



LODGE FARM

Rugby Boroughs' New Infrastructure
Led Sustainable Community

VISION DOCUMENT

MAY 2025



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INTRODUCTION

1.1 Proposal Overview

Lodge Farm was previously proposed as a new village development of circa 105 hectares delivering circa 1,500 homes – on a smaller site, to the south of the A45 – and was taken through the Rugby Local Plan 2011–31 process. Lodge Farm was identified as a suitable and sustainable location for development by the Council, which led to the site's recognition as a major allocation within the Local Plan. However, the site lost its allocation during the Local Plan Examination process. The Planning Inspector stated in his 2019 report, at paragraph 155, that Lodge Farm was not currently needed to meet the Plan's housing requirements with an excess supply in the Plan of 17%.

Rugby Borough Council are now in the process of preparing a new Local Plan to guide development beyond the currently Adopted Plan period. Lodge Farm provides the opportunity to contribute towards the emerging housing need in a sustainable and non-Green Belt location.

This revised scheme responds directly to the site specific issues raised during the Examination process. These new proposals – promoted in 2024 / 2025 – are for a far larger site area of circa 256 hectares (an additional 151 hectares) with a range of 2,250 – 2,680 homes, located on a site to the north and south of the A45.

As such St. Modwen Homes are now promoting a larger-scale, comprehensive masterplan in order to deliver greater sustainability outcomes for the development and the new community.

Building on previous proposals, this Vision Document explains the principles of the scheme which will allow for the delivery of the following highlighted in the illustration opposite.





Rugby Boroughs' New Infrastructure Led Sustainable Community

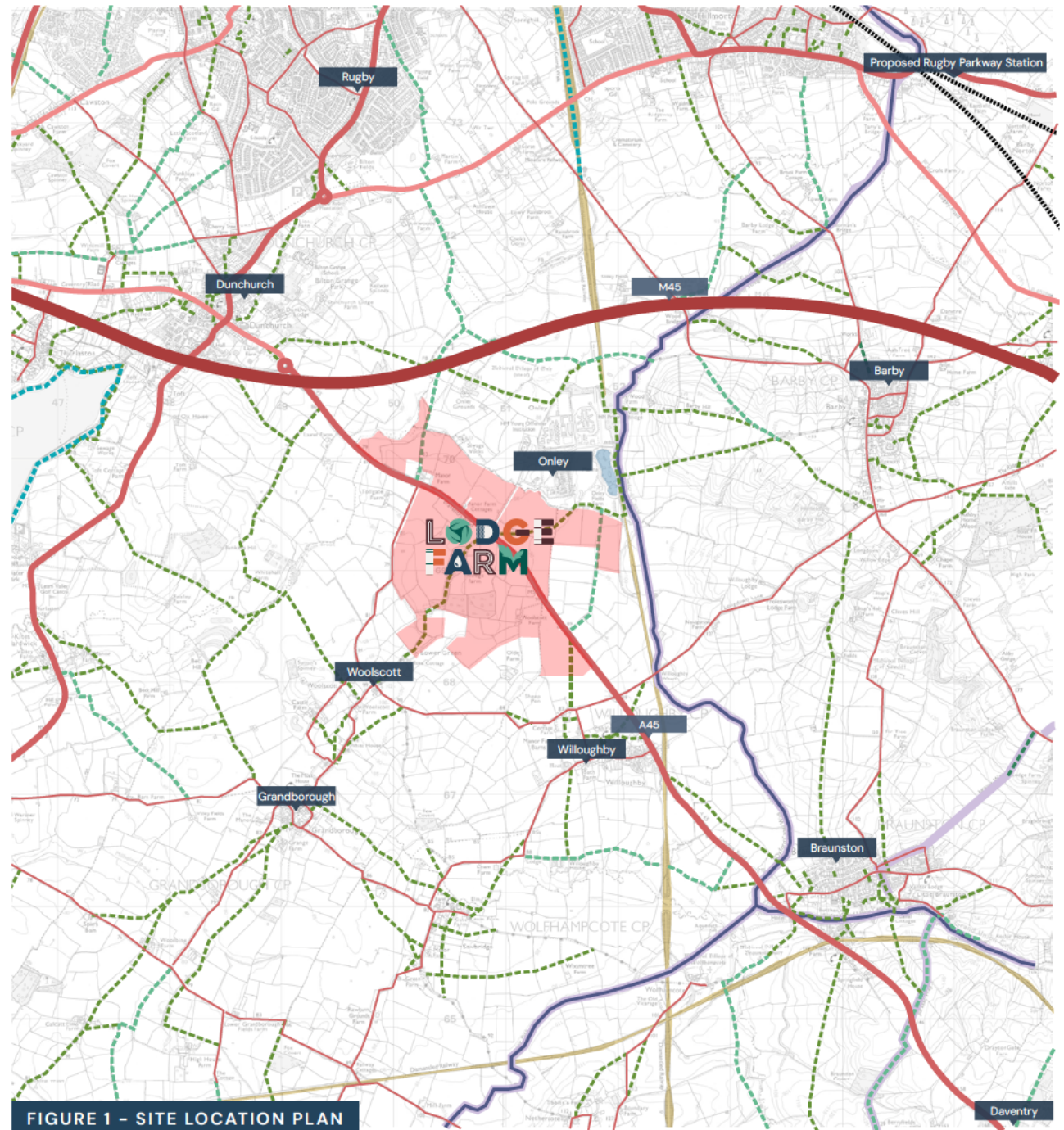


FIGURE 1 - SITE LOCATION PLAN

1.2 St. Modwen Homes

St. Modwen Homes are an expert master developer with over 30 years of property experience. Our purpose of '**Changing Places, Creating Better Futures**' underpins everything we do, as we breathe life into places by creating homes, jobs, shared spaces and community infrastructure.

Our core purpose and values have helped us build and sustain a business, brand and reputation that we can be proud of.

We succeed by forging strong partnerships, focusing on customers and communities and acting responsibly through everything we do.



Social Infrastructure – Cofton Village Hall



Educational Infrastructure – Hilton Primary School



Highways Infrastructure – A50 Junction, Uttoxeter



Green & Blue Infrastructure – New Park at Llanwern

FIGURE 2 – ST. MODWEN HOMES MASTER DEVELOPER DELIVERY

1.3 Technical/ Consultant Team

St. Modwen Homes have appointed an expert consultant team to provide a fully integrated and co-ordinated range of skills and experience, to deliver the full potential benefits of a new village community at Lodge Farm. These include planning, masterplanning, landscape and urban design, transport, hydrology, arboriculture, ecology, heritage, archaeology, acoustics, air quality, infrastructure and utilities planning. The Lodge Farm technical / consultant team includes:

- Town Planning – RPS
- Masterplanning & Design – Define
- Transportation – SLR
- Drainage – AtkinsRéalis
- Ecology – BMD
- Landscape and Visual – Define
- Education – EFM.



FIGURE 3 – EXAMPLES OF RESIDENTIAL PROJECTS DELIVERED BY ST. MODWEN HOMES

1.4 Purpose of the Vision Document

This Vision Document is prepared by St. Modwen Homes and relates to circa 256 hectares of land located either side of the A45 (Daventry Road), south of Rugby, near Onley.

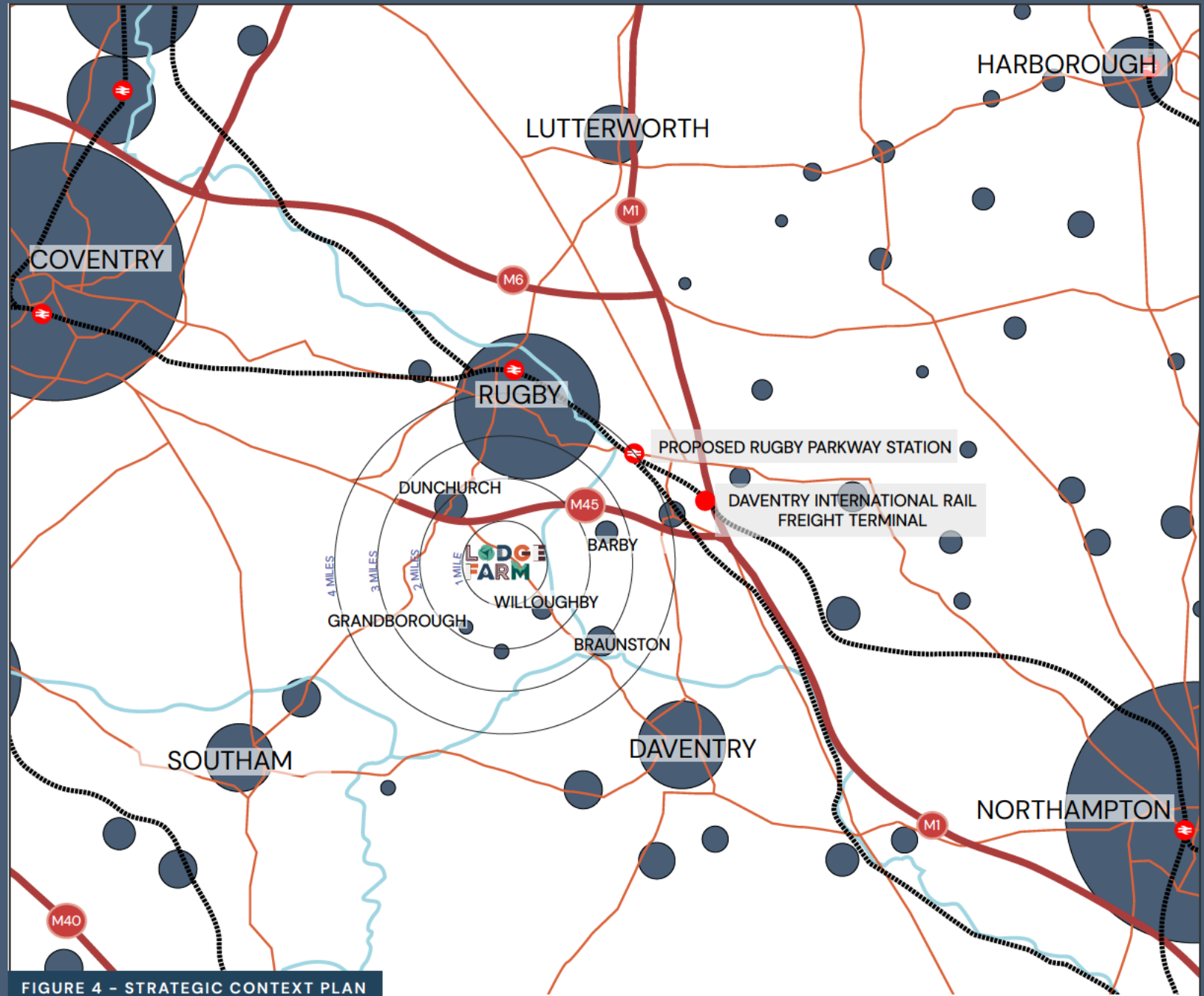
The document sets out a shared high level vision for the site – delivering a new sustainable and successful village – considering how residential, community, educational, employment, public open space and movement routes can deliver high quality place making, serving both the local community and the environment.

These vision ideas and details will need further detailed investigation / technical design and important consultation with the Local Authority and other stakeholders.

The vision illustrates how a landscape design led scheme can deliver an attractive development that enhances the local environment, draws out best practice design and integrates into the wider area.



SITE & CONTEXT



2.1 Movement & Connections

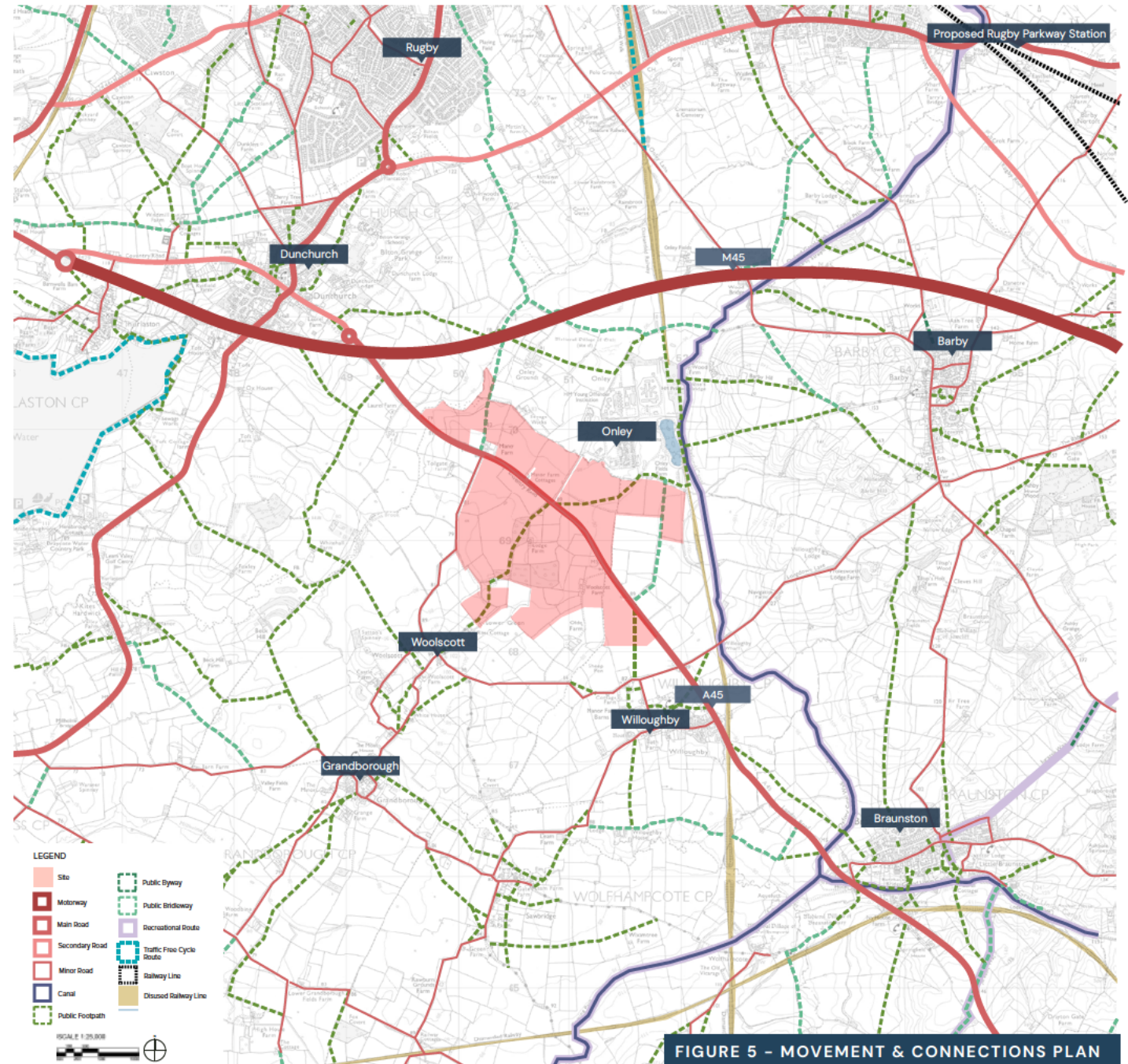
Rugby town centre is circa 7km to the north via a junction with Dunchurch. To the south, along the A45 is the village of Braunston with the town of Daventry circa 8.5km away.

Routes between the site and villages and hamlets to the south and west are predominately rural lanes. There is a private road, running through the middle of the northern parcel of land, leading up towards Onley and the prison complex to the north of the site.

Public rights of way provide access to the surrounding countryside, including a public footpath that runs through the centre the site from the hamlet of Woolscott to the south-west towards the Oxford Canal and Dunchurch Pools Marina to the north-east of the site.

The nearest railway station is Rugby, which is on the West Coast mainline, with frequent service to Birmingham, London and beyond. The proposed Rugby Parkway Station is located to the north of the site. There is a limited existing bus service running along the A45, between Rugby, Onley Park and Braunston, with bus stop located at the centre of the site.

A disused and abandoned railway line (Great Central Railway – GCR) crosses the countryside to the east of the site, running parallel with the Oxford Canal. Further north, the old railway line has been converted into a footpath and cycleway – Great Central Walk – though Rugby town and southwards to the Rugby Diamond Wood Country Park.



2.2 Land Use & Local Facilities

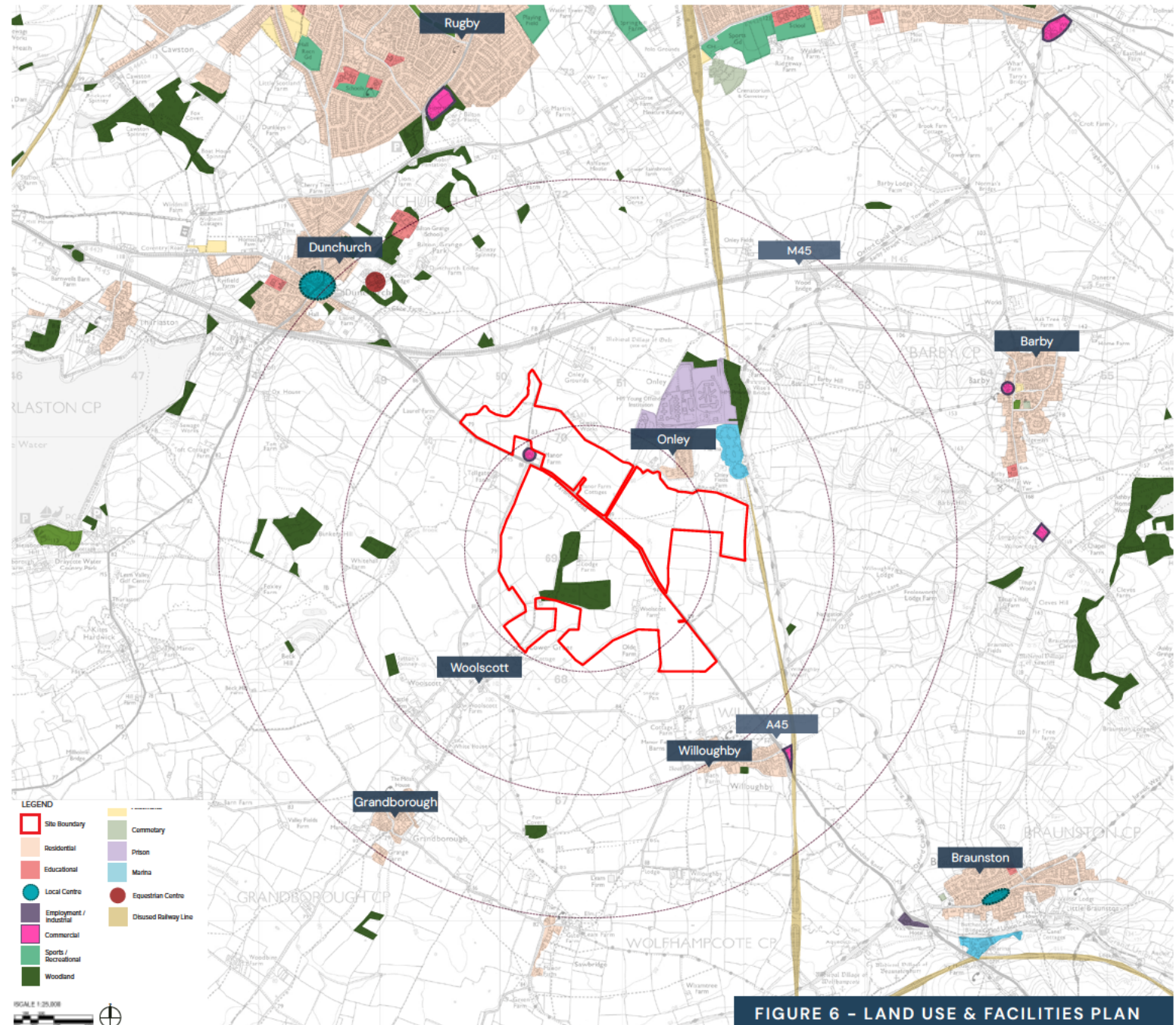
Onley Grounds Equestrian Complex has a number of related businesses (polo club, vets, farm shop, etc) including a bar and restaurant, and is located adjacent to the site, with access off the A45. Further local shops, schools and services are within Dunchurch to the north, Barby to the east and Braunston to the south. The nearest shop is a Farm Shop, located in Onley.

Daventry (circa 8.5 km to south) is a large market town with a number of facilities as well as employment, logistics and warehousing, including Daventry International Rail Freight Terminal.

HMP Onley and HMP Rye Hill is to the north, they are a large employer and has further expansion plans. When fully built out, the facility will employ circa 484 staff (Planning Application DA/2015/0945).

Adjacent is Dunchurch Pools Marina, connected to Oxford Canal. The marina includes a boatyard, slipway and facilities to clean and repair narrowboats and wide beam canal boats.

The surrounding land use is mostly farmland with existing settlements located upon a ridge of higher ground that rises above the valley floor landscape.



2.3 Topography

The site is located within a broad valley floor, rising gently from around 80m AOD on the western boundary to circa 90m AOD on the eastern edge.

To the north and west the land is generally flat, before rising up around Dunchurch, beyond the M45 motorway.

To the south of the site the topography rises to a localised hill at the hamlet of Woolscott from which views toward the southern edge of the site are afforded.

Shallow hills form part of the backdrop to the south, with a number of small villages nestled amongst them in the valley floor.

There is a notable hill to the east where the land rises up steeply around Barby and Braunston and these are visually prominent in the landscape.

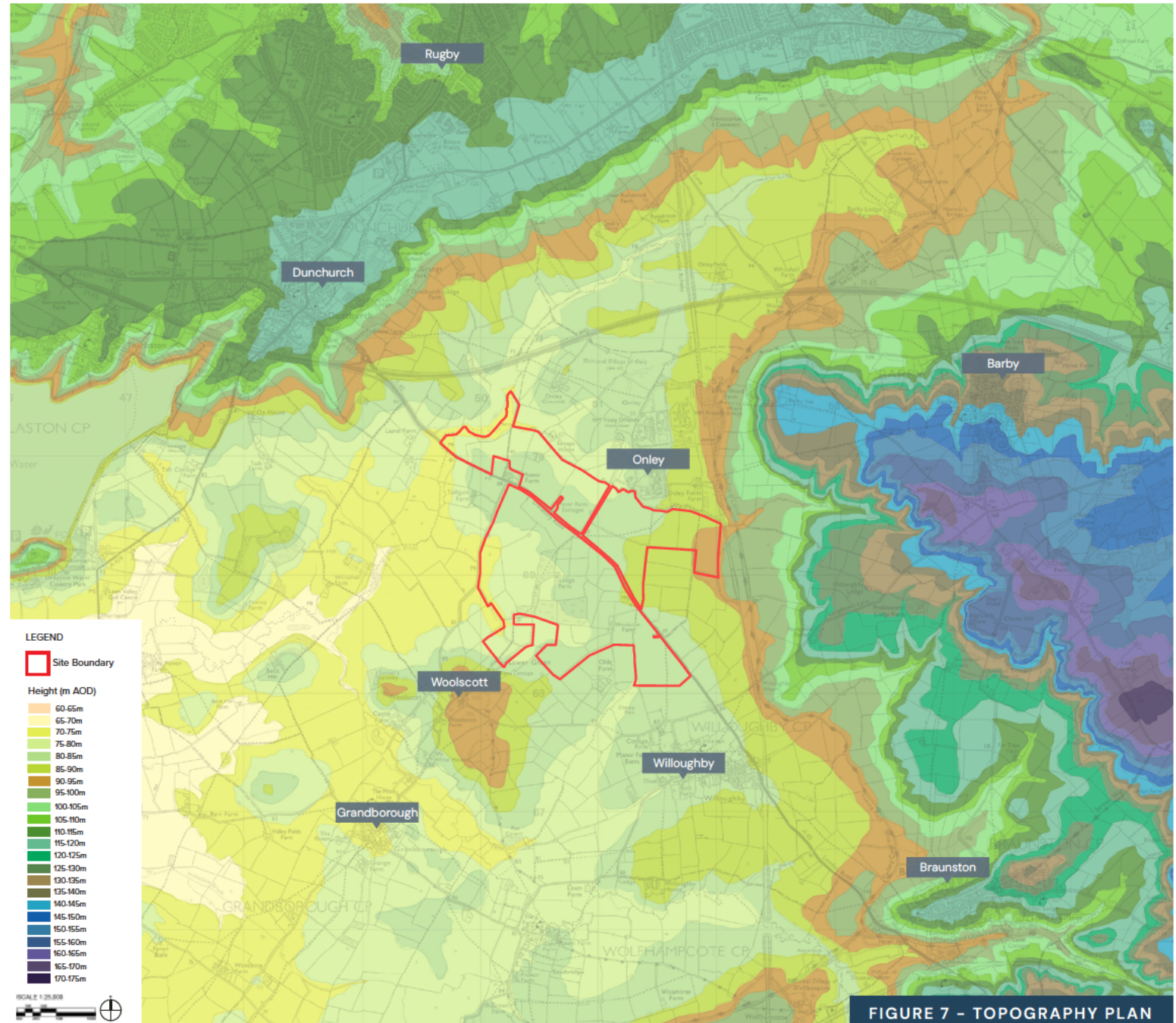


FIGURE 7 - TOPOGRAPHY PLAN

2.4 Hydrology

The site lies mostly in Flood Zone 1 and therefore predominately outside of the flood plain. The land generally drains towards the watercourses in the south and west.

Part of the north-west of the site lies within Flood Zone 2 and 3. Therefore, this area will remain clear of development, forming part of the wider green and blue infrastructure for the site.

There are a number of small ponds within the site and drainage ditches running along field boundaries. These drain towards Rains Brook on the site's western edge, where existing culverts pass beneath Woolscott Road. This area can be prone to seasonal localised surface water ponding.

Therefore the site occupies part of and is typified by a wider valley floor environment.

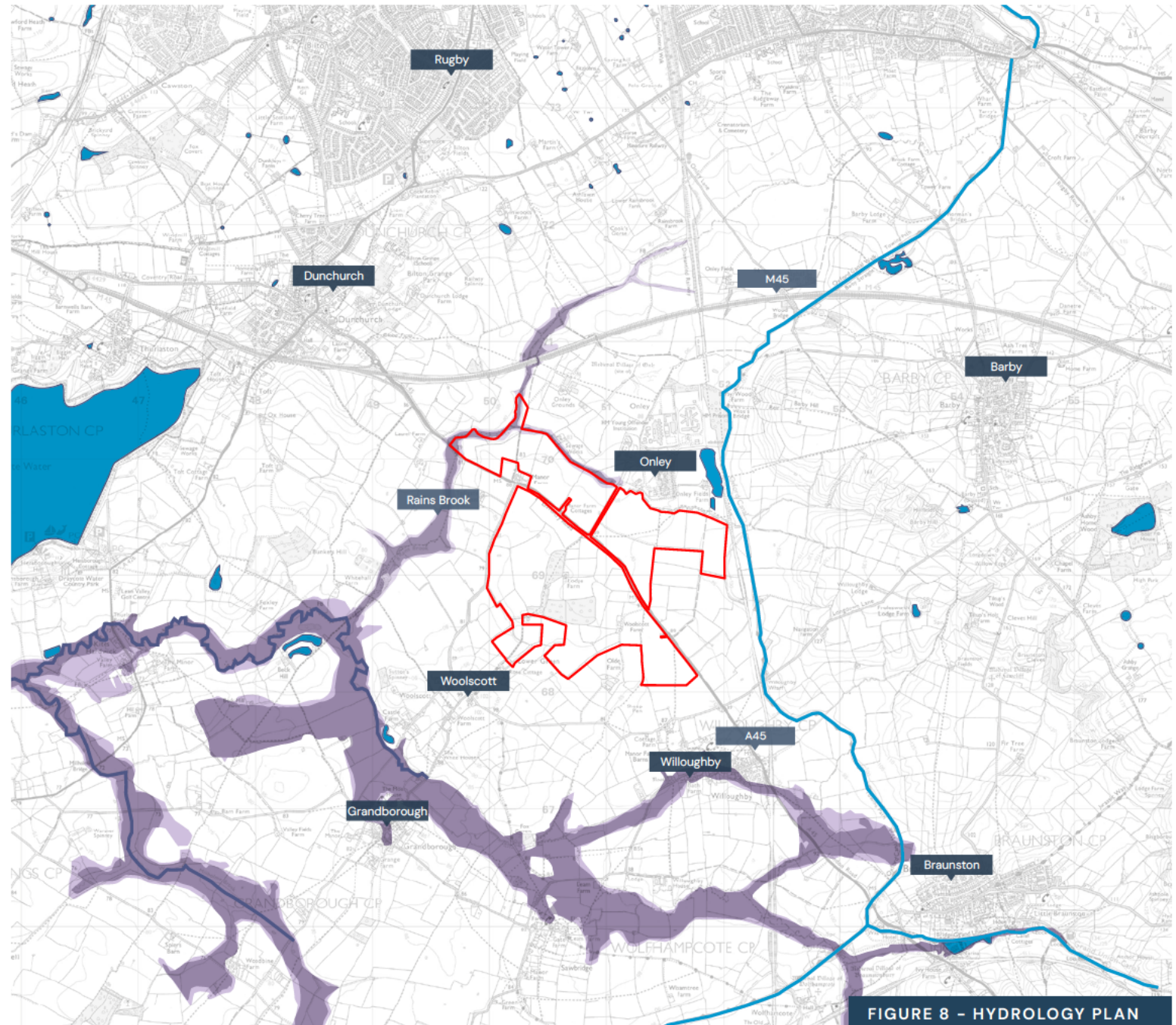


FIGURE 8 - HYDROLOGY PLAN

2.5 Landscape Character

The site is located within the “Feldon Vale Farmlands” Landscape Character Area, as set out in the Warwickshire Landscape Guidelines and the Rugby Sensitivity and Condition Study.

The character of the area is typified by an area of low-lying clay vale with few roads or settlements. Tree cover is sparse, allowing views to surrounding rising ground.

The existing prison complex buildings, walls, and fences have a visibly strong urban character. Street lighting associated with Onley Prison, on the A45, and the adjoining Onley Grounds Equestrian Complex forms a noticeable feature in night-time views across the site and wider landscape.

There is a largely intact pattern of medium to large sized fields, bounded by hawthorn and native species hedgerows. Some areas of ridge and furrow and deserted medieval villages remain.

Distinctive valley floor vegetation includes willow and poplar trees that follow the routes of minor watercourses.

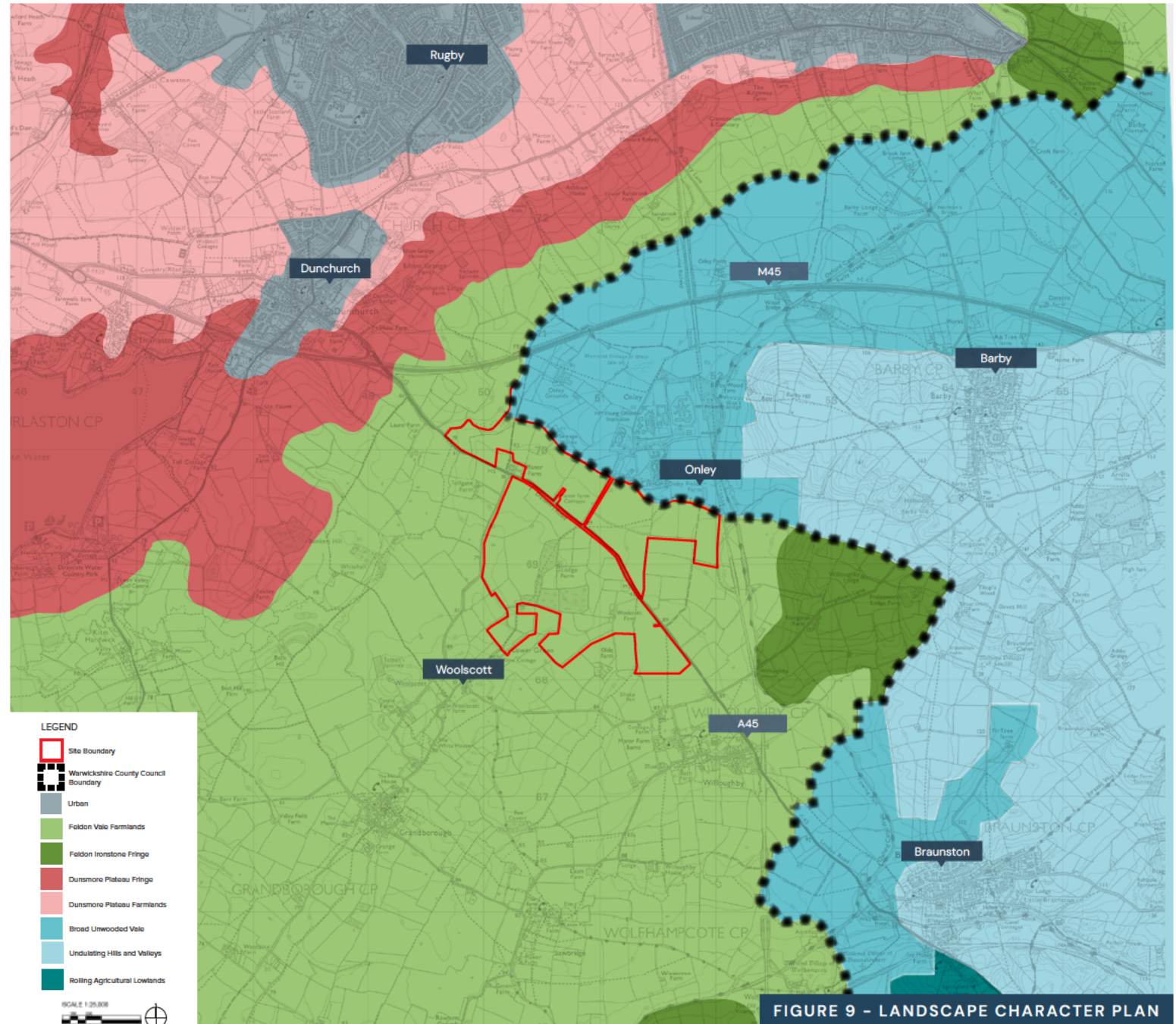


FIGURE 9 - LANDSCAPE CHARACTER PLAN



FIGURE 10 - EXISTING SITE PLAN

2.6 The Site

The Lodge Farm site is approximately 256 hectares of mixed farmland and woodland including an existing group of agricultural buildings at Lodge Farm. The site is split by the A45 road, running diagonally approximately south-east / north west forming two land parcels – north and south. To the centre of the southern parcel is a single species plantation woodland and enclosed fields used as pasture land. The remainder of the site is more open in character, with large fields divided by perimeter hedgerows and trees.

Adjacent to the site boundary are a number of occasional building groups, including Manor Farm and Manor Farm Cottages and Woolscott Farm to the south. Directly to the north is the settlement of Onley and associated prison building complex.

OPPORTUNITIES & CONSTRAINTS



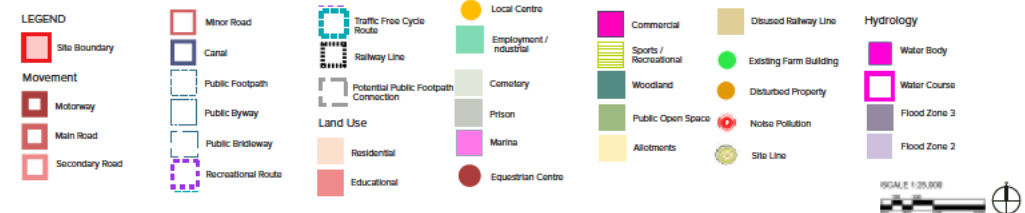
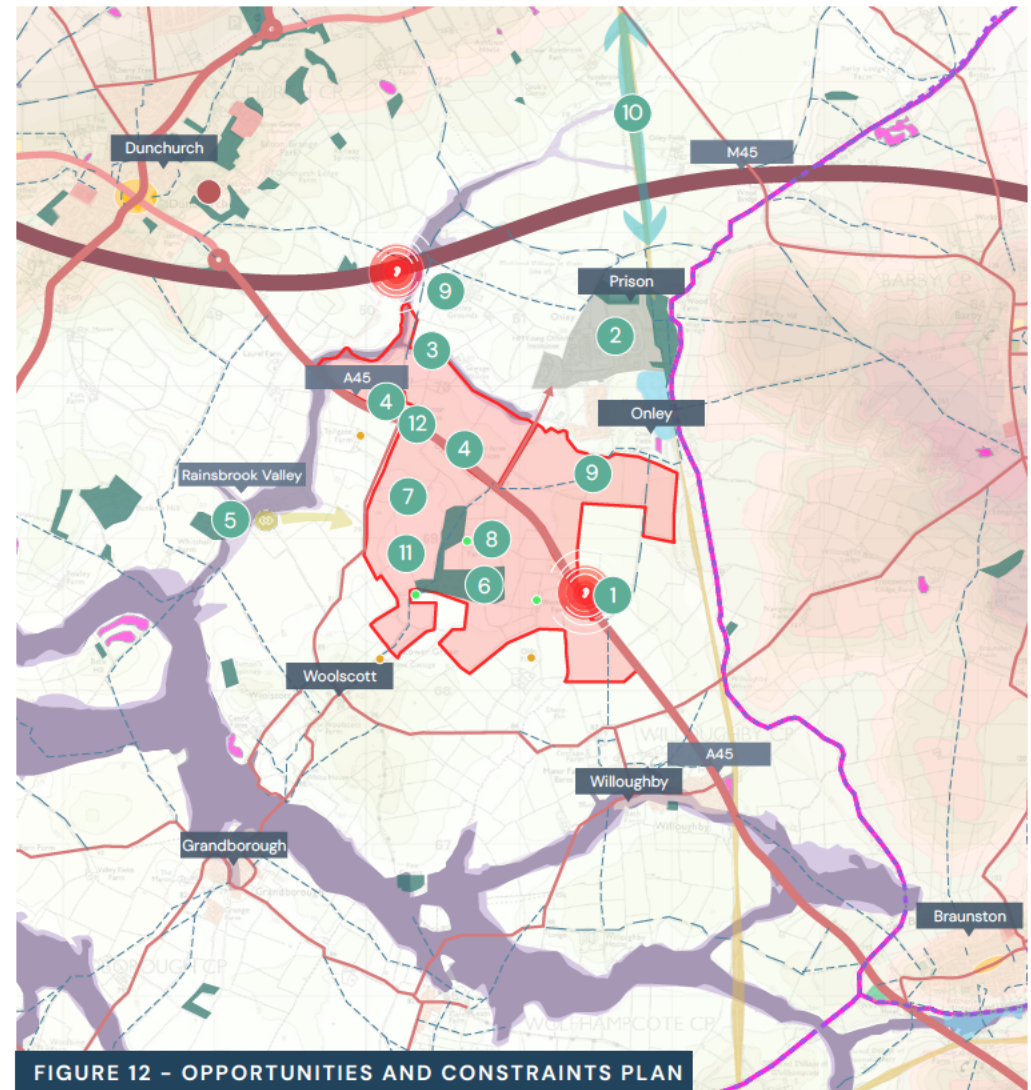
3.1 Opportunities & Constraints

Key site constraints include:

- 1 **Main road** – Potential noise and traffic from A45 running through the middle of site.
- 2 **Prison Complex** – The Onley and Rye Hill prison complex are located to the north of the site. They also act as a local employer.
- 3 **Surface water flooding** – Flood zone to northern edge of site.
- 4 **Existing properties** – Existing properties and businesses facing the site boundary.
- 5 **Visual Impact** – Potential visibility of the site as viewed from the Rains Brook valley floor.

Key site opportunities include:

- 6 **Existing landscape** – Retain and integrate existing landscape character features including hedgerows, field ditches, woodland and mature trees as part of landscape led masterplan design with significant new green infrastructure and ecological improvements.
- 7 **Informal open space** – Including parks and gardens, natural and semi natural green space, country park, amenity green space, play areas, outdoor sports, allotments / grow zones and the like.
- 8 **Existing buildings** – Potential repurposing of existing Lodge Farm buildings into community uses.
- 9 **Sustainable travel** – Sustainable travel options to move internally around the development and connect into existing PRoW network to link to neighbouring communities.
- 10 **Greenway Cycleway** – Opportunity to provide a recreational pedestrian / cycle link to Rugby town centre, via the dis-used railway line. Further north, the old railway line has already been converted into a green cycleway. Therefore, opportunity can be considered to further connect the cycle route into the Lodge Farm site and its new network of active travel routes.
- 11 **New Neighbourhood** – Propose a scale of development that will sustain a new neighbourhood with many amenity, educational, recreational, sports, employment, retail and community facilities provided on site – a place for people to live, work and enjoy.
- 12 **A45** – Opportunity to incorporate A45 as part of the development, connected to mobility hub, with potential improved public transport connections to Rugby to the north and Daventry to the south.



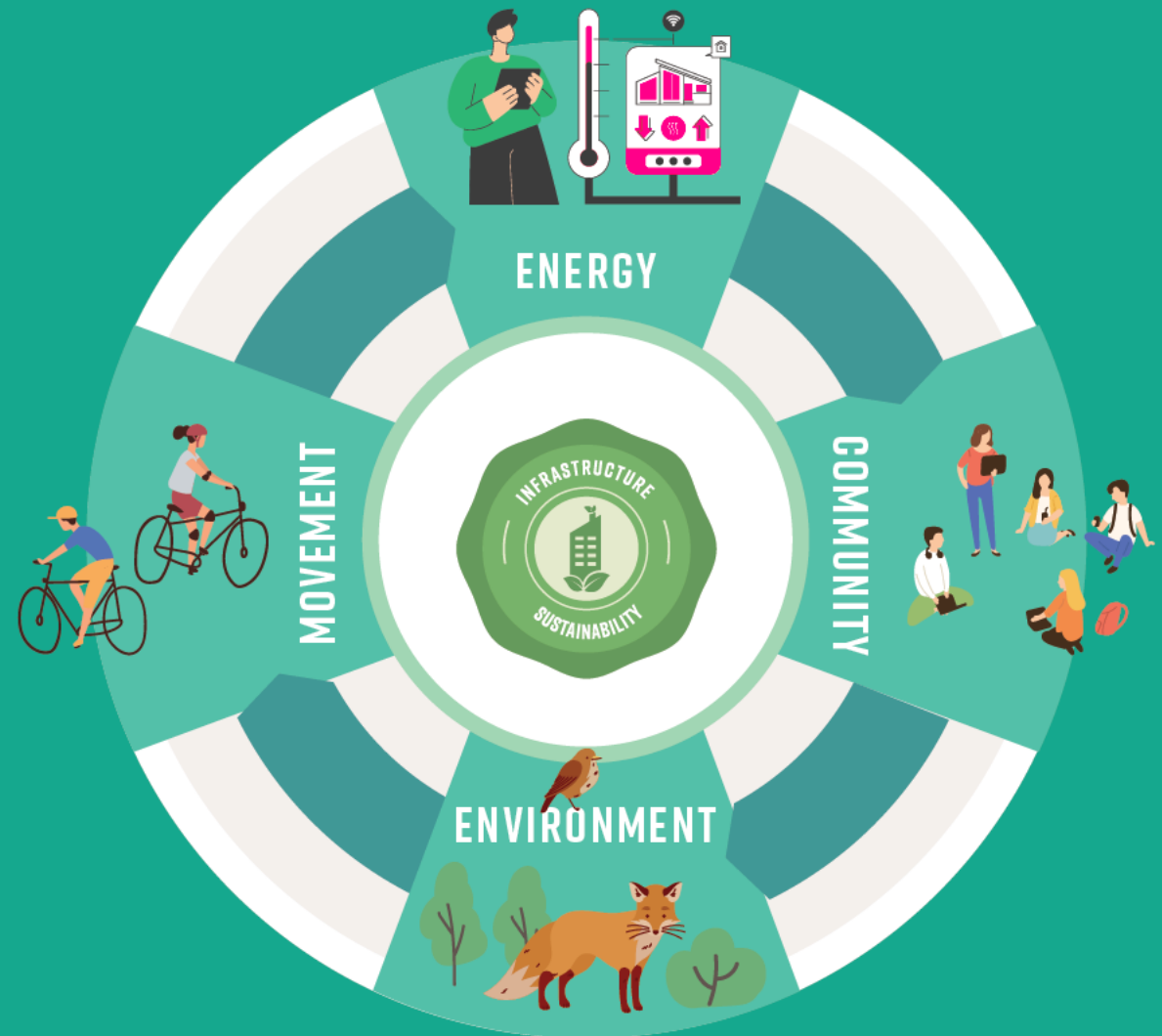
VISION

RUGBY BOROUGH'S' NEW INFRASTRUCTURE LED SUSTAINABLE COMMUNITY

4.1 Vision Overview

This Vision explains the opportunities of an infrastructure & sustainability led proposal for Lodge Farm, considering how residential, public open space and movement routes could deliver high quality place making, serving both the local community and their environment.

However, we do not hold all the answers – and we are keen to engage with Rugby Borough Council and key stakeholders to establish what the strategic local requirements will be as the new local plan is formulated.



4.2 What is proposed at Lodge Farm?

community

C2,250 - C2,680 NEW HOMES

Large number of new homes and affordable housing to create a self-sustaining community.



community

A GARDEN VILLAGE CENTRE

with community space /
convenience retail /health
and mobility hub



community

NEIGHBOURHOOD HUB

which potentially repurposes
former agricultural buildings for
new community uses including
farm shop and growzones.



community

EMPLOYMENT INNOVATION QUARTER

will offer high quality and flexible
employment space, providing job
opportunities for local people and
businesses onsite, as part of the
mixed use village centre.



community

PRIMARY & SECONDARY EDUCATION

Two new Primary Schools
(each 2FE) and a new
Secondary School



green

OUTDOOR SPORTS PROVISION

A variety of formal pitches
for use by residents, the
wider community and
schools



green

PUBLIC OPEN SPACE

Formal and informal open spaces
delivering a comprehensive green
infrastructure network including
parkland, play areas, trim trails,
food production and community
green spaces



green

GREEN & BLUE INFRASTRUCTURE

Retained existing woodland and
new woodland buffers. Sustainable
drainage systems (SuDS) throughout
the site as part of attractive green
and blue infrastructure



movement

ACTIVE TRAVEL

A transformative active travel
network allowing internal and
wider access throughout the
development, including access to
the new village centre community
facilities via highly sustainable
green footpaths and cycle routes.



movement

PUBLIC TRANSPORT CONNECTIONS

A progressive public transport
solution, delivering a frequent,
attractive and reliable bus
service. Services will connect
Lodge Farm to Daventry and
Rugby, utilising the A45 corridor.



4.3 Previous Scheme

PREVIOUS SCHEME 105 HA / 1,500 HOMES
LOCATED TO THE SOUTH OF THE A45



INSPECTORS LOCAL PLAN COMMENTS

Over provision of housing

The Inspectors May 2018 Interim Findings made it clear that even without Lodge Farm the housing requirement for the Borough would be exceeded and by implication there was **no numerical need to allocate the site.**

Development that is of a scale that can support proposed facilities and trip internalisation

The Inspector was **concerned that the limited facilities that had been proposed** would mean that many of the trips likely to be taken by residents of the development would be to locations situated off-site.

Landscape, Visual Impact & Heritage

The Inspector raised concerns at the extent to which development at **the site would be visible from the Rains Brook valley floor.** He also determined that development would result in significant harm to the intrinsic character and beauty for the countryside in this part of the borough.

Accessibility / public transport improvements

There is currently **no direct bus service via the A45 because it is not deemed to be a viable option** (with evidence concluding that a development of 1,500 homes on its own could not sufficiently influence a meaningful change) with modes of sustainable travel along the A45 either non-desirable or envisioned to take too long.

“

On over provision of housing the Inspector commented:

Notwithstanding the justification set out in the Plan and the supporting evidence, there is not currently a need for this allocation to meet the Plan's housing requirements. Indeed, without it the Plan provides for an excess of housing land supply over the identified requirement of more than 17%.

In the light of this, I find that the harm likely to be caused by development of this allocation would not be outweighed by the benefits.

4.4 The 2025 Proposals

REVISED 2025 SCHEME 256HA / 2,250 -2,680
LOCATED TO THE NORTH AND SOUTH OF THE A45



INSPECTORS LOCAL PLAN COMMENTS

Over provision of housing

The Inspectors May 2018 Interim Findings made it clear that even without Lodge Farm the housing requirement for the Borough would be exceeded and by implication there was **no numerical need to allocate the site.**

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Accessibility / public transport improvements

There is currently **no direct bus service via the A45 because it is not deemed to be a viable option** (with evidence concluding that a development of 1,500 homes on its own could not sufficiently influence a meaningful change) with modes of sustainable travel along the A45 either non-desirable or envisioned to take too long.

NEW 2025 PROPOSALS

Over provision of housing

In light of Rugby Borough Councils preparation of a new Local Plan, **Lodge Farm is 151 hectares larger than in 2018, and envisages a garden village of circa 2,500 homes.** formed across two 10 minute neighbourhoods north and south of the A45 and offering a wide range of community and convenience facilities at its centre.

Development that is of a scale that can support proposed facilities and trip internalisation

An increased provision of new housing, amenities and infrastructure on the site (for new and existing residents from the wider area) results in not only higher levels of internalised trips, but the potential to deliver upgraded cycling infrastructure via existing public rights of way.

Landscape, Visual Impact & Heritage

The new garden village proposals **set back the southern development line and introduce a new area of parkland**, which would work in partnership with the Rainsbrook Valley as a community resource, to reduce visibility from the valley floor and to provide enhanced connectivity across the area.

Accessibility / public transport improvements

Additional bus/community trust shuttle services along the Rugby to Daventry corridor (in-line with the Warwickshire LCWIP and Rugby borough decarbonisation ambitions) significantly improve public transport in the area for new/ existing residents.

4.5 Comparison of Previous Revised Scheme



**PREVIOUS SCHEME 105 HA / 1,500 HOMES
LOCATED TO THE SOUTH OF THE A45**



**REVISED 2025 SCHEME 256HA / 2,250 - 2,680
LOCATED TO THE NORTH AND SOUTH OF THE A45**

4.6 Community Cohesion

The revised 2025 scheme can directly address the issues and concerns previously raised during the Examination process.

1 COMMUNITY

Up to 1,500m² GIA of flexible community space, which could include a hall with multi room flexibility, and a separate at home-work hub with facilities to promote social cohesion for those working from home in the new community. It would also offer up to 2500m² GIA for a mixture of convenience retail, health, cafes and public houses.

2 MOBILITY

At the heart of the village with car club, bike repair facilities, bus stop, electric charging facilities, potential e-bike hub – all supporting non vehicle based movement options.

3

4 hectares of innovation employment (~16,000m² at 40% site coverage) to promote a potential academy centre and subsequent incubation uses.

4

EDUCATION

New 2FE primary schools and potential secondary school supporting existing and new communities.

5

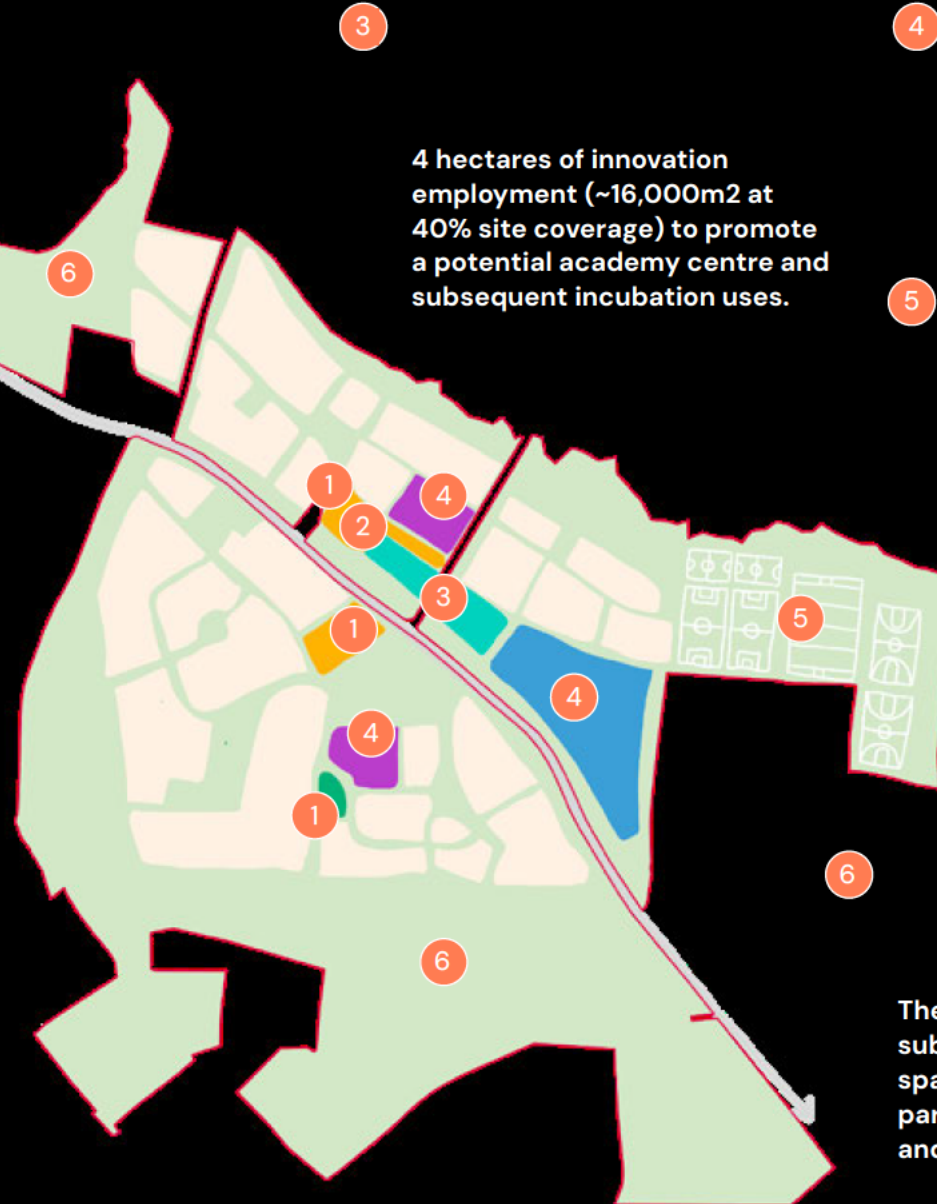
SPORTS PITCH PAVILION

For the benefit of new community and existing rural community.

6

GREEN & BLUE INFRASTRUCTURE

The new garden village delivers a substantial amount of new open space and green infrastructure, particularly along the southern and western edges of the site.



Community Cohesion Plan

Convenience & Health
Up to 2,500m² GIA mix of convenience, retail, health, cafe and public house.

Innovation Quarter
4 hectares of innovation employment site (~16,000m²), to promote potential academy, incubation uses (office, R&D, and hi-tech manufacturing).

Education
Potential for 2 primary schools and a secondary school to support new & existing communities.

Innovation Quarter delivering high quality on-site employment opportunities. This fully flexible space will include smaller scale working space, from 'hot desking' (with amenity facilities), through to larger hi-tech research and manufacturing.

Sports pitches and pavilion for the benefit of new community and existing rural community.

Education - New 2FE primary schools and potential secondary school supporting existing and new communities.

Community - New neighbourhood hub utilising restored and repurposed Lodge Farm buildings.

Community
Up to 1,500m² GIA flexible community space to include hall with room flexibility and separate home work hub.

Village centre - Centralised neighbourhood facilities, supported by the proposed scale of development, delivering mixed use on-site local centre including convenience facilities, community hub building and the like.

Village Centre

Woodcote Road

FIGURE 14 - COMMUNITY COHESION PLAN



4.7 Movement & Active Travel

- ① Lodge Farm will deliver an active travel network infrastructure on site, resulting in high levels of internalised walking and cycling trips and potential to deliver connections to cycling infrastructure via existing public rights of way to better connect surrounding villages in the area.
- ② Due to the scale of the proposals, there is also the opportunity to provide a bus based public transport service along the Rugby to Daventry A45 corridor. This would deliver a frequent, attractive and reliable bus service connecting Rugby / Lodge Farm / Daventry, in-line with the Warwickshire LCWIP and Rugby Borough decarbonisation ambitions.

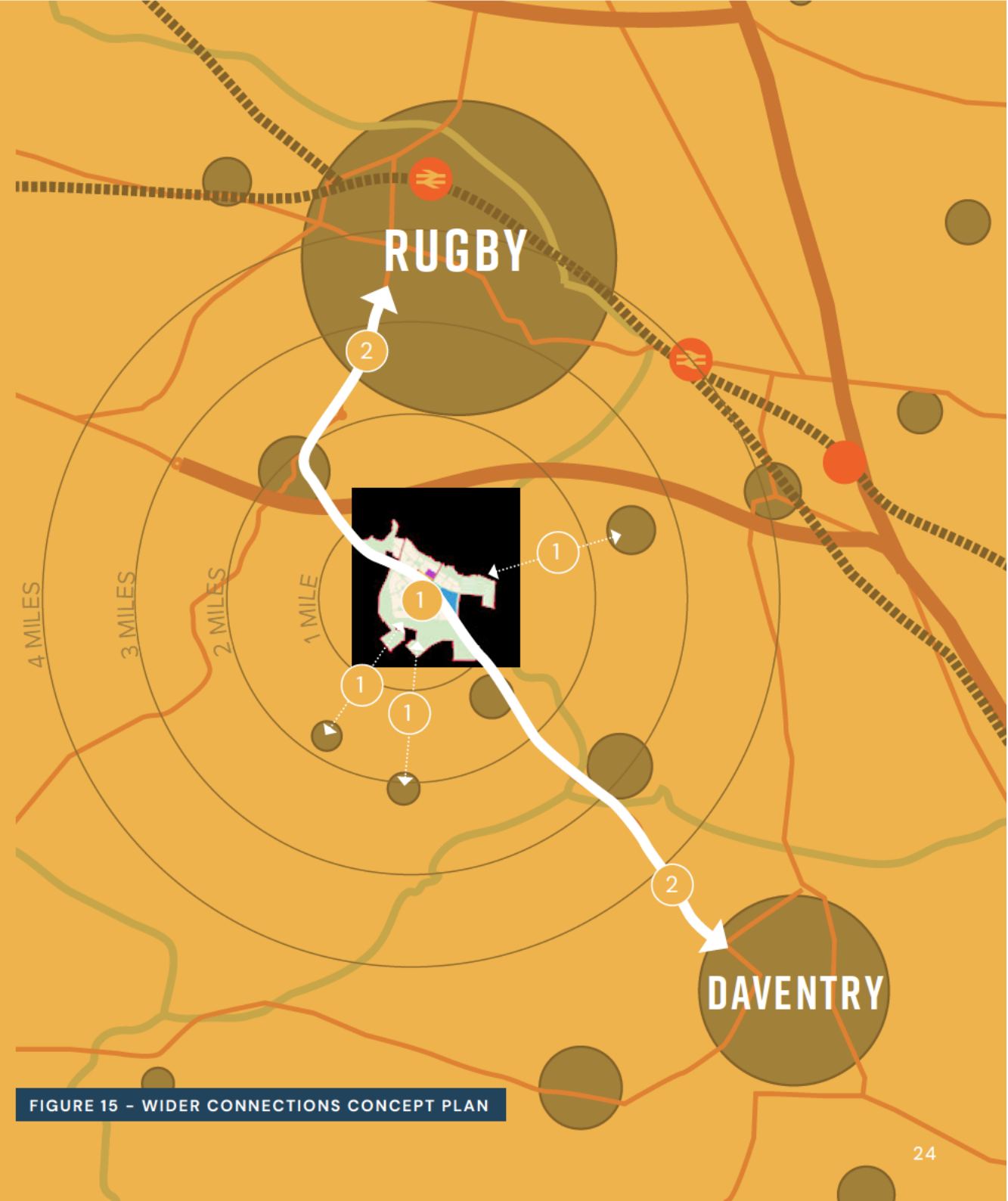


FIGURE 15 - WIDER CONNECTIONS CONCEPT PLAN

Movement Plan

M45

Connections – active travel routes extend to connect to existing PRoW, bridleways, Rains Brook valley corridor, Oxford Canal towpath and the like, with onward links including northwards to east Rugby, supporting connections between new and wider rural communities

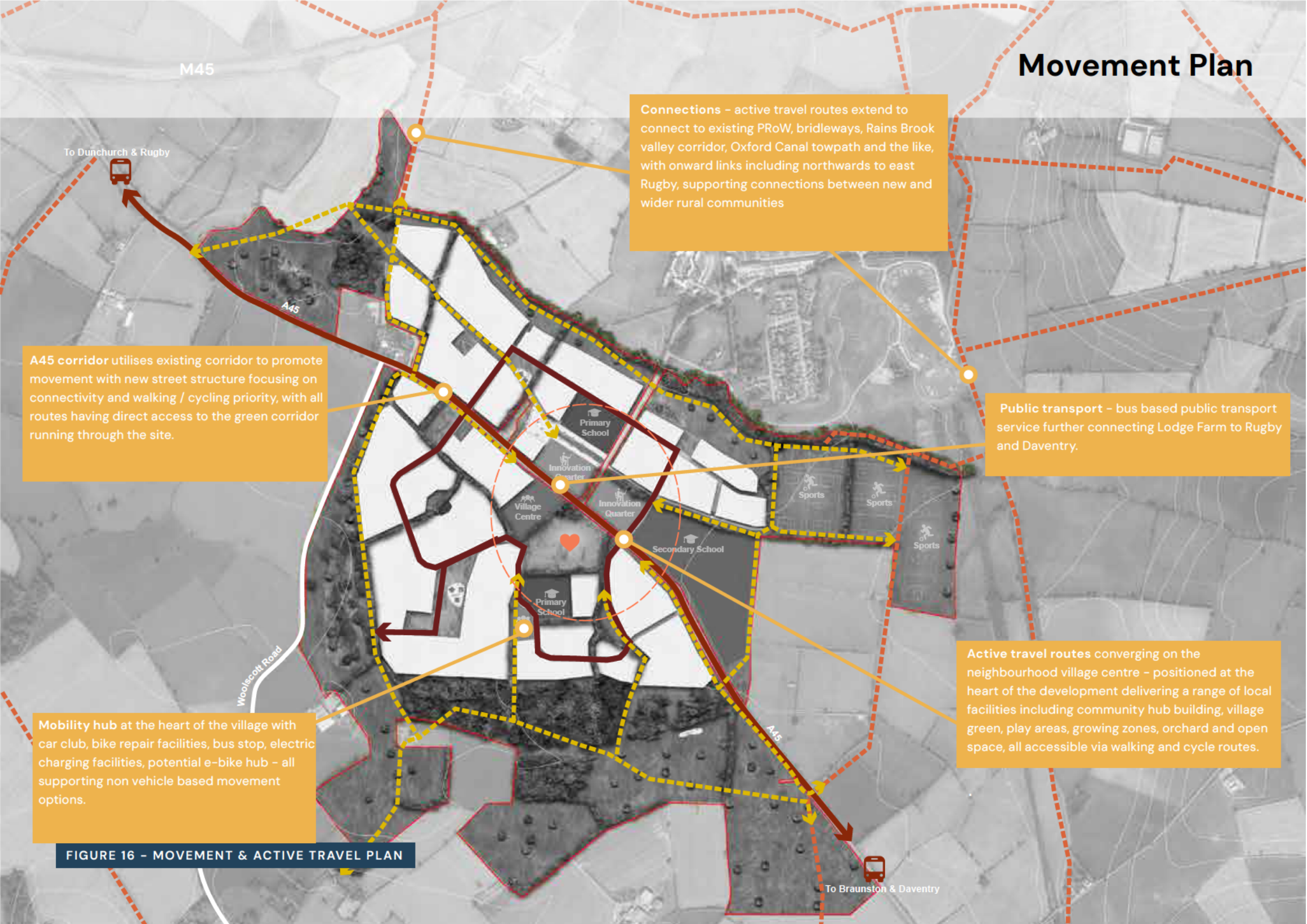
A45 corridor utilises existing corridor to promote movement with new street structure focusing on connectivity and walking / cycling priority, with all routes having direct access to the green corridor running through the site.

Public transport – bus based public transport service further connecting Lodge Farm to Rugby and Daventry.

Active travel routes converging on the neighbourhood village centre – positioned at the heart of the development delivering a range of local facilities including community hub building, village green, play areas, growing zones, orchard and open space, all accessible via walking and cycle routes.

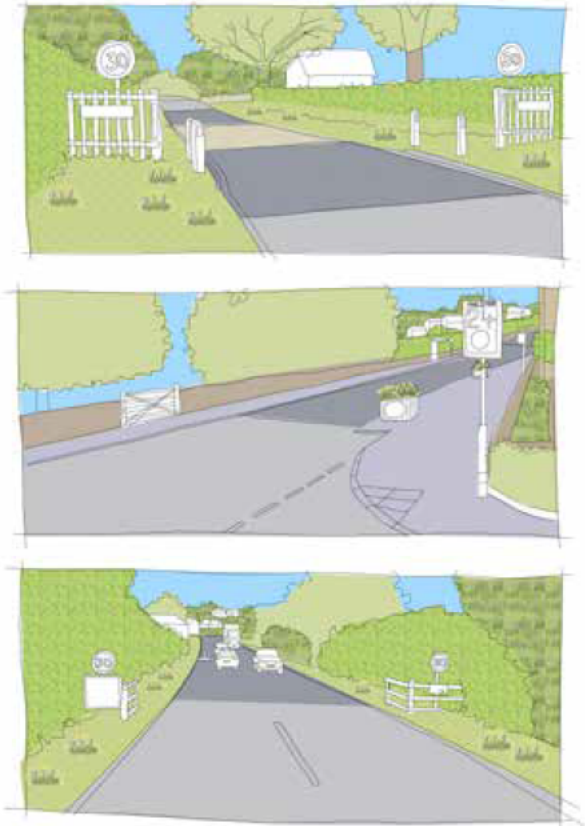
Mobility hub at the heart of the village with car club, bike repair facilities, bus stop, electric charging facilities, potential e-bike hub – all supporting non vehicle based movement options.

FIGURE 16 – MOVEMENT & ACTIVE TRAVEL PLAN





Illustrative sketch of how pedestrians / cycle connections could work across the A45 road corridor



Examples of road traffic calming ideas promoting pedestrian / cycle connectivity

4.8 Green Infrastructure & Environment

The new garden village delivers a substantial amount of new open space and green infrastructure, particularly along the southern and western edges of the site. The setting of the development is purposefully positioned away from the existing Rains Brook valley corridor and provides enhanced open space connectivity across the site.

The proposals retain existing trees and landscape features, introducing additional strategic native woodland and planting to maximise landscape character and fabric of the development. There will be a number of substantial ecological and natural habitat improvements, retaining and enhancing the landscape to deliver biodiversity net gain (BNG).

Working with existing topography, a number of 'blue corridors' will help to manage flood risks, whilst also benefitting the landscape character and biodiversity.



FIGURE 17 – GREEN INFRASTRUCTURE & ENVIRONMENT CONCEPT PLAN

Green Infrastructure Plan



FIGURE 18 – GREEN INFRASTRUCTURE PLAN

4.9 Sustainability

COMMUNITY

- 1 New gateway on the A45 featuring reduced speed limit (30mph) and new junctions affording pedestrian / cycling connectivity
- 2 Living locally, with a size of development that supports a mix of uses and house types
- 3 Inclusive and accessible open spaces with a range of community facilities including food growing and active areas for play and sports.

ENERGY

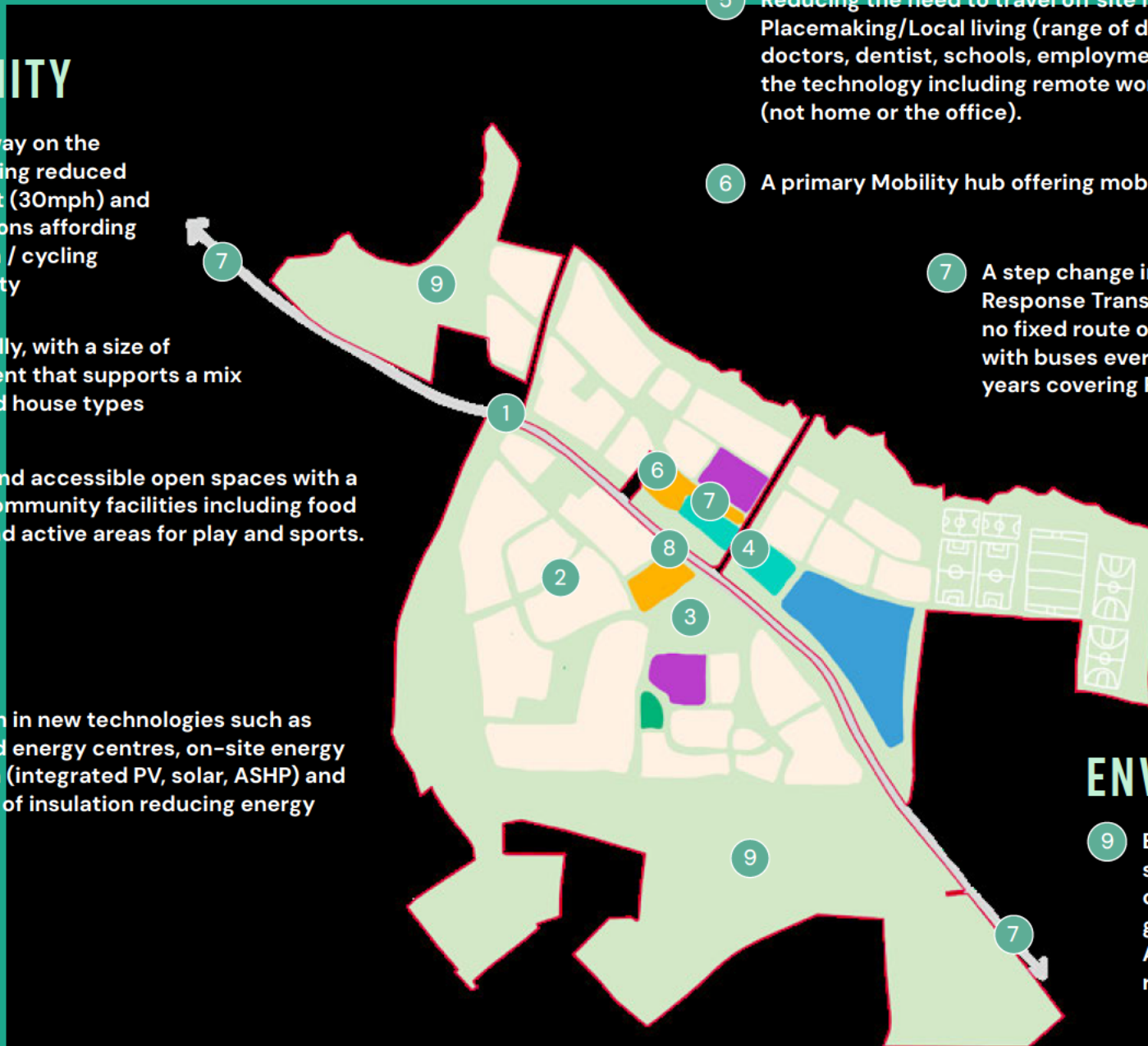
- 4 Exploration in new technologies such as centralised energy centres, on-site energy generation (integrated PV, solar, ASHP) and high levels of insulation reducing energy demand.

MOVEMENT

- 5 Reducing the need to travel off site for day-to-day activities through Placemaking/Local living (range of day to day local facilities, shops, doctors, dentist, schools, employment), community concierge and the technology including remote working facilities i.e. the Third Place (not home or the office).
- 6 A primary Mobility hub offering mobility options / concierge facilities.
- 7 A step change in public transport – Demand Response Transport – DRT. Smaller, buses with no fixed route operating within a 10-15km radius with buses every 15 minutes. Funded for 10-15 years covering Rugby & Daventry.
- 8 Active travel network prioritising walking, cycling and internalised trips, creation of health/leisure routes.

ENVIRONMENT

- 9 Exploration in new technologies such as centralised energy centres, on-site energy generation (integrated PV, solar, ASHP) and high levels of insulation reducing energy demand.




4.10 Illustrative Masterplan

Legend

 Site Boundary (circa 255ha)

Land Use

 Residential Development – Range from c2,512 units (@37.5dph) to c2,680 units (@40dph).

 Primary Schools

 Secondary School

 Southern Neighbourhood Hub

 Mixed Use Innovation Quarter

 Garden Village Centre (Community, Convenience, health, Residential, Mobility Interchange)

Landscape

 Retained Woodland

 Woodland Buffers

 Drainage Basin

 Outdoor Sports Provision

 Internal Public Open Space

 Remaining Green Infrastructure

Developable Area	Total Area
Residential Area	67ha
Primary Movement Route	3ha
Primary Schools	4ha
Secondary School	10ha
Mixed Use Innovation Quarter	4ha
Southern Neighbourhood Hub	06ha
Garden Village Centre	2ha
Total	90.6ha
Landscape	Total Area
Retained Woodland	10ha
Woodland Buffer	14ha
Outdoor Sports Provision	16.8ha
Internal Public Open Space	10.2ha
Informal Parkland	56ha
Remaining Green Infrastructure	57.6ha
Total	164.6ha
Site Area	255.2ha

CONCLUSION

5.1 Summary Overview

These proposals – promoted in 2025 as compared with the previous proposals – are for a significantly larger site area of circa **256 hectares** (an additional 151 hectares) with a range of **2,250 – 2,680 homes**, located on a site to the south and north of the A45. This transformative scheme will deliver and support a host of on-site village neighbourhood amenities and facilities that will benefit and support new and existing rural communities.

This Vision Document explains this fundamentally different virtues of a larger scale scheme for Lodge Farm, which will allow delivery of:

- **New homes** with a mix of sizes, tenures and affordable housing.
- A generous amount of public open space and **green infrastructure**.
- Respects and improves public access to the existing **Rains Brook valley corridor**.
- A development of scale that can support a number of **neighbourhood amenities and facilities** including community, health, educational, employment, public open space and movement routes. Neighbourhood facilities could include:
 - **Community** – up to 1,500m² GIA of flexible community space, which could include a hall with multi room flexibility, and a separate at home-work hub with facilities to promote social cohesion for those working from home in the new community
 - **Convenience and Health** – up to 2,500m² m GIA for a mixture of convenience retail, health, cafe and public house
 - **Innovation Quarter** – 4 hectares of innovation employment (~16,000m² at 40% site coverage) to promote a potential academy centre and subsequent incubation uses (office, R&D and hi tech manufacturing).
- **New education opportunities** – New 2FE primary schools and secondary school supporting existing and new communities.
- A transformative **active travel network** that allows internal and wider access throughout the development, including access to the new village centre community facilities via highly sustainable green cycle routes.
- A progressive **public transport solution**, delivering a frequent, attractive and reliable bus service connecting Rugby / Lodge Farm / Daventry utilising the A45 corridor.

5.2 Conclusion

This document sets out a high level but informed vision for the Lodge Farm development, considering how residential, public open space and movement routes could deliver high quality place making, serving both the local community and their environment.

The vision illustrates how a high quality housing and landscape led scheme would deliver an attractive development that enhances the local environment and draws out best practice design and place making.



APPENDIX A

Transport

Active Travel

National Cycle Network (NCN) Route 41 runs to the west of the site, following a dismantled railway passing Draycote Meadows and joining the Grand Union Canal Path. It is noted that there is a proposal in the Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP) to extend the walking and cycling infrastructure on NCN Route 41. To the east of the site, NCN Route 50 connects Leicester to Maidenhead.

There are two Public Rights of Way (PRoWs) within the site boundary. At northeast of the site, a footway connects the Oxford Canal to Daventry Road. To the south of the site, there is a track going from Lodge Farm to Lower Green.

Public Transport

Currently, there are two bus routes that pass through the site. Route 203 is operated by National Express Accessible Transport, and runs every Monday from Rugby to Princethorpe via Dunchurch. Route 214 is operated by Coventry Minibuses every Wednesday from Rugby to Priors Hardwick via Daventry. Further from the site, there are more frequent services towards Daventry, including four services from Rugby to

Northampton, Daventry to Northampton, and Daventry to Long Buckby.

To the north of the site, Rugby Station serves the Trent Valley Line and the West Coast Main Line between London and Birmingham and beyond. On a normal off-peak weekday, the station is served by 12 trains per hour. To the north of the site is the proposed Rugby Parkway Railway Station.

Vehicular Access

The site is situated south of the M45, which is maintained and operated by National Highways. It is also bisected by the A45, which is part of the Major Road Network and a National Highways diversion route, where a 50mph speed limit applies. To the centre of the site, there is a private road leading to the settlement of Onley (including the prison complex), and to the west a local road leading to Woolscott. The A45 which bisects the site is also classified as an agreed diversion route by National Highways.

Opportunities

There are a number of transport opportunities associated with the Lodge Farm site:

- Located within 7km of Rugby town centre, 8.5km of Daventry and 3.5km of Dunchurch
 - Well-served by the local highway network
 - Extension of the site north of the A45 to increase capacity and support viability of public transport services
 - Internalisation of trips through provision of significant new amenities and infrastructure
 - Potential to deliver new or significantly upgraded bus services on the Rugby to Daventry corridor, supporting a strategic aim of the Warwickshire BSIP to improve services
 - Build on the Warwickshire (and potentially Daventry) LCWIP to deliver a new direct cycle and walking route from the site to Rugby town centre via the existing PRoW
- ### Constraints
- There are also several constraints which will need to be considered, with careful planning and innovative solutions:
- Overcoming reliance on the private car in a car-dominant region in order to reduce transport carbon emissions
 - Lack of existing public transport routes

- Severance for active travel from major roads near the site including the A45 and M45 with high speed limits
- A need for significant investment into active travel facilities in the area

Internalisation

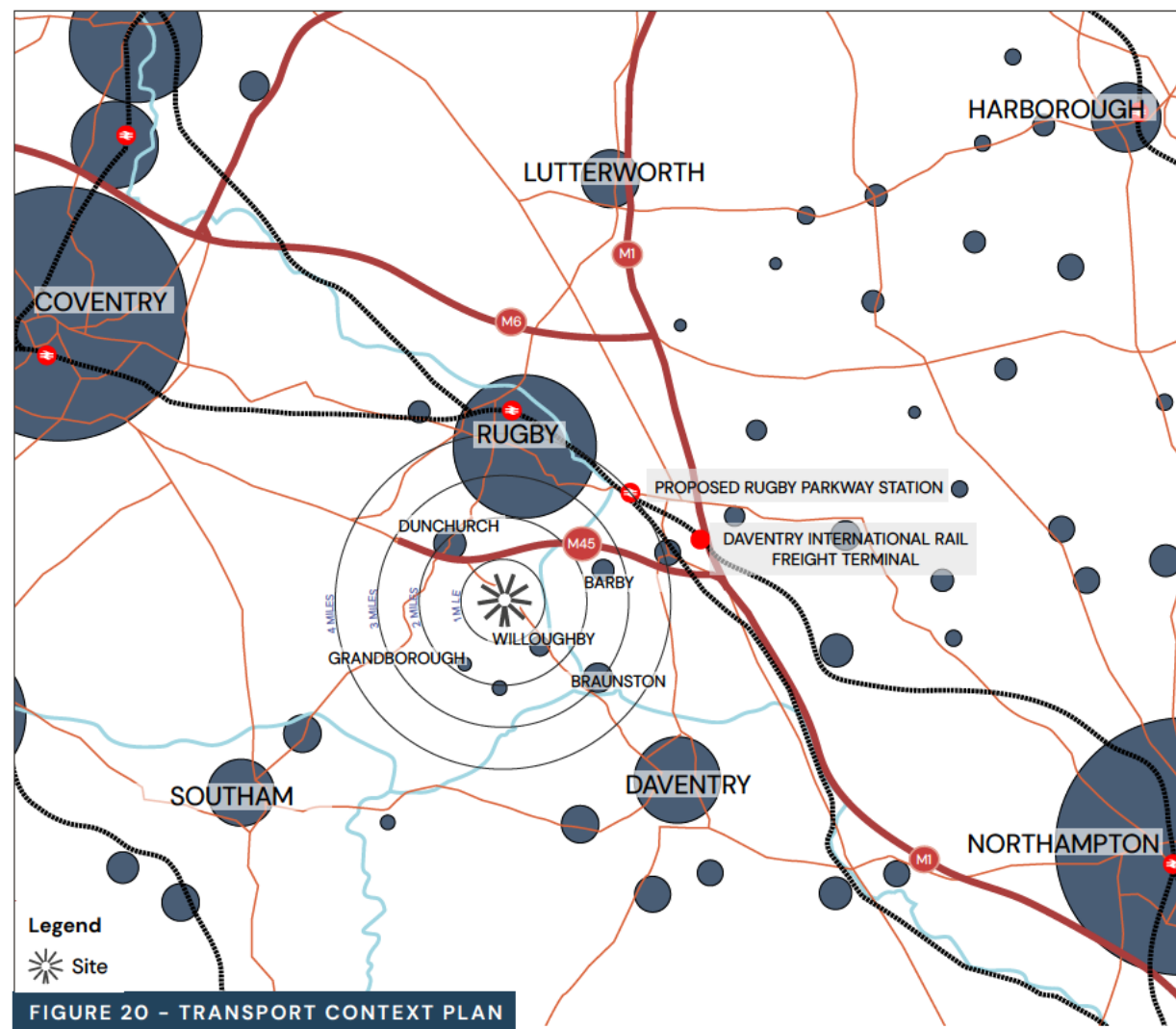
Embedding sustainable transport principles within the Lodge Farm site from the earliest stages of planning is essential to delivering a development which is compatible with Warwickshire County Council's net zero commitments. The first principle of sustainable transport planning is to internalise trips where possible, and avoid additional pressure on the existing road network. This can be achieved by ensuring that the development includes key amenities and facilities which people need to access on a day to day basis. This includes education, retail, employment and leisure opportunities.

- The internal mobility plan for the development will include priority for active travel using high quality, direct paths segregated from traffic, and mobility hubs which bring together different modes (including e-mobility, public transport

and private transport) and uses (such as parcel pick up and drop off, electric vehicle charging and seating).

Public Transport

Discussions with a local bus operator have supported the case for a new bus service connecting the Lodge Farm site with Rugby and Daventry via the A45 corridor, with the potential to stop at Rugby Station. In order to establish sustainable transport choices within the development, a Demand Responsive Transit (DRT) service could be provided from first occupation to support early residents, transitioning to a traditional service as more people move in. A peak time express service could stop only on the A45 to minimise delays, while off-peak services could loop around the residential areas, stopping in the main village centre and in the Innovation Quarter, to provide better accessibility to residents. The DRT service could continue to provide an evening service if demand was too low for a full service, to allow people to travel into Rugby and back from the station later in the day.



Heritage

The wider landscape in which Lodge Farm lies, has been formed through previous human activity and includes the remains of former medieval settlements at Walcote, Woolscott, Willoughby and Onley.

Archaeological investigations in the wider surrounding area have revealed evidence of Romano-British remains and artefacts. The wider area contains the remains of medieval settlements. The now deserted village of Onley is to the north of the site and is designated as a **Scheduled Monument**.

The site contains no designated heritage assets. However, multiple **Grade 2 Listed** structures are located nearby. Most notably to the south, including Brichen Fold, Woolscott Manor and Harrow House, approximately 900m to the south-west, as well as Manor Farmhouse, Church of St Nicholas, and Vale House to the south-east.

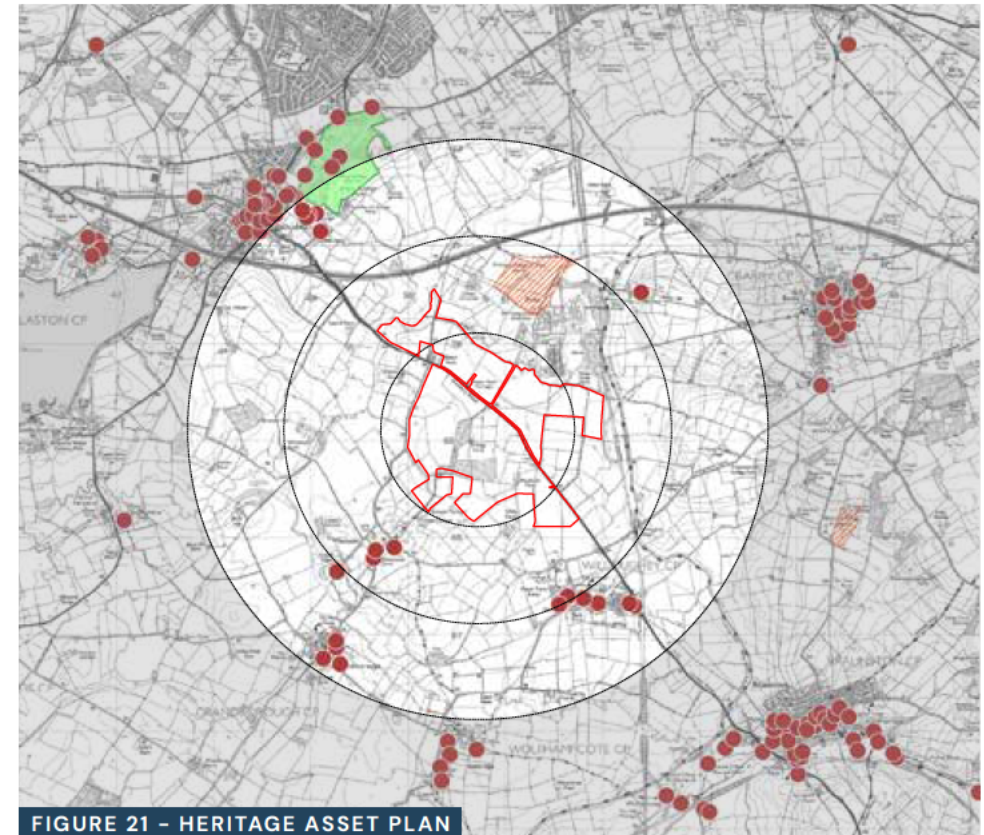
Non-designated heritage assets are identified in the Warwickshire Historic Environment Record database within the site and include a mill and the remains of ridge and furrow. This represents arable cultivation from medieval and post-

medieval periods. Whilst these features are not considered rare in the locality, they have been impacted by ploughing.

An 18th century turnpike road bordered the site and a coaching Inn was recorded within the boundaries of the site.

The historic landscape will be fully assessed using a combination of desk based assessment, non intrusive survey techniques and where appropriate, on site investigations in order to establish the presence and of any buried archaeological assets within the site.

Assessments will also be undertaken in order to understand the potential impact of the development on the settings of heritage assets in and around the site. This work will ensure strategies are designed to minimise any negative impacts on the heritage resources and highlight opportunities to provide a positive contribution to the historic environment.



Drainage

Existing Surface Water Drainage Regime

The topography of the existing Lodge Farm site means it is split into two distinct drainage catchments by the A45 Daventry Road which follows a ridgeline. The catchments are therefore the north-east parcel and south-west parcel. The north-east parcel drains directly to the Rains Brook which is coincident with the site boundary for the majority of the length. The south-west parcel drains to an unnamed watercourse that is a tributary to the Rains Brook.

As the majority of the site is undeveloped, the land drains overland and subsurface flow at greenfield rates either directly to the two aforementioned watercourses or to these via existing ditches within the site boundary. The exception to this is areas of surface water flooding within local depressions where the water will temporarily sit until it evaporates or infiltrates. Publicly available information in regards to ground conditions suggest that the soils have limited infiltration rates.

Surface Water Drainage Strategy

The development will be designed with surface water drainage systems that infiltrate where possible. However, due to infiltration rates, positive outfalls will likely be required which would be to the Rains Brook and its tributaries. In accordance with the Lead Local Flood Authority's (Warwickshire County Council) guidance, this will be at the average annual runoff rate (QBar) or reduced further if required by the capacity of the receiving watercourse particularly where there are culverts.

Sustainable Drainage Systems (SuDS) features will be utilised to provide the required attenuation whilst providing water quality, biodiversity, and amenity benefits. Open and unlined features will be utilised as much as possible for these reasons. They will be located outside of the Flood Zone 2 and 3, below natural ground levels where possible and designed to intercept surface water flow paths to further mitigate flood risk. All attenuation storage will be sized using an appropriate climate change factor to mitigate flood risk throughout the lifetime of the development.

Further SuDS such as permeable paving and rainwater harvesting will be used as source control measures where appropriate and subject to the detailed design of the development.

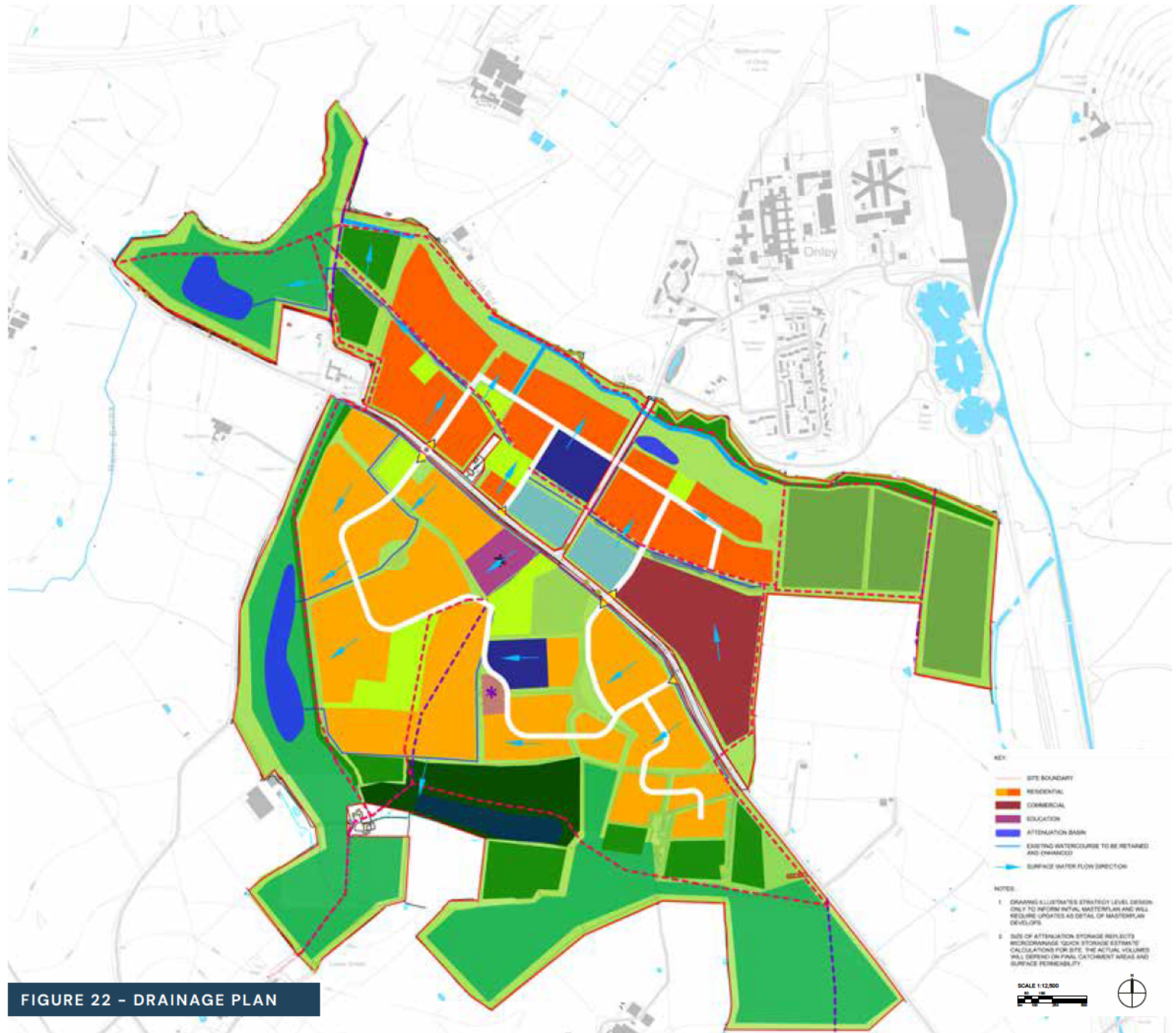
Existing watercourses will be enhanced and retained along original their natural flow paths where possible.

Foul Water Drainage Strategy

There is no public sewerage infrastructure within proximity of the site. A suitable discharge point will therefore need to be identified by the local sewerage undertaker, Severn Trent Water (STW). They will do this once planning approval for the development has been achieved and they have completed the necessary modelling to inform a capacity assessment. This is to be expected for the number of dwellings proposed and is not particular to this site and is a constraint to programme only rather than deliverability.

From correspondence with STW, the location of the discharge point is currently expected to be within Cawston Sewage Pumping Station catchment. This expected location will necessitate foul flows to be pumped from the site.

Therefore, at least one foul water pumping station will be required which will need to be located at a low point within the site such as the west of the south-west parcel or north of the north-east parcel. The connecting rising main could be delivered by STW or a private company with suitable appointment from Ofwat if preferable timescales and costs.



Ecology

BMD undertook an Ecological Assessment of the Site in December 2023 to assess habitats, their condition, and their suitability to support protected and notable flora and fauna species.

The Site which is situated south of Rugby adjacent to the village of Onley, along the A45 and M45, sits within a rural landscape and so is predominantly comprised of arable land and modified grassland; this includes land used for grazing and growing crops as identified by the site survey. The Site also includes areas of semi-improved grassland ponds, and plantation woodland which has an understorey actively grazed by sheep. No veteran, ancient or notable trees have been identified on Site as indicated by the Woodland Trust Ancient Tree Inventory.

The woodland blocks, ponds, hedgerows and scattered trees are considered to be the habitat of highest biodiversity value within the site. However, the plantation woodlands are considered to be in poor condition and do not qualify as priority woodland as depicted on MAGIC. The fields within the site are typically demarcated by a network of an array of species rich and species poor hedgerows.

A proportion of hedgerows support mature trees, including mature oaks which provided bat roosting potential. A total of 19 ponds were recorded throughout the Site, ranging from poor to moderate condition with a varying composition of marginal vegetation albeit most support limited aquatic flora. The remaining habitats are of generally low to negligible intrinsic ecological interest, albeit some of the buildings offer potential roosting opportunities for bats.

The intensive agricultural management of the site reduces opportunities for faunal species. Nonetheless, the range of habitats, alongside the sites size, means that potential opportunities exist for protected and notable species. The Site has the potential to support the following protected and notable nesting birds, Bats, reptiles, Great Crested Newts, Badgers, Hedgehogs, Water Voles, Otters, and Brown Hares.

Local records indicate that great crested newts, a number of bat species and otter have been recorded within 1 km of the Site with good connectivity via the agricultural landscape, woodland parcels, watercourses and hedgerows with associated mature trees.

Further surveys will be required to fully assess protected and notable species using the Site.

The presence of notable habitats and the potential presence of protected and notable faunal species has been given due regard at this early master planning stage, with key features identified for retention and a suite of mitigation and enhancement principles identified in response to potential development impacts.

The mitigation hierarchy has been applied to retain, enhance and buffer key ecological assets within the Site such as woodland, watercourses, ponds and hedgerows. Ecological constraints and opportunities are presented in figure 23 (BMD.23.0100.DRE.902) and figure 24 (BMD.23.0100.DRE.903).

Furthermore there is a vision to improve habitat connectivity within site & wider landscape by linking woodlands & waterbodies via watercourses, grasslands, hedgerows and scrub. This can be done through enhancement and creation of strong green links based on the delivery of nature a recovery network on former arable land. Included within created habitat areas will be areas that are wildlife beneficial

greenspace to introduce structural diversity and key ecological stepping stones. This will include creation of ponds/SUDS/wetlands in area previously devoid of wet habitat and buffering of watercourses.

Furthermore there will be the enhancement and creation of linear habitat to support green infrastructure, species diversity & habitat connectivity as well as species specific enhancements such as bat/bird/dormouse/invertebrate boxes, amphibian/reptile hibernacula and planting to provide commuting, foraging & sheltering habitat for aerial & terrestrial species



Landscape & Visual

Landscape

The Site falls within and reflects the generally broad and flat landscape characteristics of the Feldon Vale Farmlands Landscape Description Unit (LDU) within which it is located; with minor undulations and shallow valleys formed in association with the minor watercourses that drain the area. Settlements within the Site are sparse, limited to isolated farms and dwellings, and the landscape within the Site is in reasonable physical condition, containing some features worthy of conservation. Its surroundings however contain several urbanising features that form notable detractors to the area's rural quality and tranquillity (e.g. the A45 trunk road and M45 motorway) and features that are incongruous to the wider LDU (e.g. Onley Prison).

Landcover within the site includes a mixture of arable cereals and horticulture and improved pastures with grazing sheep and horses in fields of varying sizes; typically contained by hedgerows exhibiting a well-managed appearance, but which are generally kept at low-level and have become gappy or overgrown in places. The occurrence of hedgerow trees within the site varies, with trees relatively

abundant near to the existing farm buildings and A45 but sparser elsewhere. A plantation woodland within the southern part of the site also forms a noticeable and incongruous feature, which can be seen from several areas within the surrounding landscape.

The Site borders to the north, and contains in its southwest corner, land recorded as having mediaeval ridge and furrow; contains some minor features recorded to be of archaeological interest; and is likely to sit within the wider setting of the abandoned mediaeval village of Onley, which is a scheduled monument. There is also evidence of ridge and furrow to the southwest of the site, associated with mediaeval settlement at Woolscott.

The site is crossed in its west by public bridleway Grandborough 179/R178/1; through its centre by public footpaths Grandborough 179/R241/1, 179/R242/1 and Willoughby 308/R242/1; and in its east by public bridleway Willoughby 308/R243/1.

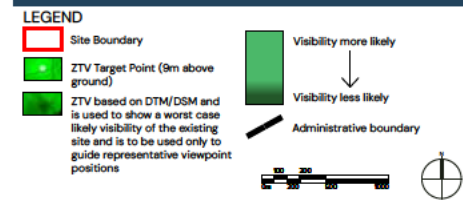
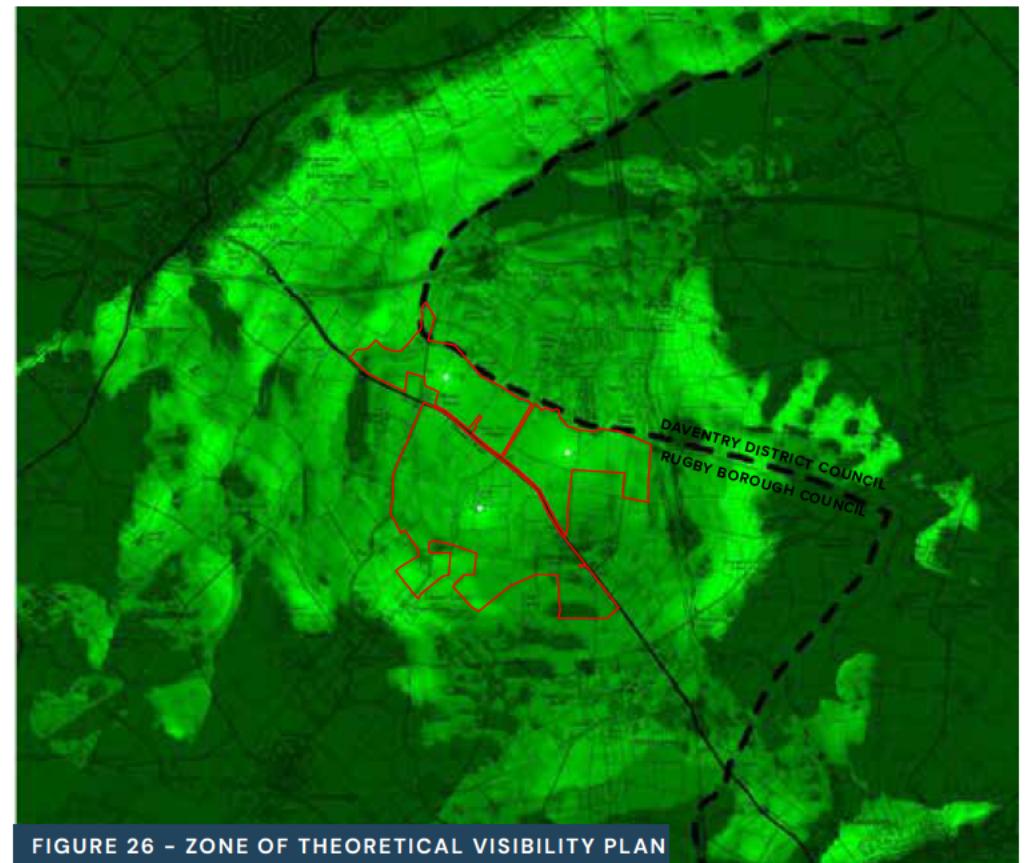
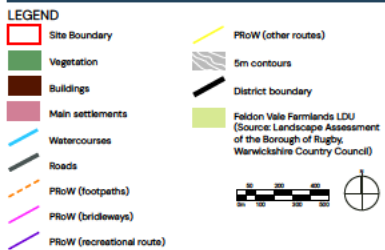
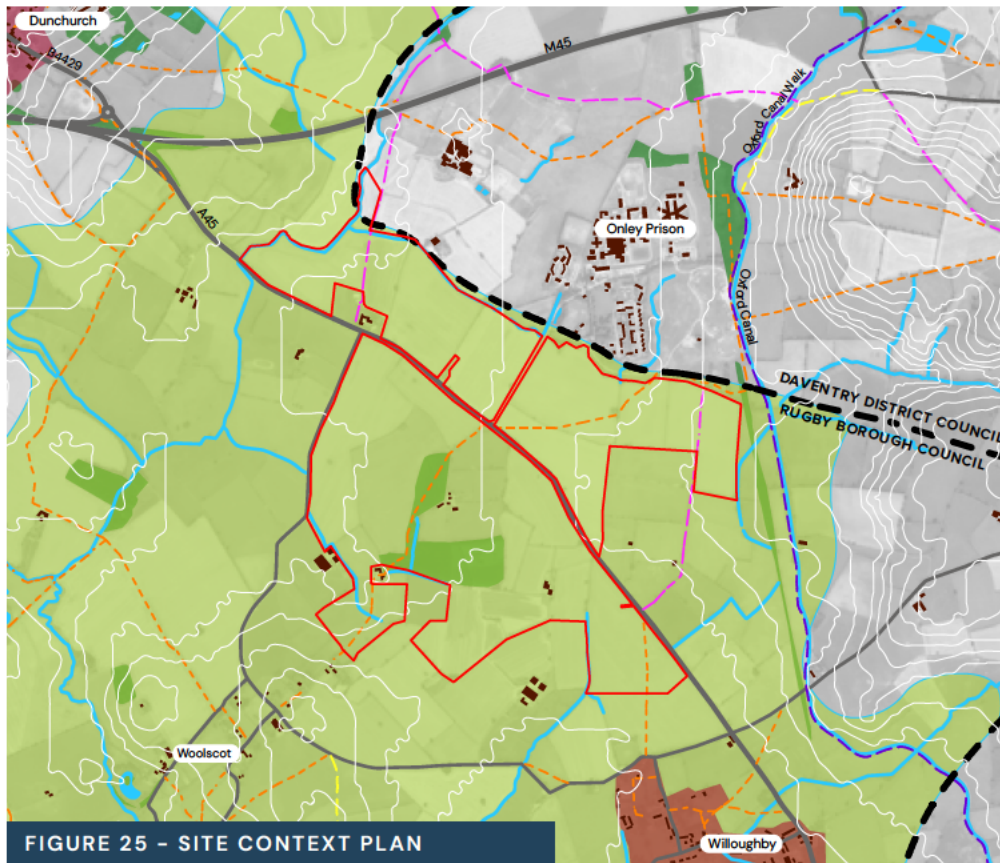
Visual

The management of most hedgerows within the site at a low height gives rise to an expansive landscape in places. The plantation woodland in the south of the site however forms a distinctive feature in the surrounding landscape – as do the vegetated corridors adjoining the M45 motorway and A45 trunk road – and serves to enclose the site to a greater extent than other parts of the surrounding area.

Development is likely to be visible locally, and may be evident in more distant views from the edges of Woolscott and Willoughby; in eastward facing views from footpaths near to the Rains Brook; in occasional elevated views from the edge of Dunchurch; and from routes leading down from Barby Hill, Cleves Hill and Braunston Hill to the east. Existing intervisibility exists between the site and elevated settlements beyond the LDU to the east and west. Vegetation within the Site (notably the intact hedgerows and plantation woodland) and adjoining primary infrastructure corridors (M45, A45, Oxford Canal and dismantled railway line) however reduces views from some locations.

The Site is understood not to form part of a view recorded as being of importance in relation to any heritage assets, nor is it understood to form part of any view recorded in art, literature or other media for its particular special qualities. The Site is also not visible from any locations well known, well frequented and/or promoted as visitor attractions or beauty spots; and is understood also not to form part of any views which appear in Ordnance Survey, tourist maps or guide books.

Street lighting on the A45 and lighting associated with Onley Prison and the adjoining Onley Grounds Equestrian Complex forms a noticeable feature in night-time views across the site and wider landscape.





Define.

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