

11.9. The provision of car parking needs to be carefully balanced to ensure that sufficient provision is made to meet needs. Less provision may be needed where there is good public transport provision, easy access to shops and services and opportunities for walking and cycling which in turn promotes healthier lifestyles. Achieving this balance is crucial as failure to provide sufficient parking can lead to indiscriminate parking that not only looks unattractive but can be unsafe or lead to neighbour disputes. The NPPF has introduced greater flexibility to take account of the particular nature and setting of development.

11.10. The need for flexibility is appreciated and the importance of local factors in determining the level of car parking provision is recognised. These relate to the need to revitalise an area, the extent to which an area is environmentally sensitive, to the availability of infrastructure for cyclist and pedestrians, and the availability of public parking facilities.

11.11. The value of cycling as a sustainable mode of transport is appreciated and the standards in Appendix 5 contain minimum levels of cycle parking provision for different land uses, to encourage this mode of travel. Guidance for the parking of cars, motor cycles, heavy goods vehicles, provision for people with disabilities and electric charging is also included. Further guidance on the standards and how they are applied is included in the Planning Obligations SPD.

Policy D3: Infrastructure and Implementation

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

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

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

11.12. It is essential that new development is supported by the infrastructure it needs to function, and that new development does not increase pressure on existing infrastructure. Where development requires it the Council can require infrastructure provision as detailed in the IDP (subject to tests in the NPPF), that the developer and/or landowner contributes to, as long as such requirements do not render the scheme unviable.

11.13. The infrastructure required will vary from site to site. The type of infrastructure may include, but not be limited to the following areas:

Education

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

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

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

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

Water Supply

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

Health

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

Policy D4: Planning Obligations

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

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