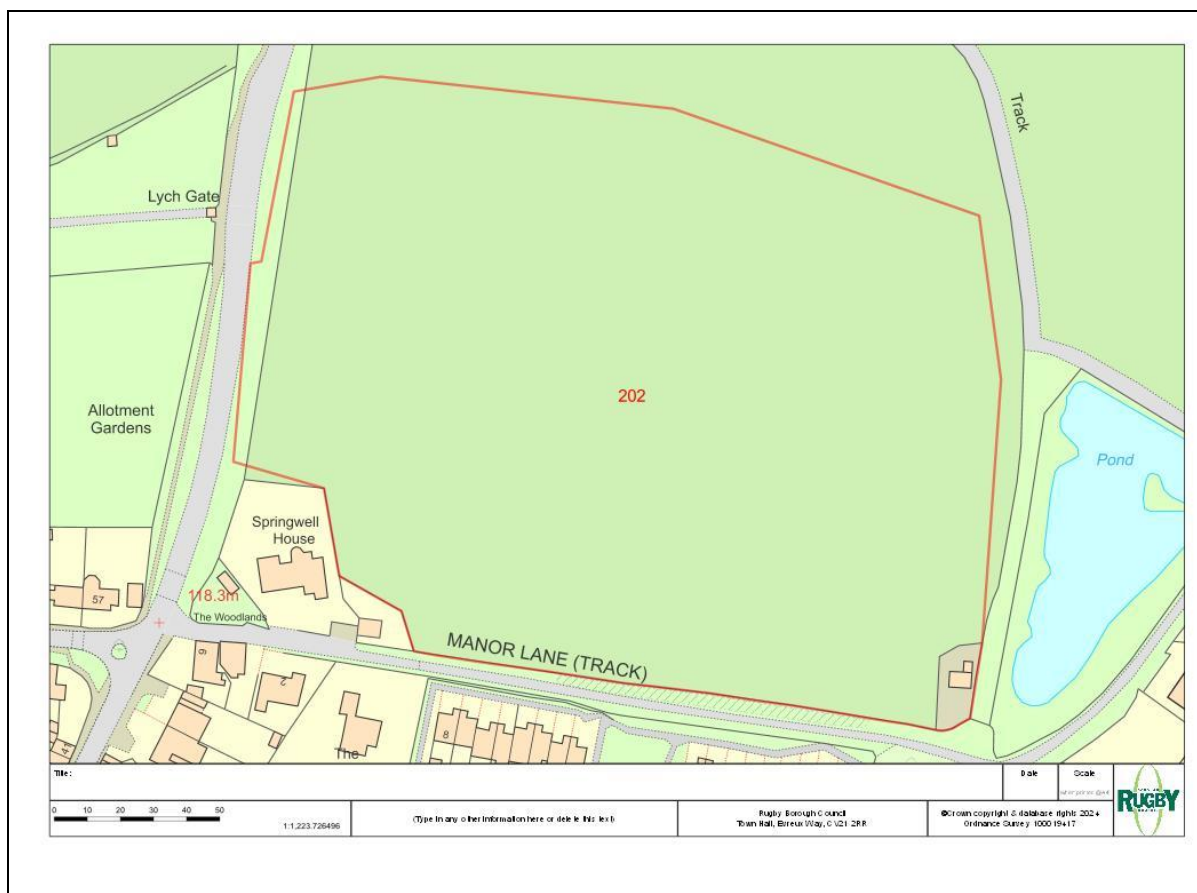
The surrounding road network has medium levels of congestion. The site has generally good accessibility which can be expected to improve considerably with the opening of Rugby Parkway station. The site would be walkable to bus stops and services and facilities in Hillmorton, including schools.

There are medium ecological constraints and medium landscape sensitivity. 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 has 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 in the separate report and is discussed in the Sustainability Appraisal report.



## 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. 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.</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 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: Potential site option**

**Reasoning:** The site consists of part of a field on the northern edge of the village of Clifton upon Dunsmore.

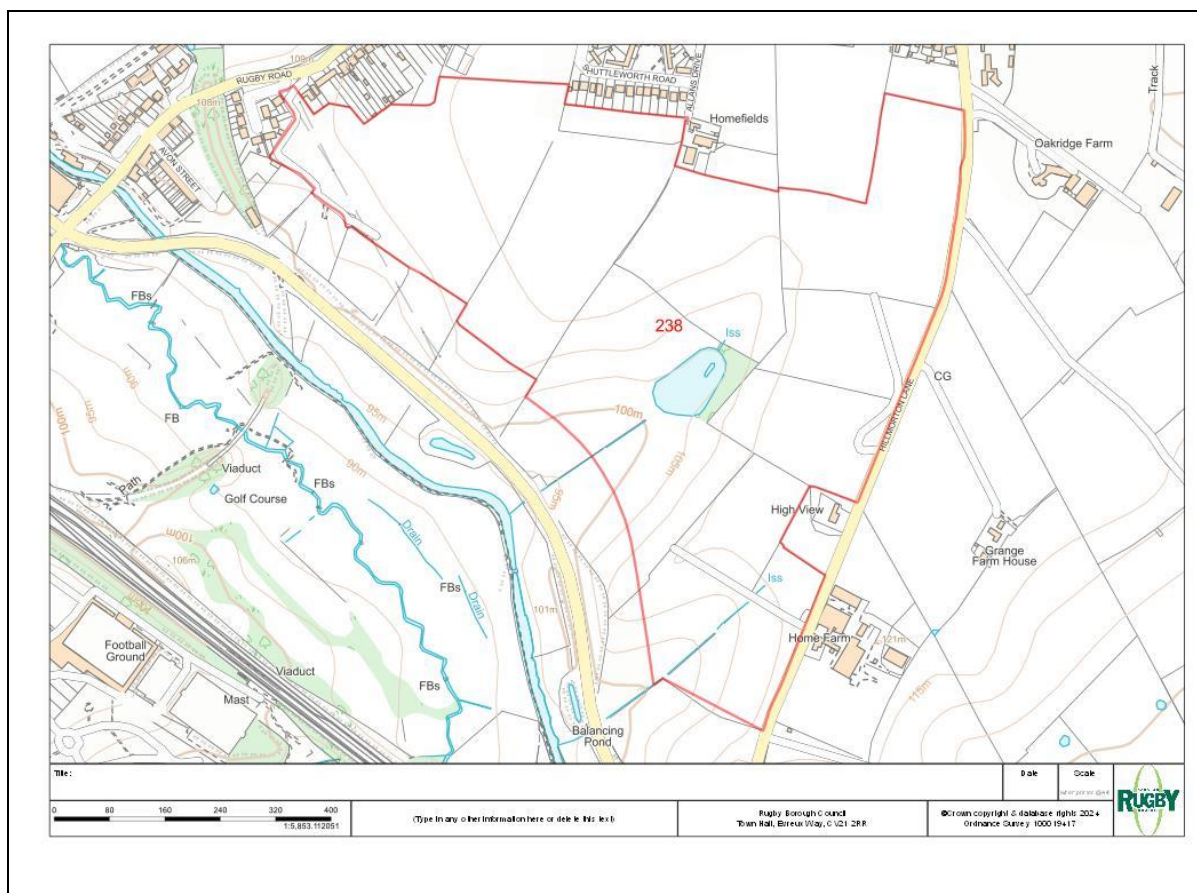
The surrounding road network has medium levels of congestion and the site scores well for accessibility, although this likely reflect the MSOA rather than the site specifically. Nonetheless, the site would be walkable to services and facilities in the village.

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 comprises Grade 2 agricultural land.

The site is progressed beyond stage 2.

## 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>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</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 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	<p>The overall landscape sensitivity of the site is Medium.</p> <p>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.</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. Much of the site comprises Grade 2 (very good quality) agricultural land.
Opportunities/benefits	Residential with primary school and parkland.

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

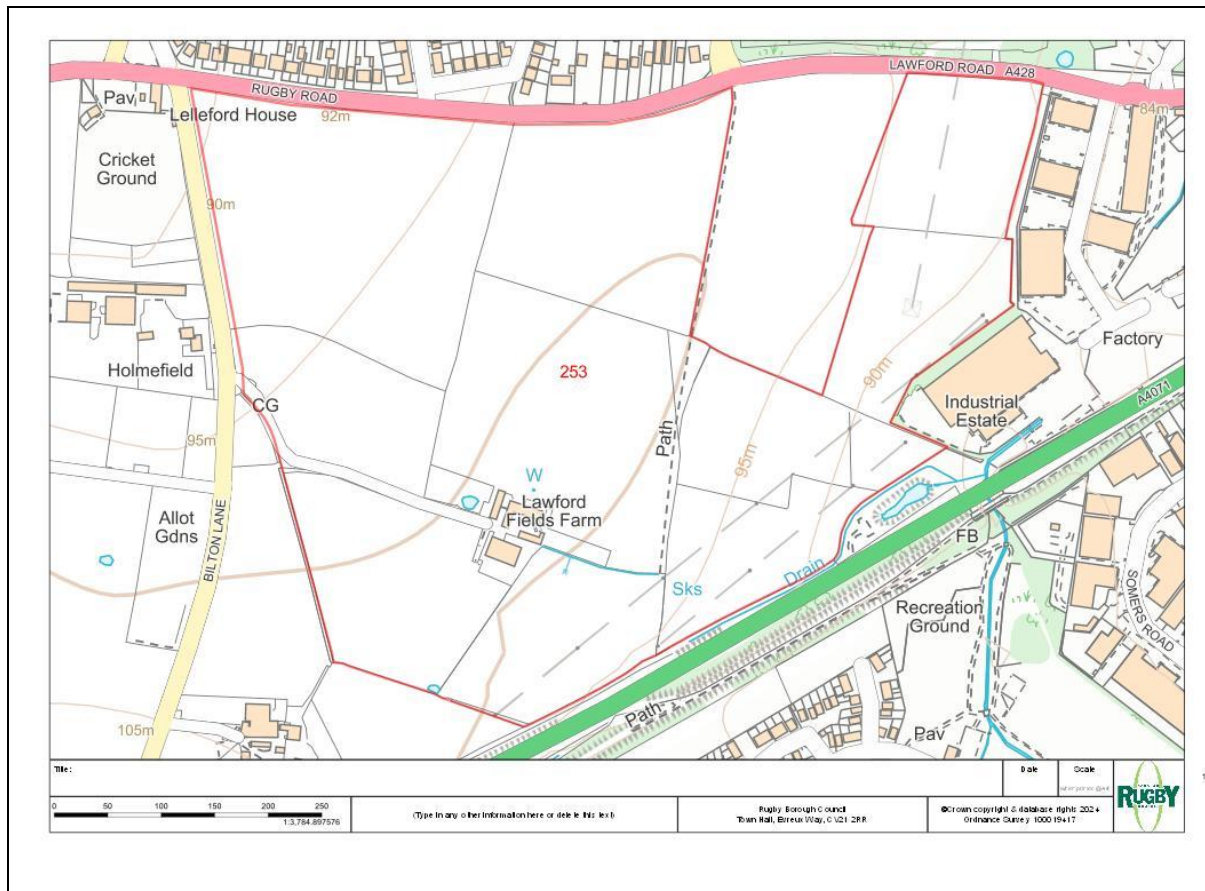
**Reasoning:** The site, located at the urban fringe of Rugby and Clifton-upon-Dunsmore, consists of arable and pastoral fields.

The surrounding road network has medium levels of congestion, and the site ranks quite weakly 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.

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 discussed in the Sustainability Appraisal report.

## Site 253: PP - 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>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 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 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	<p>The overall landscape sensitivity of the site is Low.</p> <p>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.</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, potentially making a strong contribution to at least one purpose. 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.
Opportunities/benefits	Residential with country park and land for school(s).

### **Outcome of further assessment: Potential site option**

**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. However, pedestrian connectivity to the village centre is weaker than land to the west.

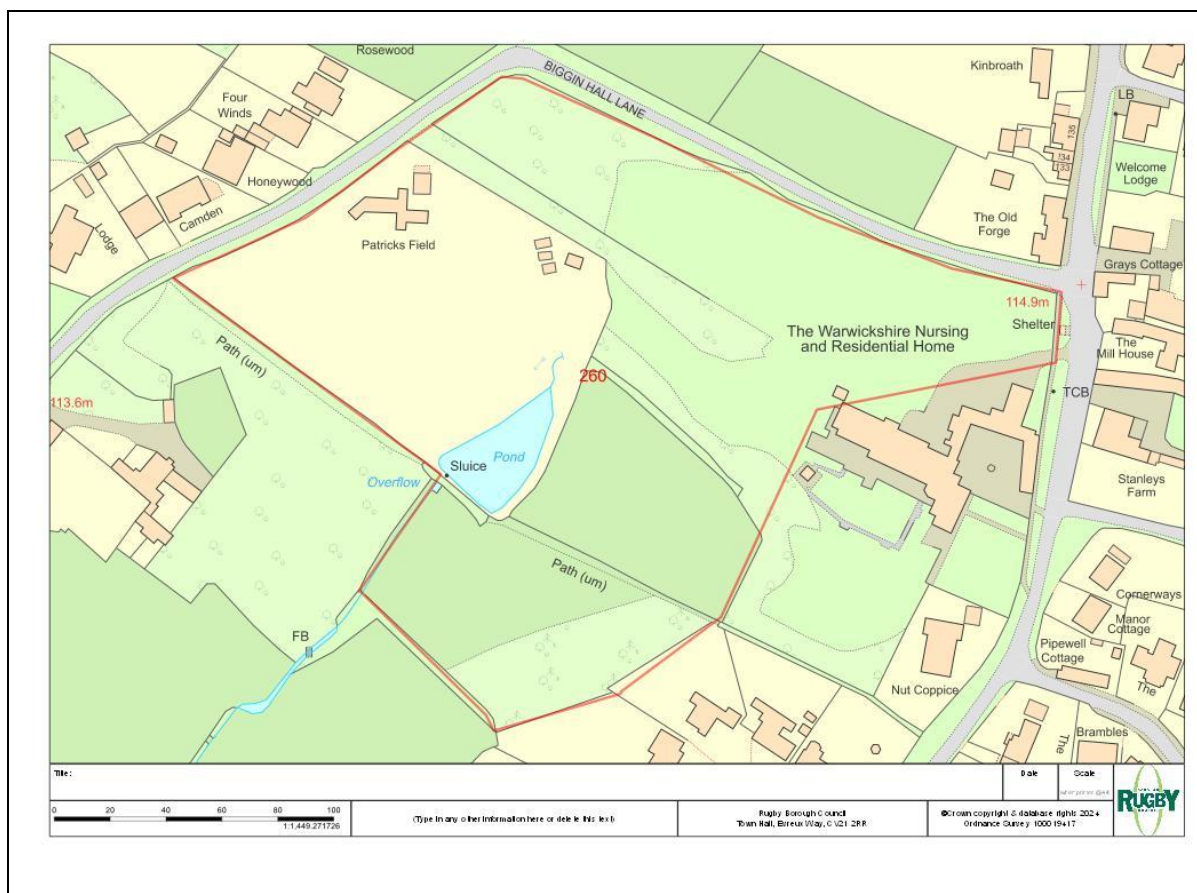
Landscape sensitivity is low, and the site was not flagged for ecology or heritage constraints.

Green Belt is a concern for this site. It likely contributes strongly to at least one Green Belt purpose and its development would coalesce Rugby and Long Lawford contributing to the sprawl of the Rugby built-up area.

Notwithstanding these concerns, the site is a potential site option.



# **Site 260: PP - 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>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 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 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. 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. It has considerable natural value due to the presence of a large number of protected trees and is close proximity to and has intervisibility with several listed buildings, part of the site lies within the conservation area. These features make the site more sensitive to change.</p>
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</p>

	<p>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	<p>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.</p>
Opportunities/benefits	<p>Retirement accommodation.</p>

**Outcome of further assessment: Not progressed**

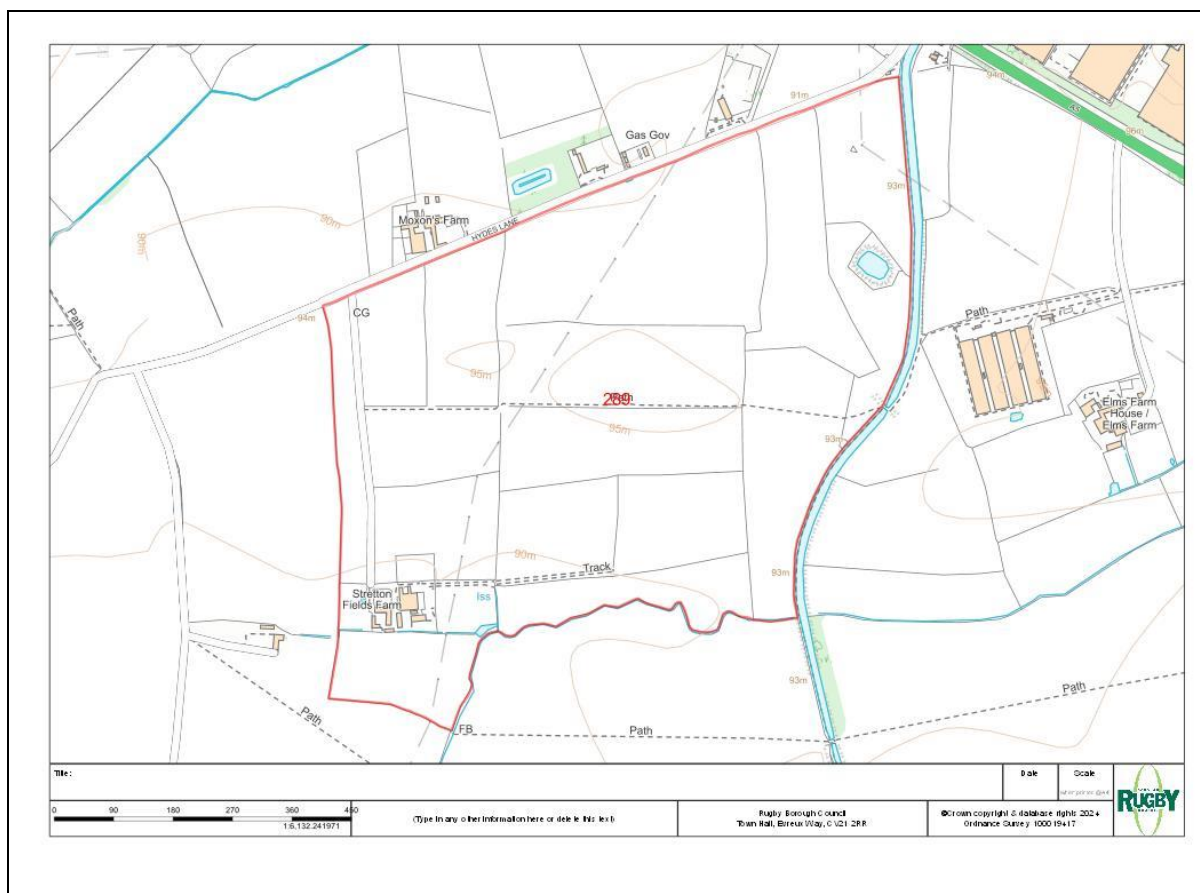
**Reasoning:** The site grounds of a nursing and residential home, and the grounds of a large residential dwelling, on the edge of the rural village of Thurlaston.

The surrounding road network has medium levels of congestion, and the site performs well for accessibility, although this reflects MSOA level analysis. 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 medium/high and development on the site would likely impact heritage assets and the Thurlaston Conservation Area.

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>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</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 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, potentially making a strong contribution to at least one purpose. 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.

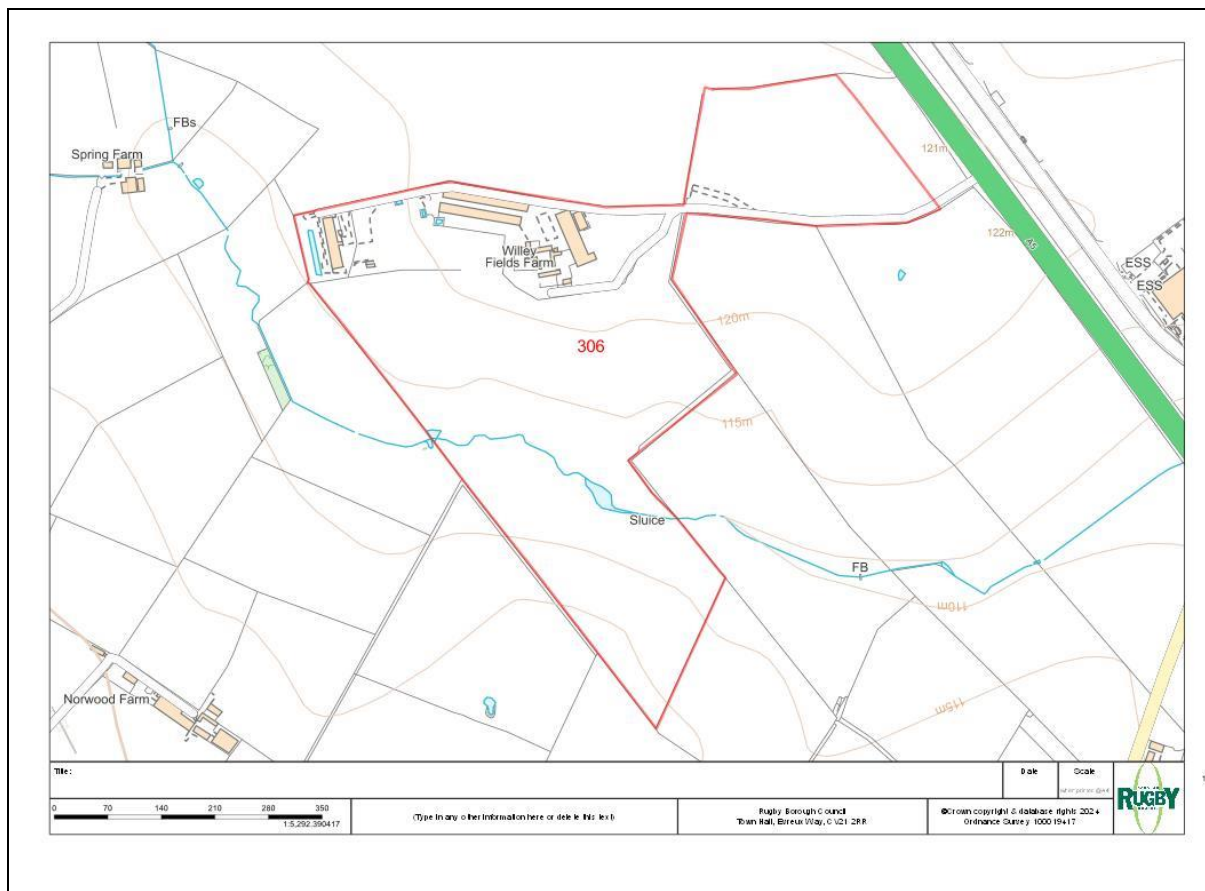
The overall landscape sensitivity of the site is Medium/Low. The surrounding road network has moderate levels of congestion and accessibility by non-car modes is poor, albeit that the site is proximate to Hinckley. National Highways have expressed high concern.

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 is therefore likely to contribute strongly to more than one Green Belt purpose. The site's Green Belt sensitivity is the principal reason 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>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</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 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 PRow's 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, potentially making a strong contribution to at least one purpose. 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**

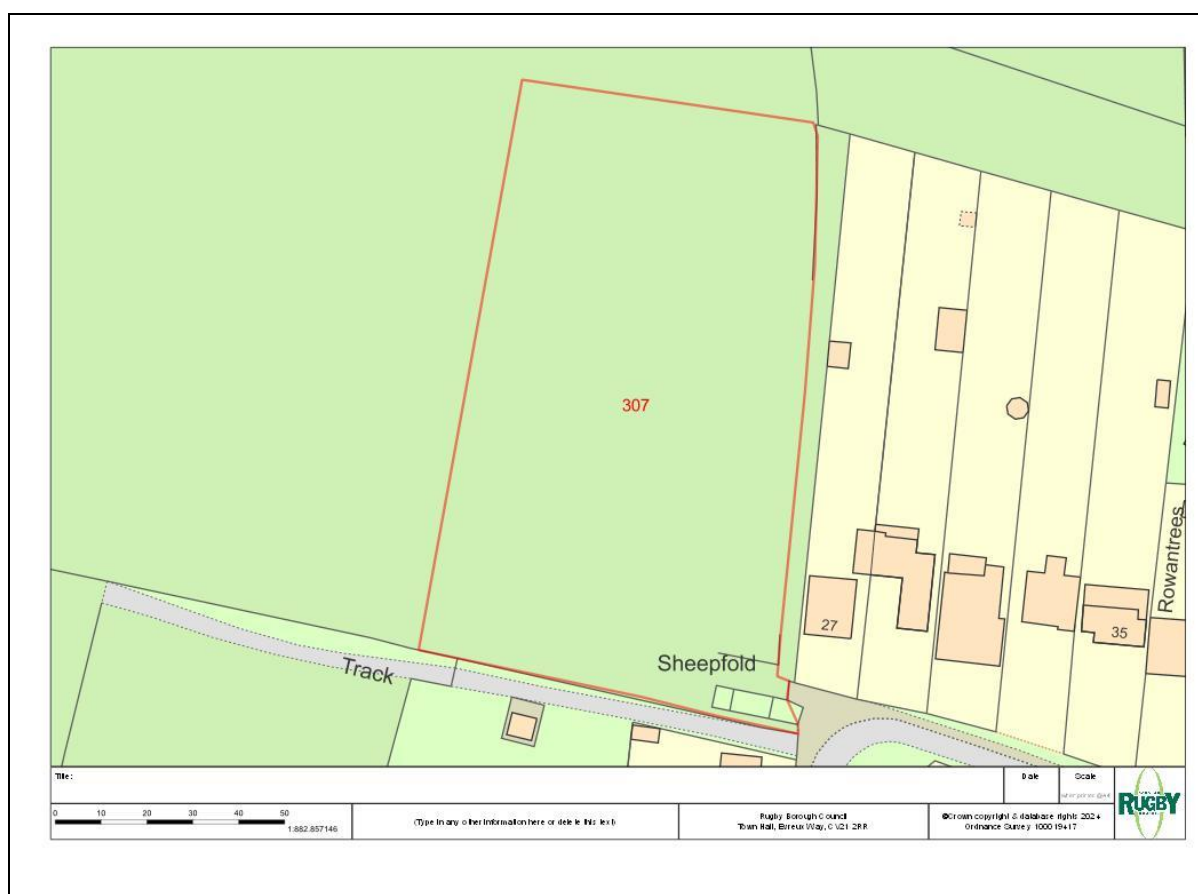
**Reasoning:** The site features arable fields positioned to the west of the A5, warehousing development is located to the east.

The site ranks very poorly for accessibility by non-car modes. 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.

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>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. 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 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: Potential site option**

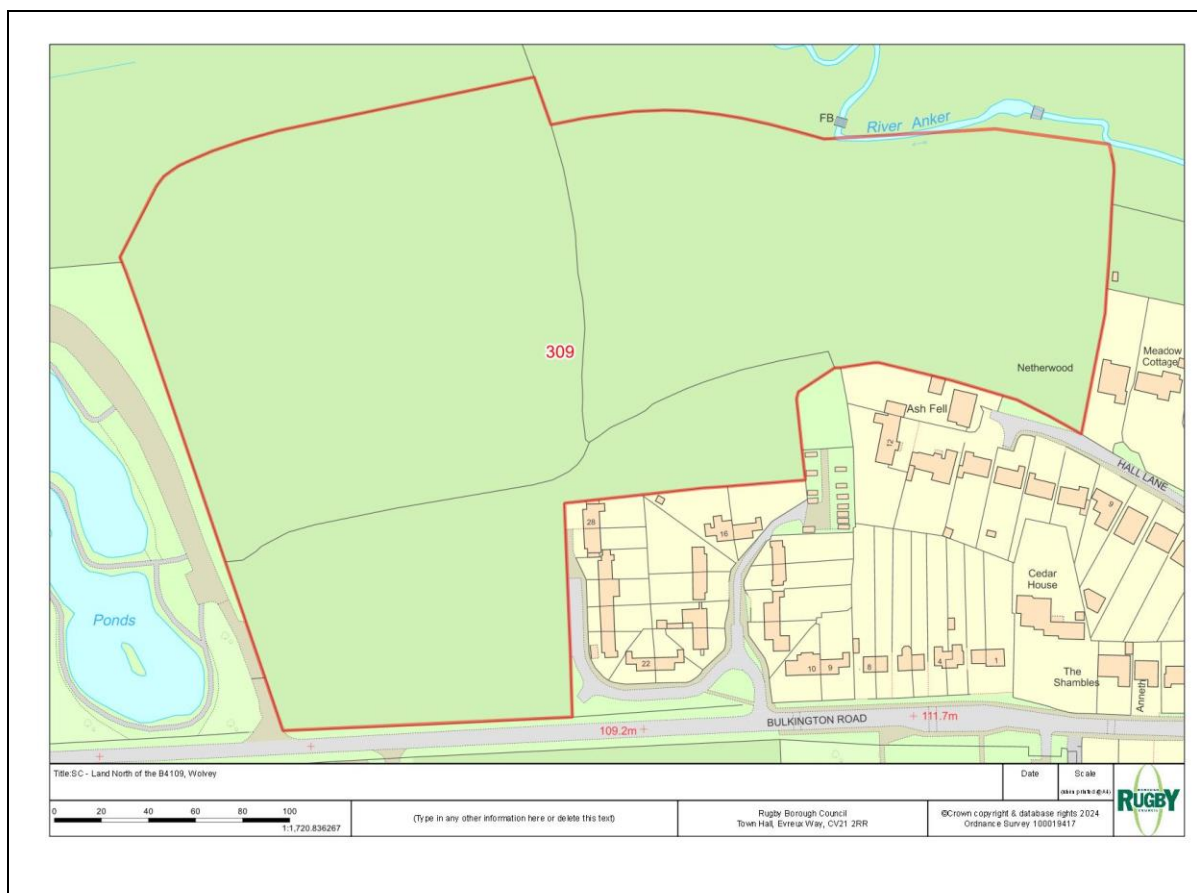
**Reasoning:** This is a small site that consists of part of a larger field used as pastureland on the edge of the village of Clifton upon Dunsmore.

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.

The site is assessed as Medium/Low landscape sensitivity and that is the principal identified constraint.

The site is progressed as a potential site option.

## 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>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</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 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	<p>The overall landscape sensitivity of the site is Medium/Low.</p> <p>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.</p> <p>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.</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, potentially making a strong contribution to at least one purpose. 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.
Opportunities/benefits	Residential (with policy-compliant affordable component) and open space.

### **Outcome of further assessment: Potential site option**

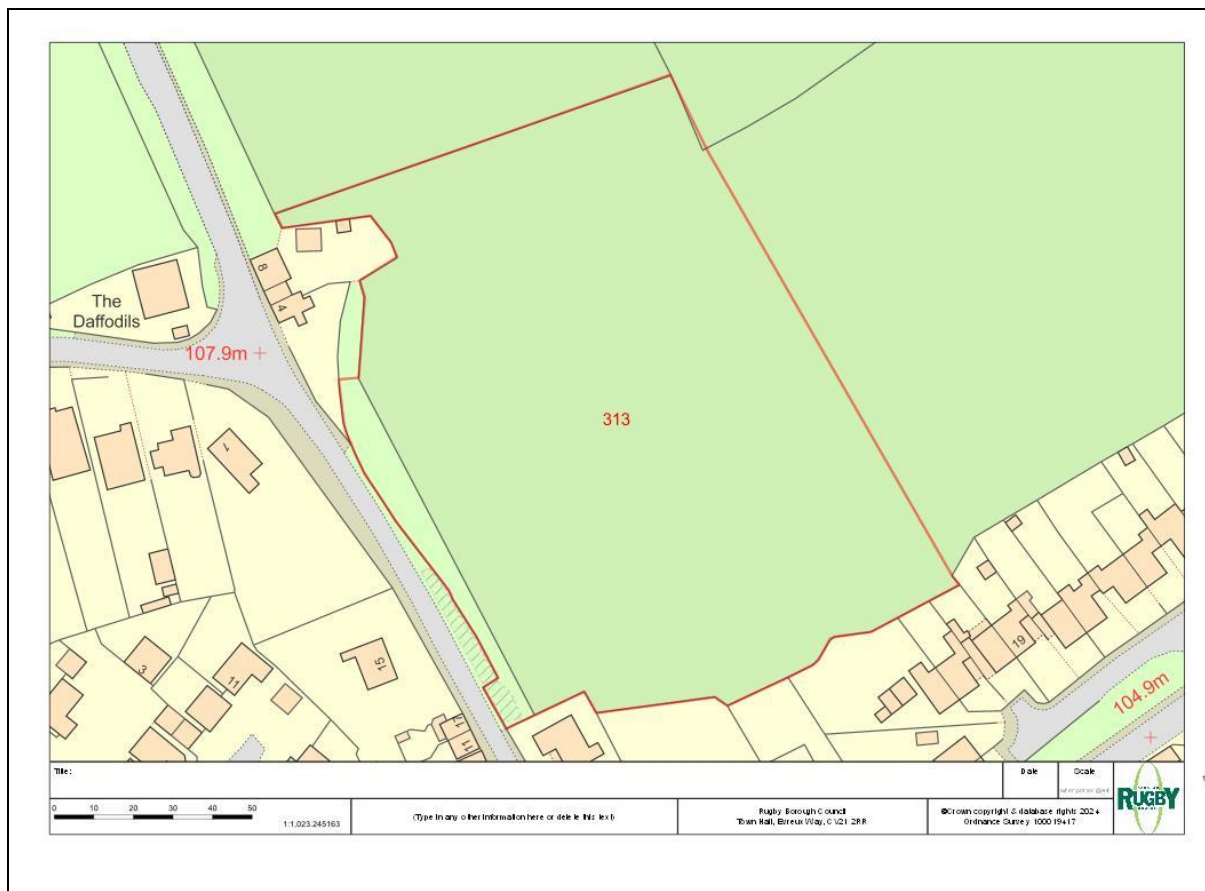
**Reasoning:** A medium-sized site comprising four agricultural fields on the edge of Wolvey.

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. Site is well-related to settlement edge with good connectivity.

Site doesn't flag ecology or heritage constraints. The site is within the Green Belt and landscape sensitivity assessed as Medium/Low.

Site is progressed as a potential site option.

# **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. 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 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>

	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.
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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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: potential site option**

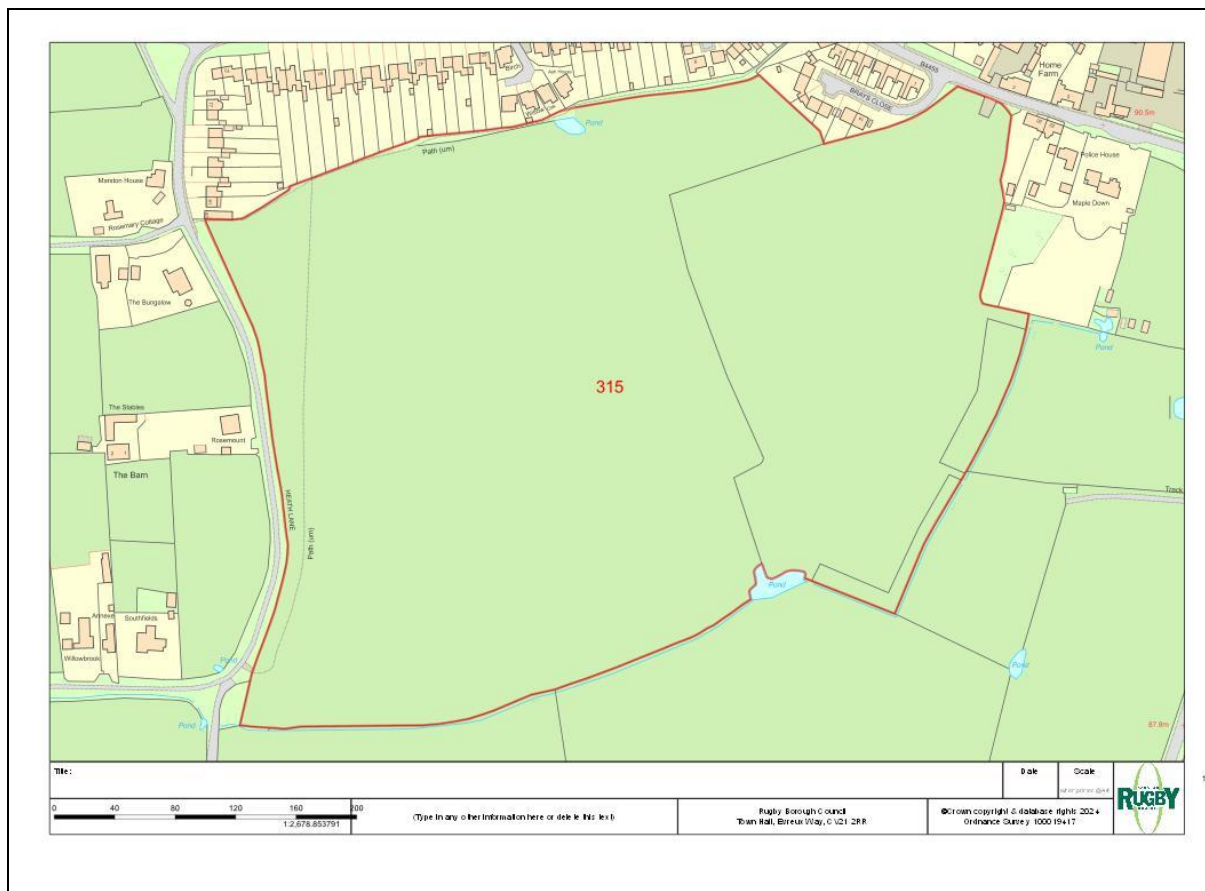
**Reasoning:** The site is an irregular shape, bound by farmland to the north and the rest of the field to the east, Bulkington Road to the west, and the rear of residential development of Shilton to the south.

The surrounding road network has medium levels of congestion, and the site performs relatively weakly for accessibility. The site lies on the village edge but there are limited services and facilities in Shilton.

The site does not flag heritage or ecology constraints, and landscape sensitivity is Medium/Low. The site is within the Green Belt.

This site is a potential site option.

# **Site 315: STRATEGIC - 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>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 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 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. 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/Low.</p> <p>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 aural 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.</p> <p>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,</p>

	<p>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 entirely within the Green Belt, potentially making a strong contribution to at least one purpose. 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: Potential site option**

**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. However, this reflects the score of a wider area and the site is walkable to services and facilities in the village.

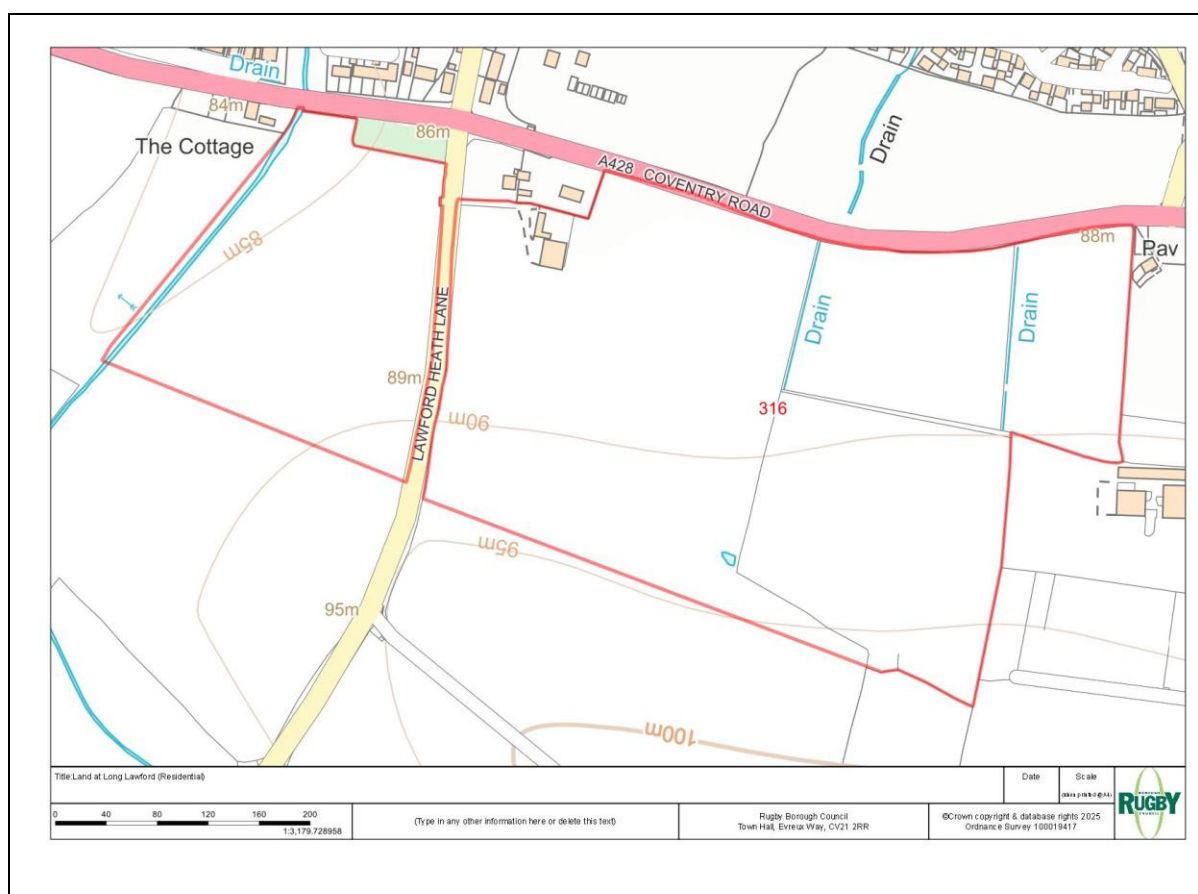
The site has medium ecological sensitivity and medium/low landscape sensitivity. There are greater potential heritage sensitivities. The site contains no designated heritage assets but lies immediately south of Brinklow Conservation Area. The field features ridge and furrow earthworks, that are remnants 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 entirely within the Green Belt.

The site has some constraints and opportunities. The site is a potential site option.



# **Site 316: STRATEGIC - 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>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 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. PTAL is measured on a 1-6 scale, with 1 being the least accessible and 6 being the most accessible.</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.
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, potentially making a strong contribution to at least one purpose. 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.

Opportunities/benefits	Residential.
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### **Outcome of further assessment: Potential site option**

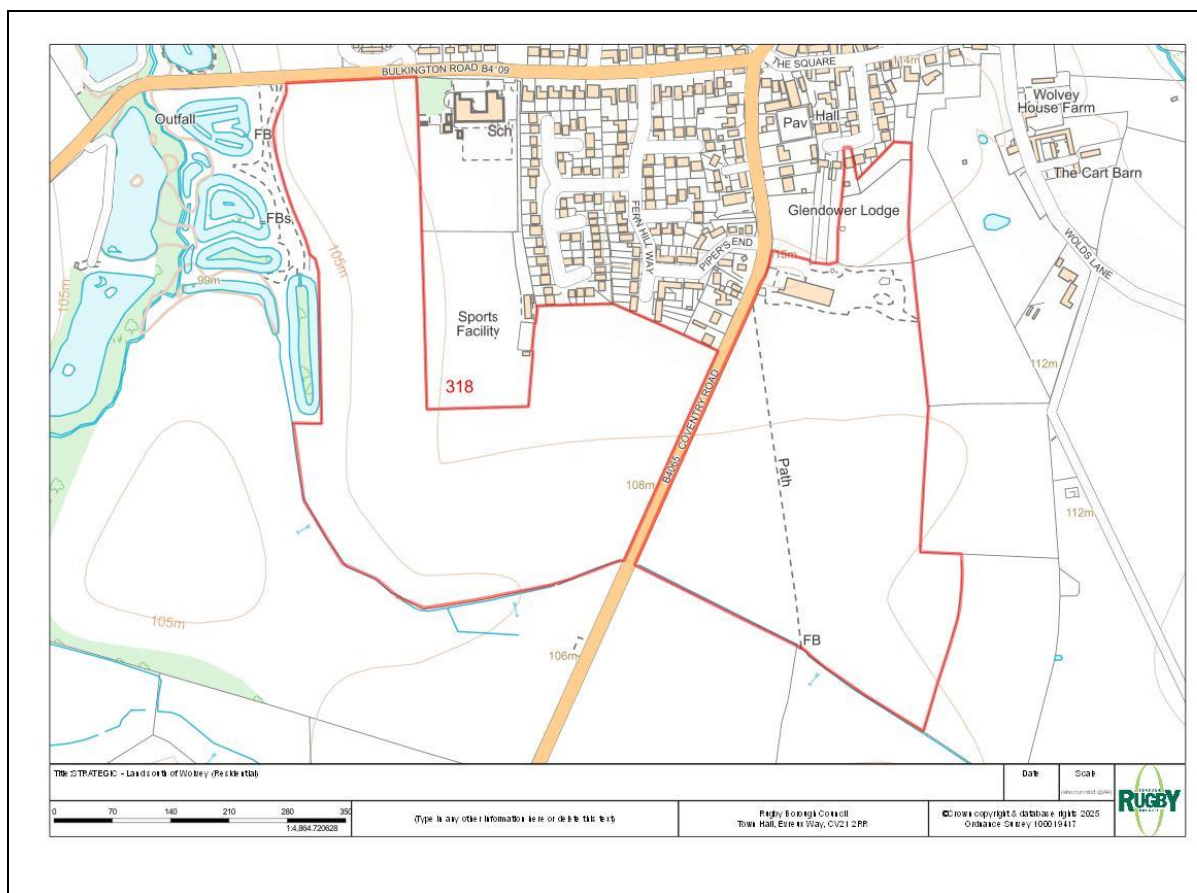
**Reasoning:** The site consists of arable and pastoral fields situated at the urban edge.

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.

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 within the Green Belt.

School capacity exists locally. The site is a potential site option.

## Site 318: STRATEGIC - 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>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 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>

	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.
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 96.
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, potentially making a strong contribution to at least one purpose. 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: Potential site option**

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

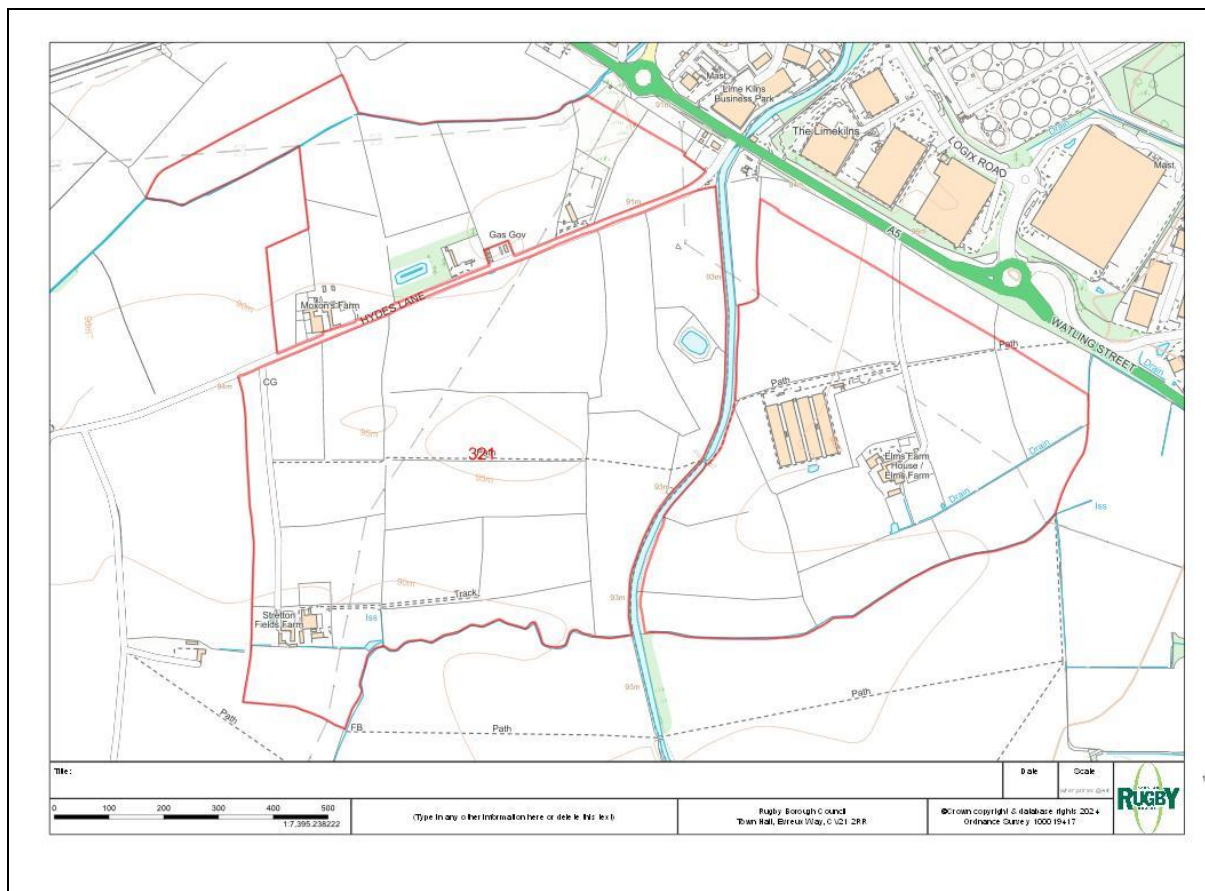
The site combines site 96 and 104.

The surrounding road network has a medium level of congestion, the overall MSOA-based accessibility of the site is relatively poor. 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 Green Belt.

Overall, the site is well related to the existing village and has low constraints. It advances beyond stage 2 and provides an option for a slightly higher capacity alternative to site 96.

# **Site 321: STRATEGIC - 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 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.</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>
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, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as Medium, 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.

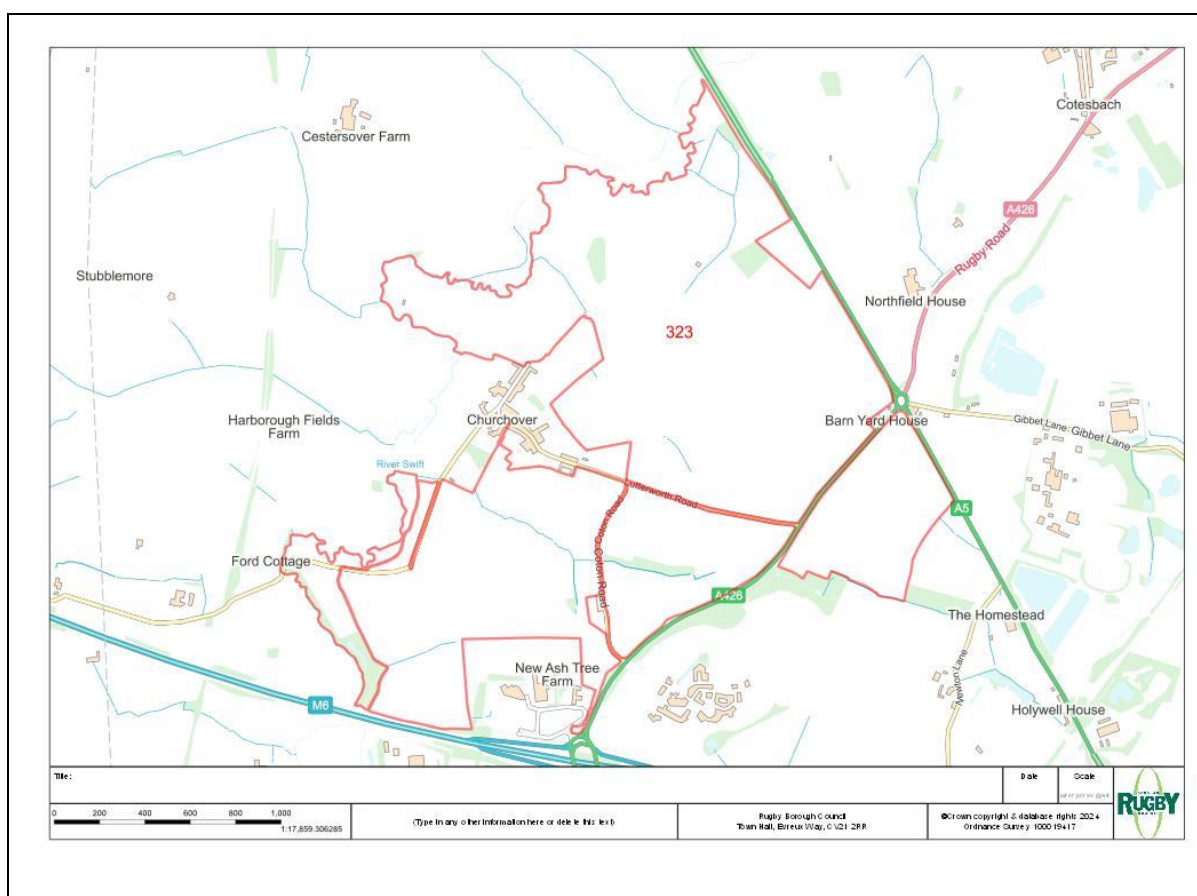
The surrounding road network has high levels of congestion and accessibility is poor, albeit that the site is proximate to Hinckley. National Highways have expressed high concern.

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 is therefore likely to contribute strongly to more than one Green Belt purpose. The site's Green Belt sensitivity is the principal reason for rejecting the site.



## Site 323: STRATEGIC - 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>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 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</p>

	<p>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.

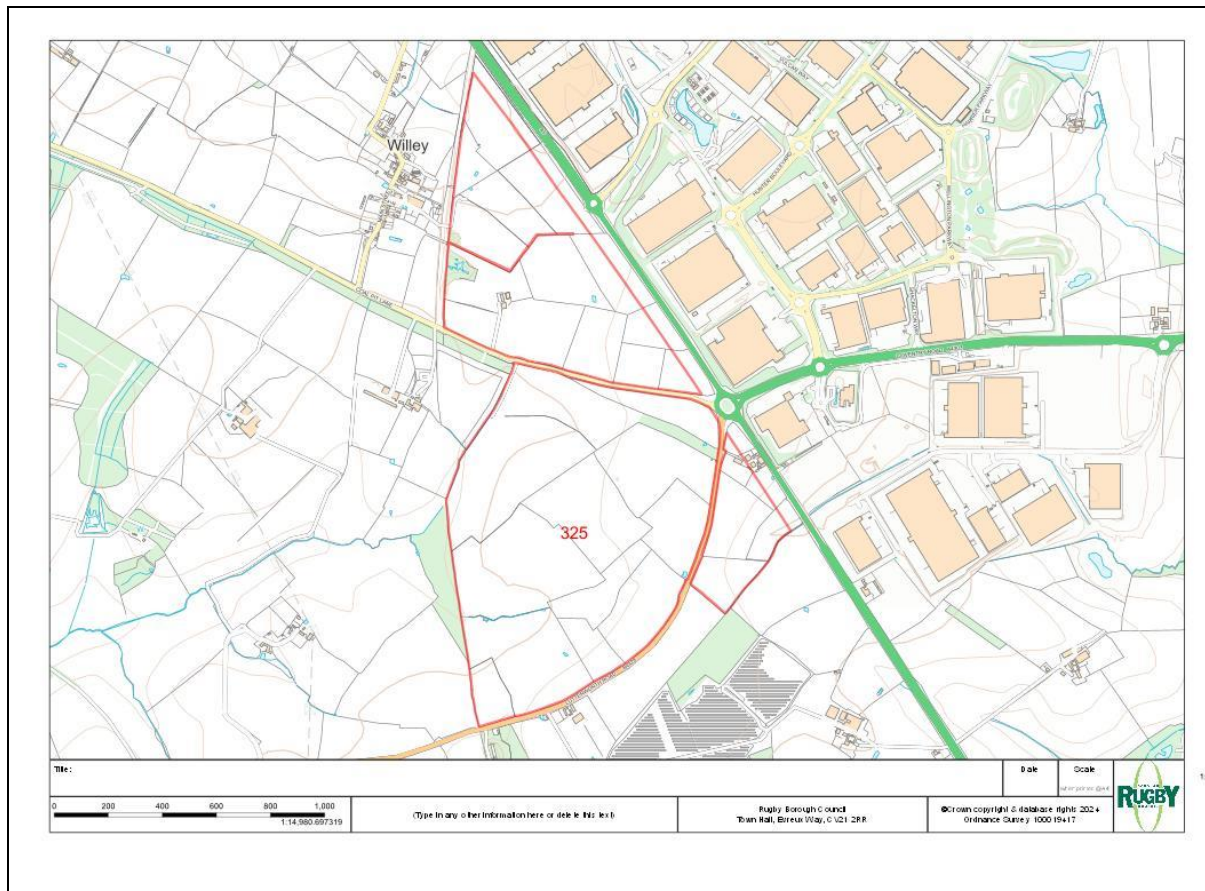
National Highways have expressed high levels of concern.

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: STRATEGIC - Land adjacent Magna Park (Employment)**



**Ward:** Revel and Binley Woods Ward

**Parish:** Monks Kirby, Willey

**Proposed use:** Employment

**Potential yield (employment, sqm):** 513100

**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). 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 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.</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 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, potentially making a strong contribution to at least one purpose. 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)

### **Outcome of further assessment: Potential site option**

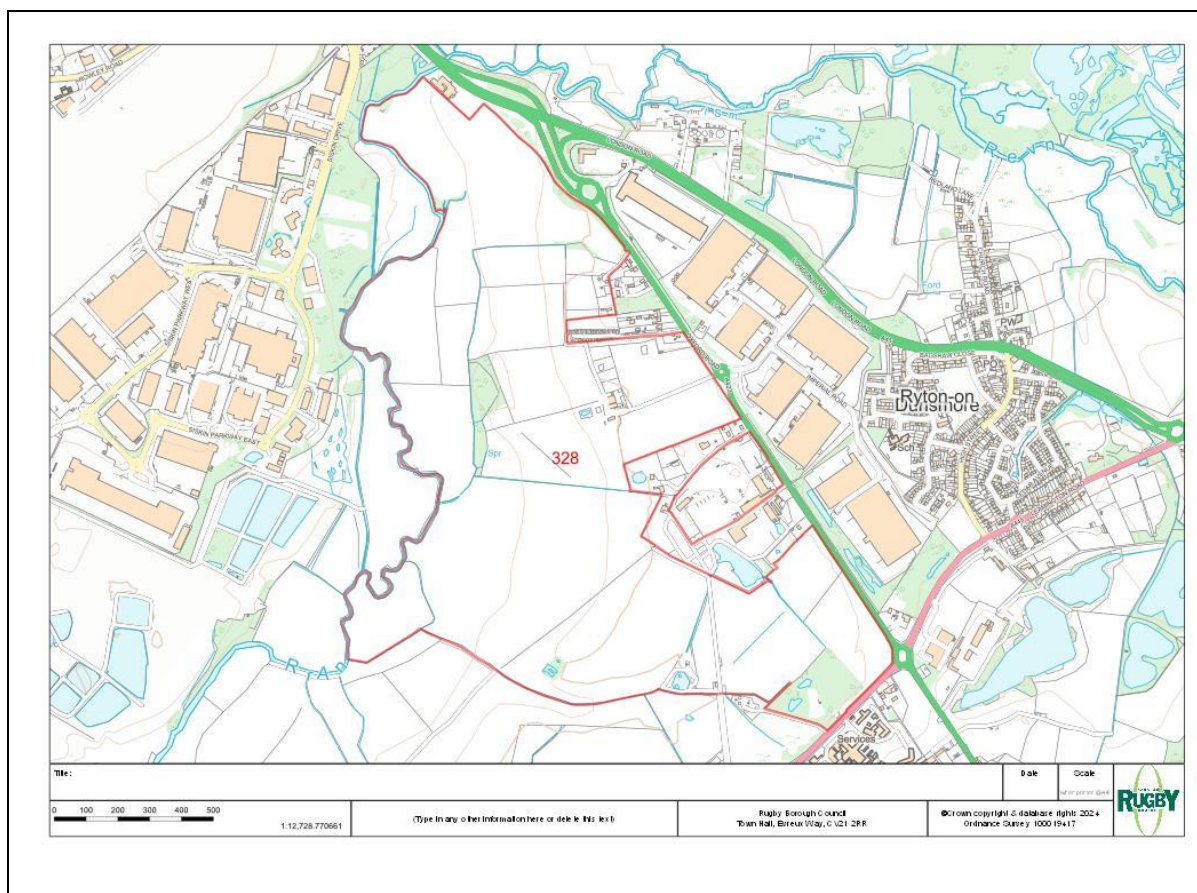
**Reasoning:** The site comprises arable and pastoral fields located within a broadly rural landscape to the west and warehousing development and transport infrastructure to the east.

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 not in the Green Belt.

Neither heritage nor ecology constraints have been identified. Landscape sensitivity is Medium/Low. The site is progressed as a site option.



## Site 328: STRATEGIC - 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>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 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 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 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.</p>
Heritage	<p>There were no designated heritage assets identified within 50 metres of the site. A grade II listed building (Ryton Bridge) is located</p>

	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, potentially making a strong contribution to at least one purpose. Constraints for foul water drainage are assessed as High, constraints for surface water drainage are assessed as Low.
Opportunities/benefits	Employment land (inc. small units delivered by WCC), training hub, community park, and lorry park.

### **Outcome of further assessment: Potential site option**

**Reasoning:** Comprises a number of fields situated on Coventry's urban fringe between existing warehousing developments and key transport infrastructure.

The surrounding road network has relatively low levels of congestion and the site has reasonable accessibility although National Highways have flagged concerns in terms of impacts on the SRN. The site is proximate to a future workforce in Coventry.

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

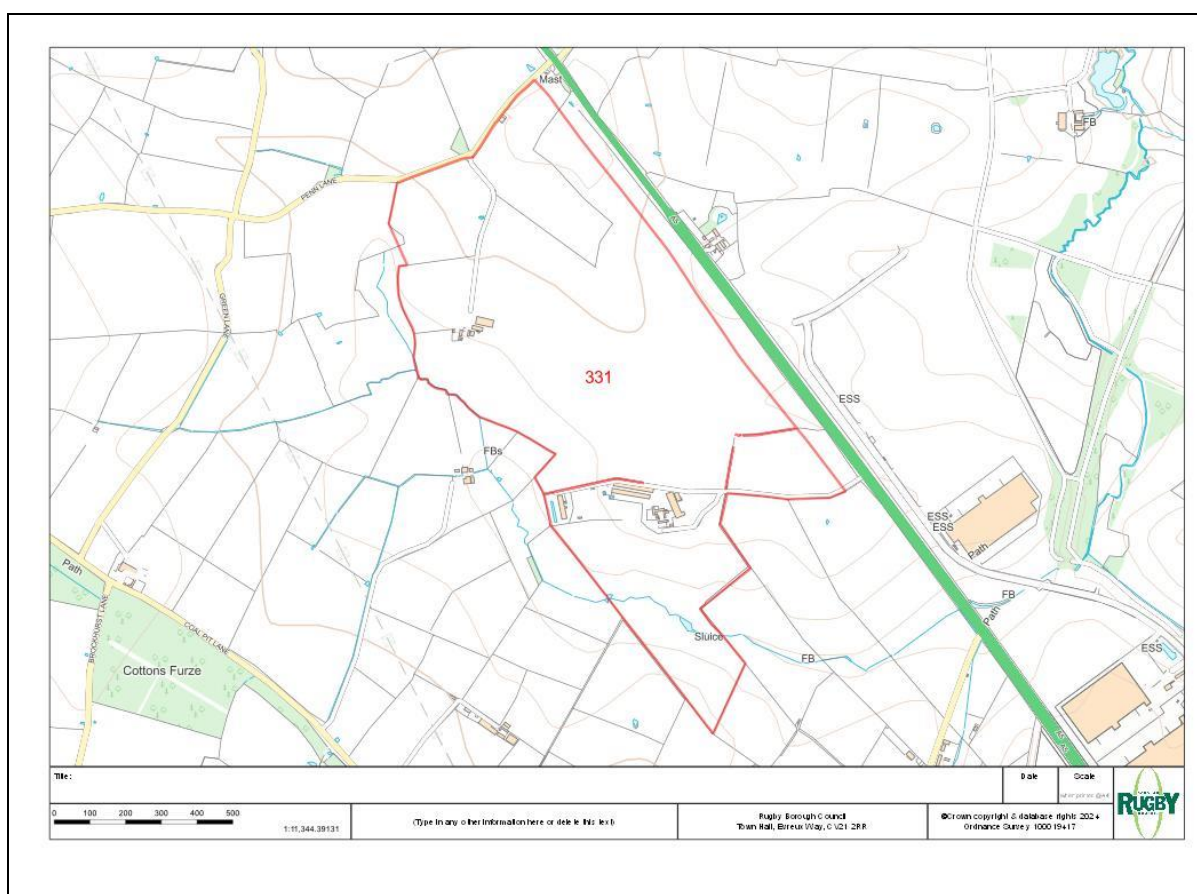
There are high ecological constraints on the southern part of the site due to the location of Ryton Wood SSSI within 500m of the site and is entirely within the Green Belt, with potential for a strong contribution to at least one purpose.

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

It may be that the ecological constraints can be mitigated by design, and the site has reasonably strong accessibility and site opportunities. For these reasons is taken forward as a potential site option.



## Site 331: STRATEGIC - 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.</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, potentially making a strong contribution to at least one purpose. 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**

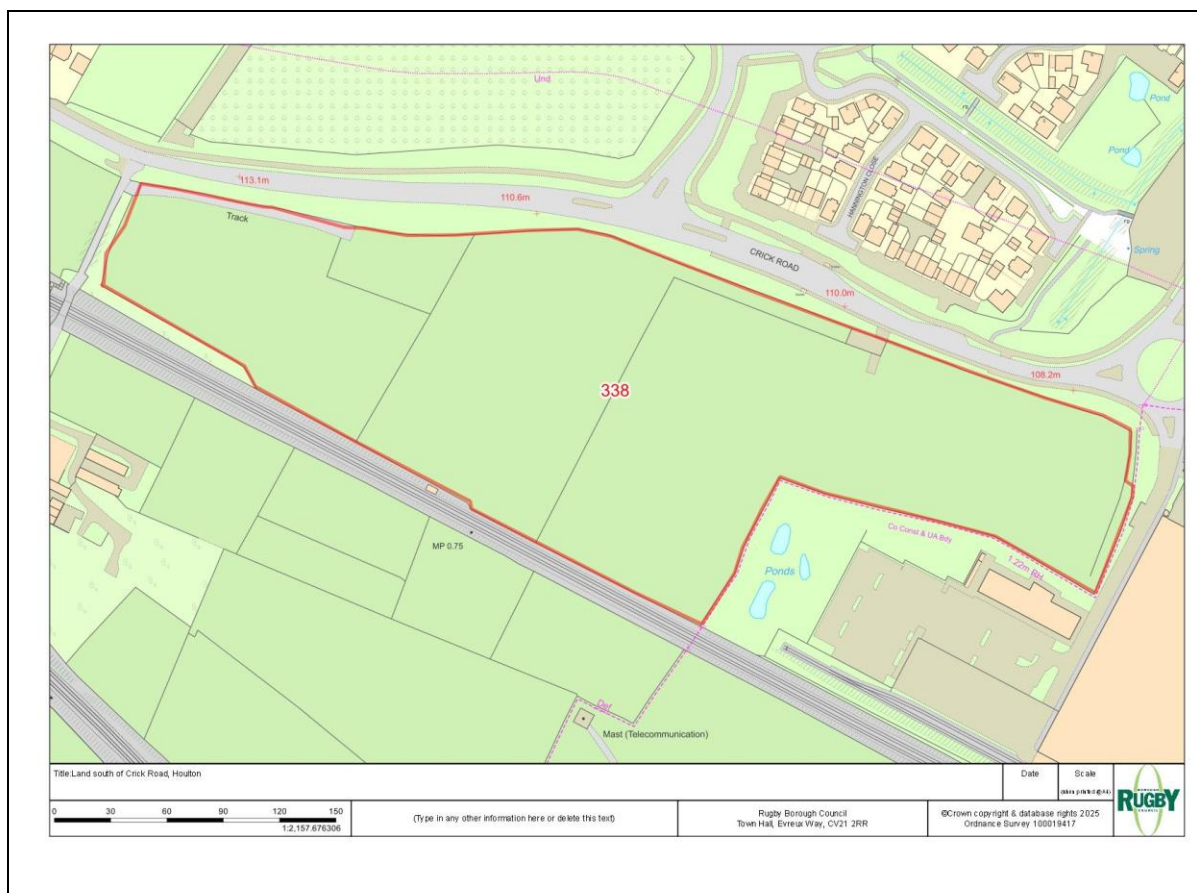
**Reasoning:** The site features arable fields positioned to the west of the A5, warehousing development is located to the east.

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

The site rated poorly in terms of accessibility. 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. 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 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>National Highways did not provide any comments on this site.</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 providing 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> <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</p>

	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.
Opportunities/benefits	Residential

#### **Outcome of further assessment: Potential site option**

**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 no data was obtained relating to public transport or overall accessibility, however the site is close to existing bus stops, it is within the settlement boundary and is 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. It is advanced as a potential site option.