



Coton Park East Design Code

September 2026

Table of Contents

Introduction

1.1	Introduction and policy context	04
1.2	Purpose of this document	06
1.3	About this document	07
1.4	Engagement	08

Analysis

2.1	Site context	11
2.2	Site status	12
2.3	Landscape environment	13
2.4	Context character	16

Vision

3.1	Design vision	21
3.2	Framework masterplan	22

Code

4.1	Code introduction	26
4.2	Movement	28
4.3	Nature/Landscape/Public space	44
4.4	Built form	68

Contact and figure references

5.1	Contact	76
5.2	Figure references	77

Produced by
Rugby Borough Council



Transport consultant
Momentum



Urban design and landscape consultant
Node Urban Design



Version	Date
Draft for consultation	28.08.2026
Draft REV A for consultation	08.09.2026
Draft REV B for consultation	22.09.2026

INTRODUCTION

Introduction and policy context

Coton Park East

Coton Park East is located approximately 4km to the north east of Rugby town centre, to the east of the existing Coton Park employment park and to the immediate south of the M6 (see location plan fig 1).

This design code applies to land within the allocation at Coton Park East (35.97ha). Coton Park East is allocated for circa 115,000 sq. m of employment floorspace within the proposed submission Local Plan 2025-2042 (January 2026).

The key objectives of this design code are to coordinate the design of development across the area, and to raise the overall quality of place. It seeks to reduce where possible proposed landscape and visual harm, together with impact on neighbouring land uses.

It focusses on key design characteristics, providing guidance on coordination and quality in relation to movement, nature/landscape/public space and built form.

Local Plan Submission Draft 2025-2042 (January 2026)

The local plan submission draft 2025-2042 allocated the site for circa 115 000 sq.m of employment floorspace with the development requirements. At the time of writing the local plan is in examination and the development requirements may be modified during that process with knock-on implications for the design code.

- Provision of at least 0.75ha of land immediately adjacent to Rugby Free Primary School to provide school playing fields/sports facilities and a forest school.
- Provision of 4,000m2 of space in smaller units of up to 1,500m2 for small and medium sized businesses. These smaller buildings should be located at the southwestern corner of the site to better relate to the scale of existing employment buildings on Central Park Drive and to reduce impact on adjacent homes.
- Provision of overnight lorry parking facilities sufficient to cater for the anticipated use of the units.

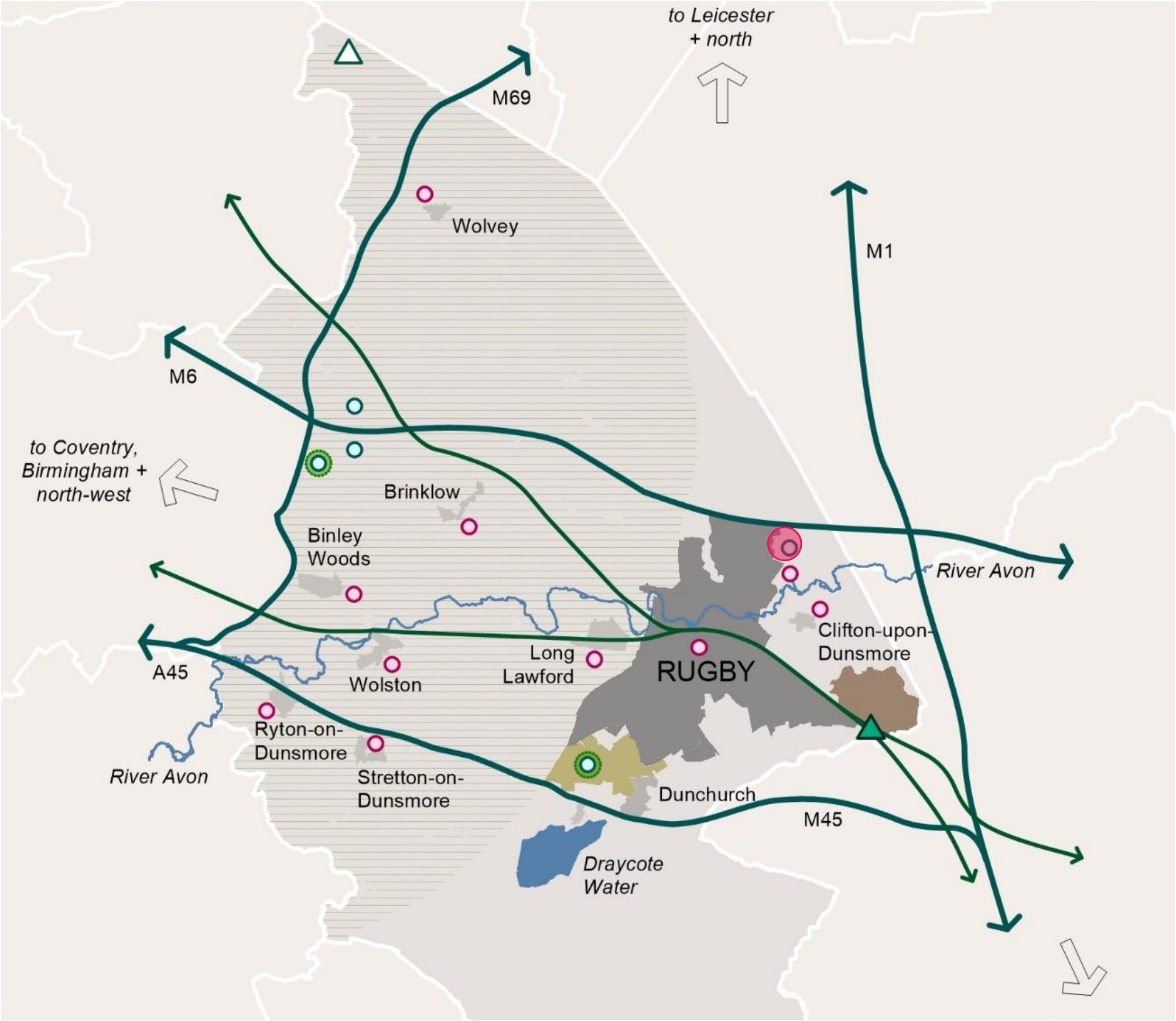


figure 1 | nts | key objectives diagram | source: rugby borough local plan

Introduction and policy context

Site ID 64: Site Allocation Coton Park East, Rugby Development requirements.

- Pedestrian and cycle permeability through the site. Access improvements to Great Central Walk.
- Two main vehicular points of access to the site shall be created from Castle Mound Way and Central Park Drive. Larger units which will be focussed away from the south western corner of the site shall be accessed from Castle Mound Way. Smaller units which will be located in the south west of the site can be accessed from Central Park Drive. This will limit conflict between commercial traffic and parents and children accessing Rugby Free Primary School. It will also prevent noise, vibration and air quality impacts of heavy traffic on children using outdoor spaces at the school.
- The site layout shall allow for a bus, pedestrian and cycle only connection between the extended Central Park Drive and Vervain Drive to the south. This will provide the ability for a future bus route to run through the site.
- The development shall accord with the Coton Park East Design Code (this document).
- The development will need to demonstrate an appropriate relationship with adjacent residential properties on its southern boundary. It is anticipated this will be achieved by locating lower, smaller footprint buildings in this part of the site, setting back from this edge and reinforcing landscaping. The site's eastern boundary with Newton will also need careful consideration informed by landscape assessment with the need to consider reinforced landscaping and building heights.
- The existing Public Rights of Way (PROW) must be maintained, and the design of the development must ensure they are pleasant to use. Wherever possible PROW should be routed through public open space, be segregated from roads, and be well overlooked. PROW should be maintained on their existing lines, with diversions only occurring where this is not practicable. PROW should be accessible to as many people as possible, including those who are disabled or less mobile.
- Contributions may be required towards delivery of the cycle route network improvements identified in the Local Cycling and Walking Infrastructure Plan (LCWIP), including R45 (footpath and underpass east of M6 J1), and R46 (Great Central Walk between Crowthorns and Newton).
- Contributions may be required towards the A426/Newton Manor Lane scheme identified in the Infrastructure Delivery Schedule and Strategic Transport Assessment which is likely to involve the partial signalisation of the roundabout, with signals added to the A426 North and A426 South approach arms and adjacent circulatory, as well as pedestrian crossing provision.
- Contributions may be required towards the A4071/B4112 Newbold Road scheme identified in the Infrastructure Delivery Schedule and Strategic Transport Assessment which is likely to involve widening the circulatory on the northern/eastern section of the roundabout, alongside updating road markings to separate traffic flows on the B4112 Newbold Road approach.

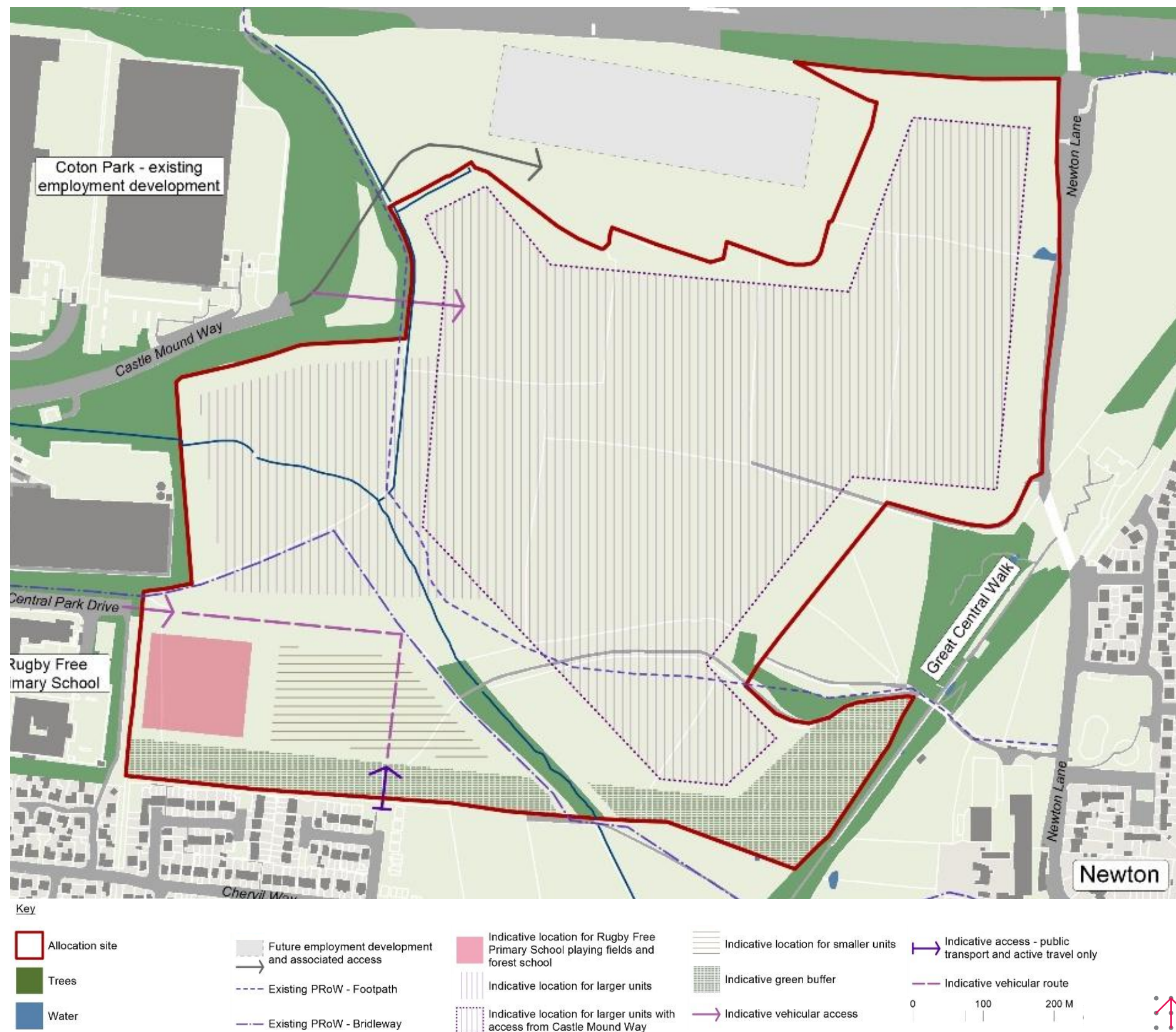


figure 2 | nts | local plan site development principles | source: rugby borough council

Purpose of this document

The purpose of this design code is to expand upon the site development principles included in the local plan submission draft 2025-2042 allocated the site for circa 115 000 sq.m of employment floorspace.

It is intended for use by applicants when developing proposals, and by development management officers when considering planning applications. In setting out clear design expectations, the code aims to achieve:

- Higher quality development
- Conversations about design earlier in the planning process
- Conversations with local residents about places that affect them
- Clarity and a level of certainty about what will be expected on the site
- Greater predictability in the planning process
- Consistency through multiple delivery phases
- Facilitation of a development that is commercially viable and deliverable

Status of this document

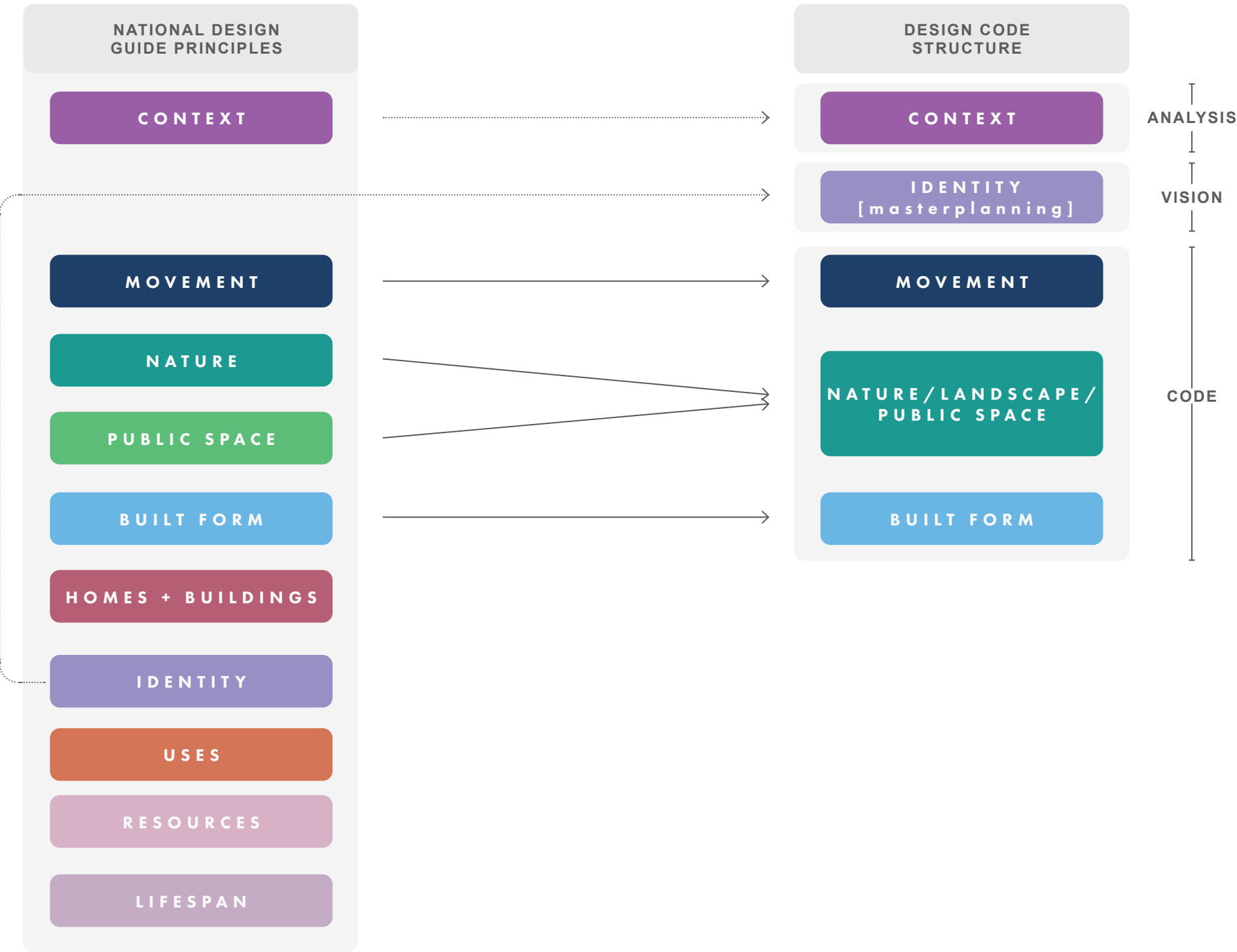
This design code will take the status of a supplementary guidance which means it will be a material consideration in decision making. It should be read in conjunction with existing policy or guidance that is already in place.

Content and structure

The content of the code is derived from guidance contained within the National Model Design Code Parts 1 + 2. Much of this guidance is centred around the ten characteristics of a well-designed place as set out in the National Design Guide.

This code uses six out of the ten characteristics, which are deemed most relevant, impactful and appropriate for the allocation and its requirements. Those not included may be covered in existing policy or guidance or might be more appropriate for design codes covering a larger-scale area or focusing on different design issues.

The code follows the structure contained in the National Model Design Code, with three main sections - 'Analysis', 'Vision' and 'Code'. The National Design Guide characteristics are mapped to the topic headings as in the diagram opposite.



About this document

How to use the design code

The code is structured in sections focussed on one of the design characteristics from the National Design Guide (see previous page). A number of subheadings are included under each chapter, with both site-wide and area-type guidance considered as appropriate.

Pages contain the following information:

- Key strategies/objectives for the subheading
- Code requirements, as a 'must', 'should' or 'could'
- Crossovers with other code sections, policy or guidance
- Explanatory drawings, diagrams or precedents

Code requirements take one of the following forms:

- 'Must' a mandatory requirement
- 'Should' a recommendation, where deviation requires justification
- 'Could' a measure that would add value but is not considered necessary everywhere

It is the responsibility of the team proposing the scheme (the developer and their design team) to explain why any mandatory ('Must') or recommended elements ('Should'/'Could') are not met, and demonstrate that the proposals do not conflict with the overall aim of the Coton Park East Design Code.

Departures from the Design Code will only be considered when a rationale for not complying with mandatory design fixes or recommended design practices can be clearly demonstrated as a positive intervention that has placemaking benefits, or responds appropriately to changing legislation, circumstances and technological advancement. It may also be necessary to depart from some aspects of the Design Code in light of unforeseen site conditions or ground investigations. Any such non-compliance will be subject to agreement with RBC.

Developers will be expected to submit a compliance tracker with applications.

Precedents

Precedent photographs are used throughout this code to illustrate ideas and principles in each section. They are intended to illustrate a particular point (as described) and it should not be assumed that replication of other features will be acceptable.

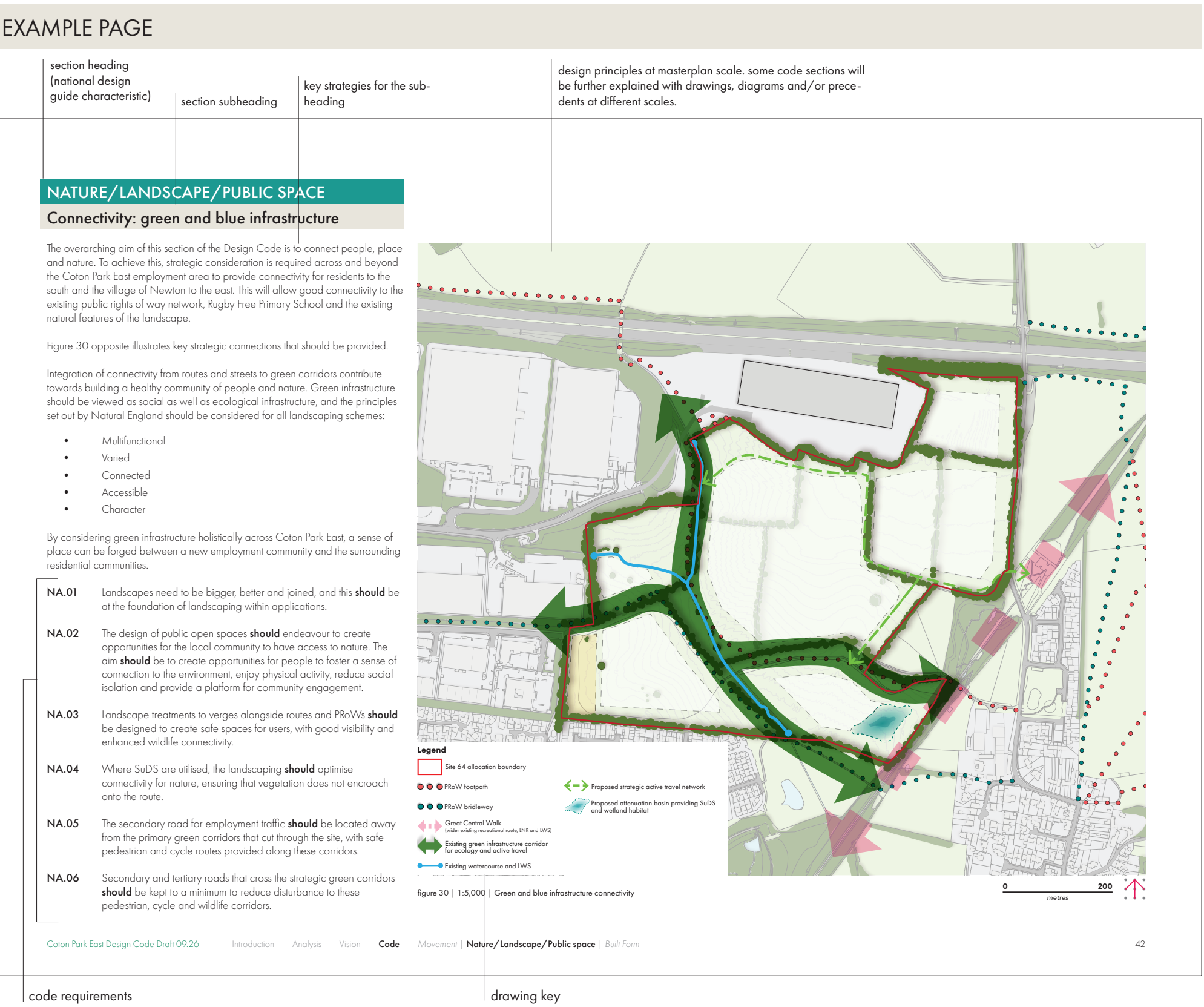


figure 3 | nts | example design code page

Engagement

Consultation was undertaken between June – September 2026.

Who has been involved?

In developing this design code, we have engaged with:

- Local residents and members of the public
- Local Ward Councillors
- Local Parish Councillors
- The landowner and site promoter

A summary of the engagement is included below, though further details are available in a separate report.

What did we consider?

At each session with representatives from the above groups, the following key questions and themes were considered:

- What is important or distinctive about the site and area
- What is important about aspects such as streets, public spaces and buildings
- An emerging vision for the site
- Emerging masterplan principles regarding landscape, movement and the built environment
- Examples of built projects with a range of design approaches



figure 4 | nts | previous engagement documents and photographs

Key responses and themes that emerged

The following are the key themes that emerged through the consultation which have been considered as part of the design code. Not all identified issues will be controlled by the design code, but any developer will need to take these into consideration and demonstrate how they have addressed each of these points.

1. Prioritising active travel and providing routes for pedestrians and cyclists

- Raised footpath from Hillcrest Farm onto Coton Park to mitigate a largely inaccessible right of way
- Provide safe and convenient routes from Newton to Free School
- Potential for attractive and convenient footpaths and cycleways through the site for a) recreational purposes, b) access from Newton Village to Coton shops, c) access from Newton Village to Free School
- Ensure pedestrian route out of new phase of Coton Park (Chervil Way), links up with other footpaths on the site, and may lead to recreation area
- Join up PRowWs – enhancements as part of scheme to the north
- Green verge separating footway and highway

2. Vehicular movement and parking

- Minimise HGV traffic past school
- Traffic separation – large shed areas, no through route to small industrial area. One way in, one way out for large area
- Truck parking in a sensible location – noise and air quality
- Lorry parking to the north away from school and residential
- Yards and loading bays away from the residential
- Parking- rubbish/litter: design in sufficient and practically located waste disposal points
- Emergency access – emergency access only – controls

3. Nature and open space and water management

- Creation of wildlife corridors and picnic areas
- Landscaping and open spaces (particularly to the east of the site) should complement the Five Arches wildlife site (and not be sterile mowed grass areas)
- Benches, ponds, open spaces for public and employee use for wellbeing and those working from home in the estates
- Benches and dog litter bins (as part of recreational use)
- Space for dogs (off lead)
- Protection of natural springs
- Water management and flooding

4. Visual impact and amenity

- Creation of wildlife corridors and picnic areas
- Landscaping and open spaces (particularly to the east of the site) should complement the Five Arches wildlife site (and not be sterile mowed grass areas)
- Benches, ponds, open spaces for public and employee use for wellbeing and those working from home in the estates.
- Benches and dog litter bins (as part of recreational use)
- Space for dogs (off lead)
- Protection of natural springs
- Water management and flooding

5. Construction

- Impact of ground modelling and disturbance on the site
- Noise and light disturbance when a building site – restrict hours
- Working hours in construction
- Phasing – potential opportunity for access during construction through to school; communication about this for clarity

6. Commercial deliverability and viability

- Delivering adequate employment floorspace to meet the goals of the site allocation and contribute to meeting assessed development needs
- Recognition that this will be a private commercial site which will include significant areas to which there is no public access
- Delivering a viable and commercially workable development

	You said	What we are doing
Movement	Joined up routes (including PRowWs) which are pleasant to use, safe and provide key connections such as between Newton and Rugby Free Primary School. Joined up routes (including PRowWs) which are pleasant to use, safe and provide key connections such as between Newton and Rugby Free Primary School. HGV routing is carefully planned, minimising movement near the school and separating access routes for large and small buildings. Careful interactions between potential HGV movements and non-vehicular movement, including at junctions and where the two are located alongside each other.	A connected network of non-vehicular routes is being proposed, which retains PRowWs and provides access between Newton and the school. Two options have been produced for HGV access for the consultation: • Main HGV access from Castle Mound Way and access to smaller units from Central Park Drive • All HGV access from Castle Mound Way and only bus route connected to Central Park Drive Proposals for street design have been developed which address the relationship of people with vehicles and incorporate soft landscaping. Design principles for street crossings are also being established.
Open space + nature	Wildlife corridors that connect within the site and to features/ other corridors beyond the site. Green spaces that are complementary to the surroundings and provide space for leisure.	A network of green corridors is proposed, which connect areas within the site and beyond. These are associated with existing hedgerows and the existing water course through the site. Open space is proposed to be co-located with the north-south green corridor and PRowWs. Landscape areas are proposed to have different characters according to where they are on the site and their purpose.
Visual impact + amenity	Consideration of distant as well as close views. Building heights which respond to the site topography and built form which responds to sensitive edges (such as Newton Lane). Consideration of more detailed aspects such as lighting, noise, signage and colours.	Built form is proposed to respond to its context in relation to both height and other built form aspects such as setbacks. Both distant and close views have been taken into account in the background landscape and visual work. Particular focus is being given to the edges along the east and south of the site, which have relationships with Newton Lane, Newton, the Great Central Walk, the residential area of Coton Park and Rugby Free Primary School. The design code aims to address the physical form of the development, the principles for which are currently being developed. Some of the more technical aspects or those which concern construction of proposals will be more appropriately addressed through the planning application process.

ANALYSIS

Site context

The site known as Coton Park East is shown in the adjacent aerial photograph.

It incorporates nine fields, separated by tree and hedgerow boundaries. A watercourse passes through the south-west section of the site, within a valley.

The site is bounded by the M6 motorway to the north. To the east it is bounded by Newton Lane, a country road which connects the village of Newton to the A5 road.

The Great Central Walk which runs along the Newton Dismantled Railway intersects with Newton Lane and forms the remainder of the eastern boundary of the site. The Great Central Walk is a Local Nature Reserve.

To the south is the existing Coton Park residential development, which is still in the process of being built.

To the west is the employment area Central Park which contains a mix of large distribution warehouses and medium sized light industrial and office units, as well as two courtyard office parks.

Topography

The topography of the site is a key component of its landscape character. The land undulates from a low point of c.110m along the valley of the water course, rising sharply to c.120m to the south-west corner and more gradually in a north and easterly direction to c.125m.



figure 5 | nts | aerial photograph

Site status

The Coton Park East site (site 64 in the Submission Local Plan) is approximately 35.97ha in size and is due to provide approximately 115,000m2 of floorspace for employment use, delivered through a range of building sizes.

The site forms part of a wider area of regeneration that has seen multiple phases of building, including employment land as part of the adjacent Central Park development, and residential land to the south within the Coton Park residential area.

This site was allocated in the adopted Local Plan for residential development. The site has not come forward since the adoption of the Local Plan 2019-2031 and has subsequently been promoted for employment use.

The site was promoted as part of the Local Plan process and at the time of writing a planning application has recently been submitted and is awaiting determination.

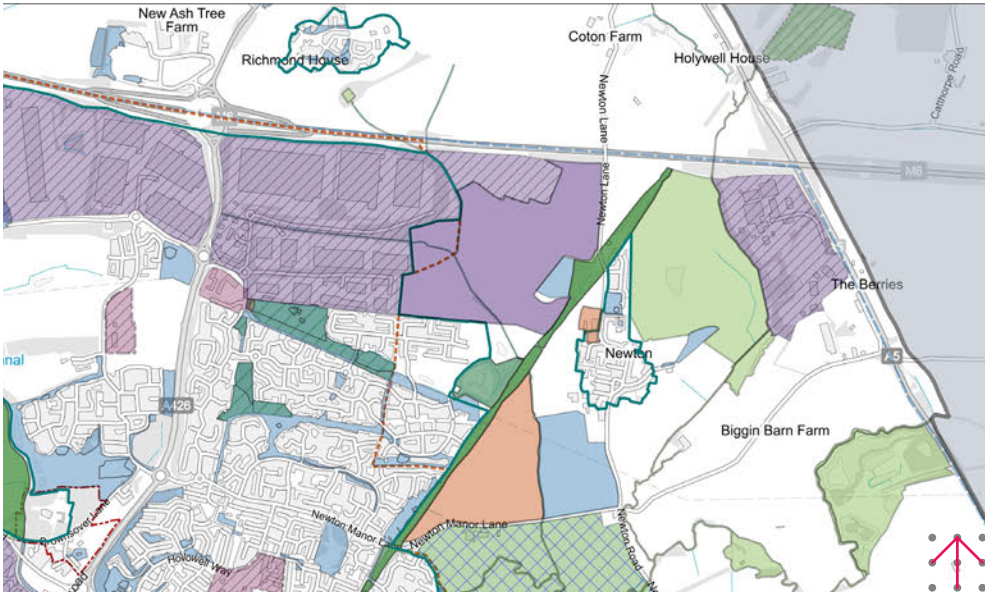


figure 6 | nts | submission local plan policy map: immediate context | source: rugby borough council

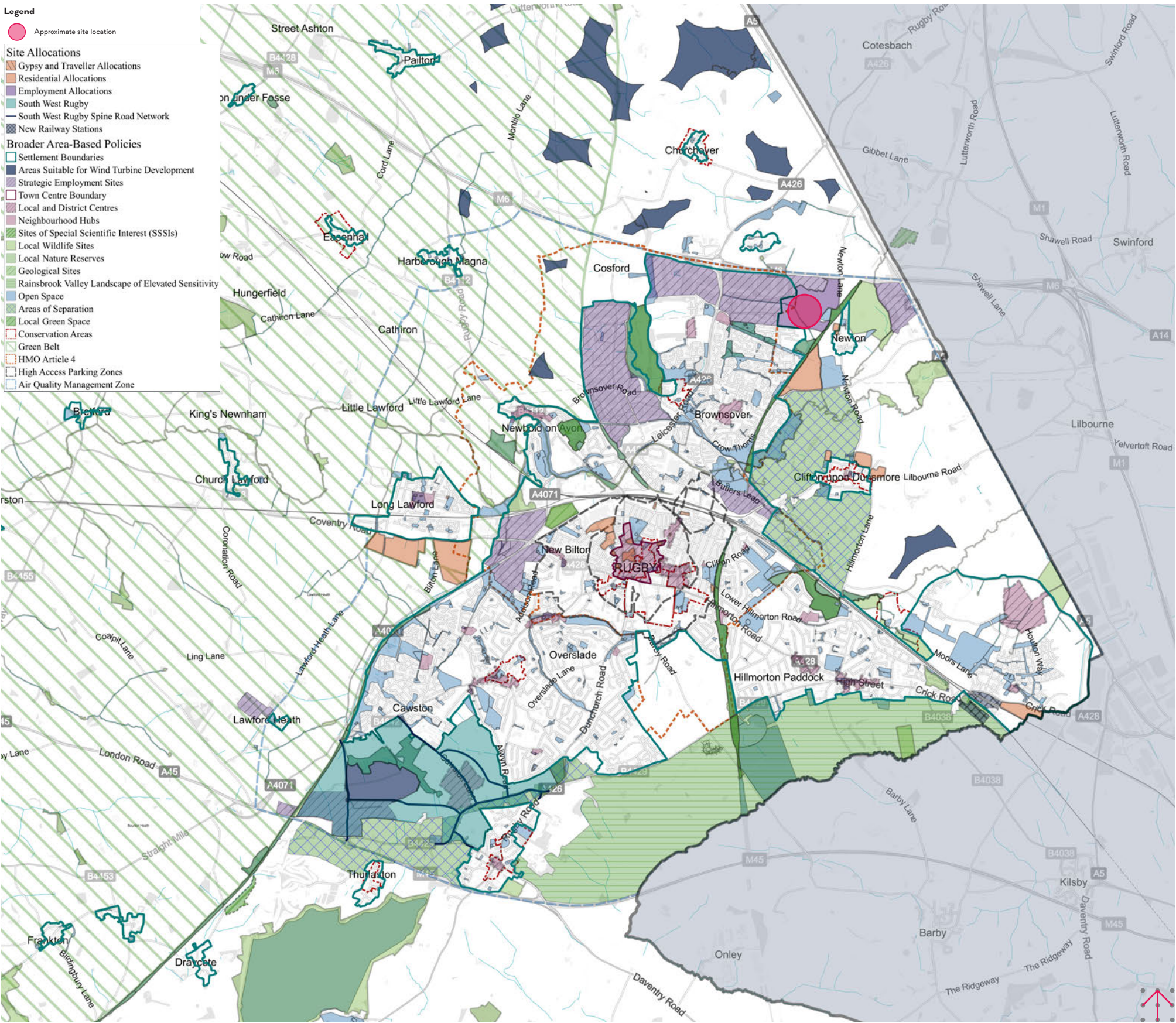


figure 7 | nts | submission local plan policy map: wider context | source: rugby borough council

Landscape environment

Landscape character areas

National Character Areas (NCAs)

Coton Park East is located within NCA 94 Leicestershire Vales, towards its southern boundary with NCA 96 Dunsmore and Feldon.

The character area is described as: "a large, relatively open and uniform landscape composed of lowlying clay vales interrupted by varied river valleys. Its sense of place comes less from its overall landform and more from its visually dominant settlements and views of the surrounding higher ground."

The southern part of the character area where the site is located is described as having a "distinctly rural and tranquil feel ... where a mixture of arable and pastoral farmland pervades. Country houses, historic designed parkland, waterside trees and meadows are common throughout."



Leicestershire Vales

Note: In most instances, the NCA boundary is not precisely mapped and should be considered as a zone of transition between NCAs.

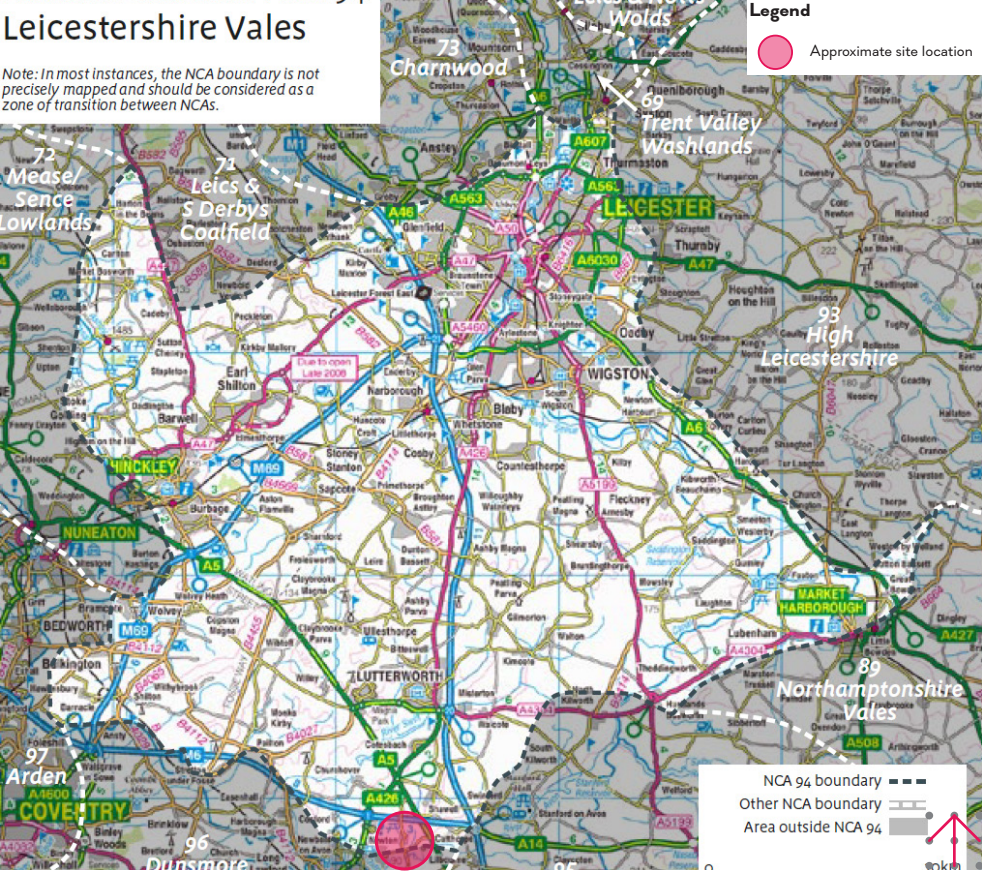


figure 8 | nts | national character area 94: leicestershire vales | source: natural england

Representative photographs of the NCA 94 (Natural England)

Landscape environment

Rugby Borough Landscape Character Assessment

Landscape Character Assessment (LCA) has been prepared for Rugby Borough Council (2025). This identifies a series of Landscape Character Areas (LCAs) and Landscape Character Types (LCTs) across the Borough.

The site lies within the High Cross Landscape Character Area, which comprises two Landscape Character Types: Village Farmlands and Open Plateau. The site falls partly within both character types.

The Village Farmlands character area is described as: "a small scale, mainly pastoral, hedged landscape closely associated with nucleated village settlements around the plateau fringe. This landscape strongly contrasts with the Open Plateau. Clusters of settlements, narrow winding lanes, geometric smallhedged fields and the undulating topography associated with small valleys create a varied, intimate landscape.

The farmed landscape is characterised by small fields enclosed by thorn hedges which create a strong sense of scale and visual unity when well-managed. Scattered hedgerow and roadside ash trees, permanent pasture often with ridge and furrow, and field ponds fringed by trees and scrub are a feature of this LCT."

The site and immediate landscape setting is illustrative of this character area, containing a series smallhedged fields, undulating topography, small valleys and winding lanes.

To the north and east is the Open Plateau, a "large, open rolling landscape with wide views dissected by broad valleys and a strong impression of emptiness and space. The field pattern is generally medium to large in scale but poorly defined, drawing the eye to distant skylines rather than foreground views. Smaller fields are associated with pockets of permanent pasture and ridge and furrow. Belts of woodland additionally form prominent features in the otherwise open landscape. Settlement is minimal, characterised by small settlements and isolated farmsteads and hamlets."

To the south is the Dunsmore - Plateau Fringe character area, described as "a variable, farmed landscape with a gently undulating topography of low rounded hills and narrow meandering river valleys of the Avon and Leam. The Plateau Fringe is characterised by its large arable fields and poorly defined field patterns, interspersed with pockets of permanent pasture, river meadowland and small hedged fields. Small, nucleated villages are a characteristic feature, comprising of loose clusters of dwellings and isolated, brick built farmsteads."

Features

The site is formed of nine individual fields, bounded by hedgerows and hedgerow trees. A number of additional individual trees fall within the open fields.

A watercourse crosses the site, forming a Y shape that enters the site on the western boundary and crosses in a south-easterly direction, before exiting on the southern boundary. This forms a valley within the site, from which the topography rises to either side.

There is an underground gas pipeline running across the site within the same broad position as the watercourse. These elements will require an easement.

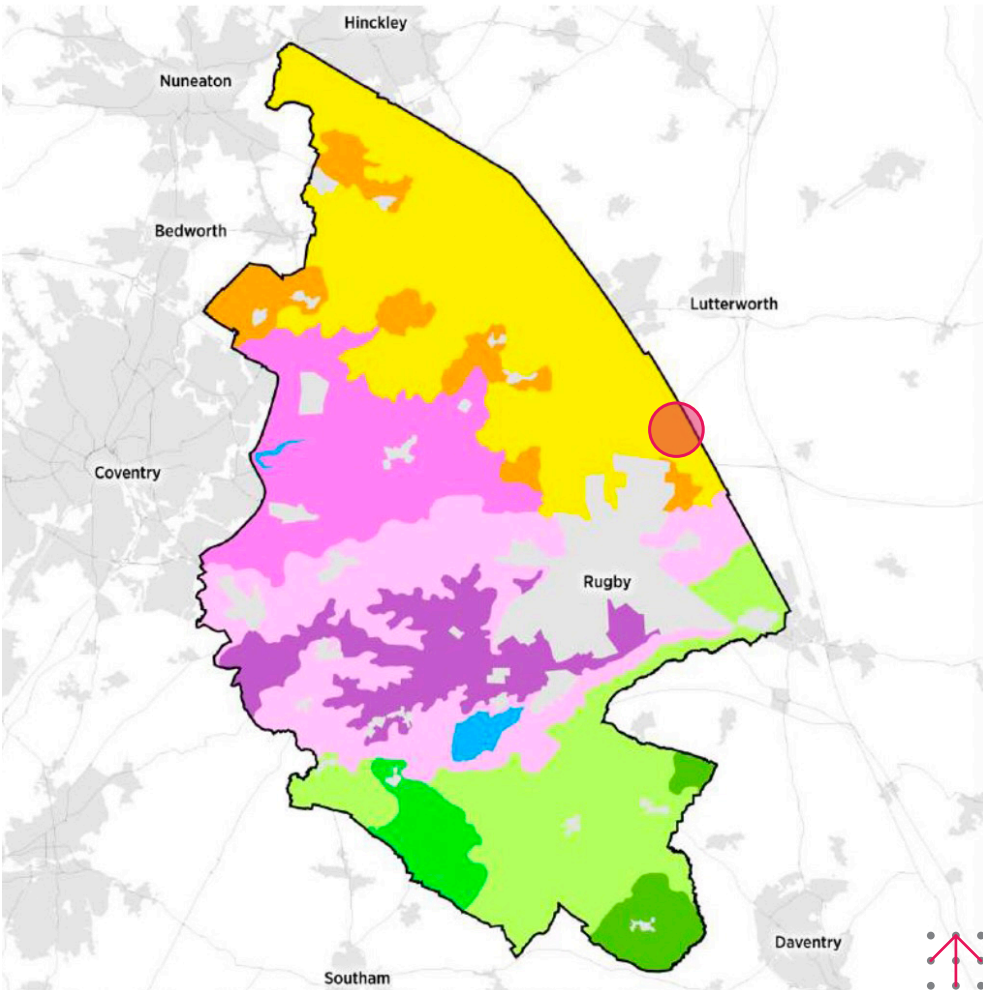


figure 9 | nts | landscape character areas | source: lepus consulting

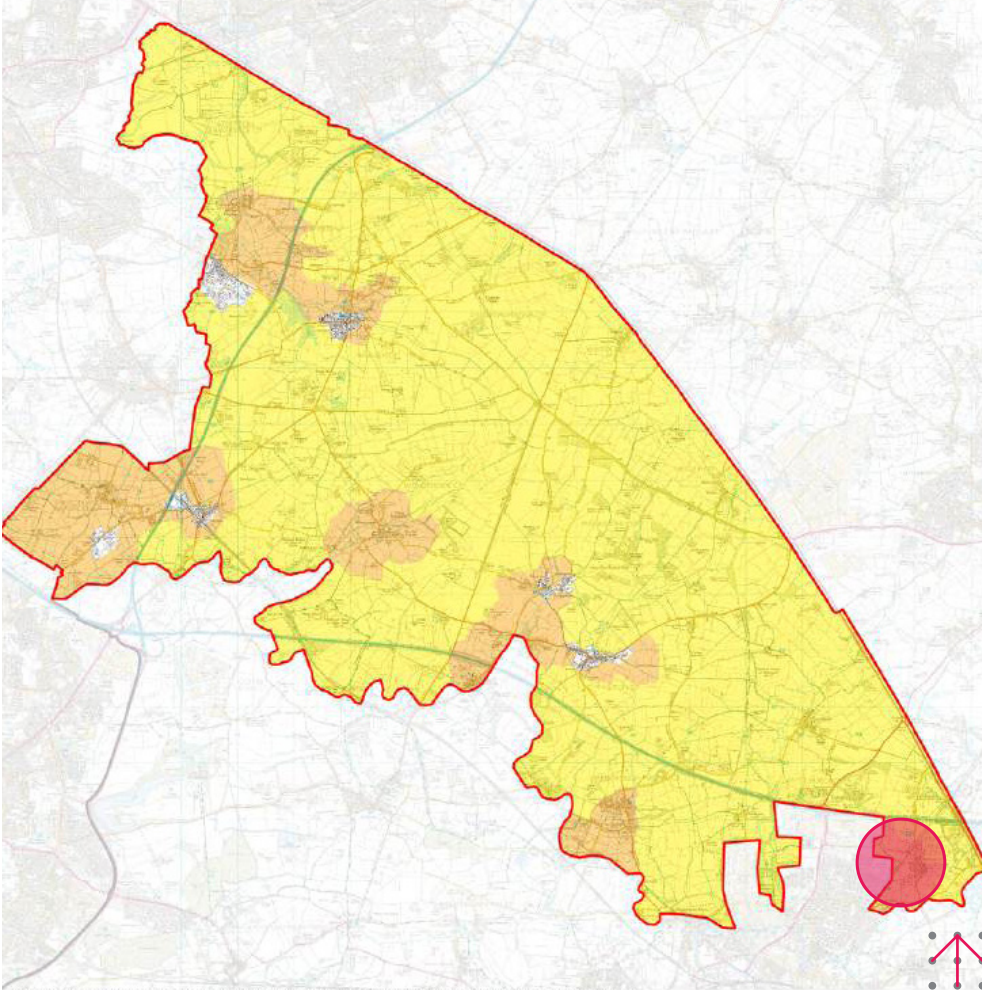


figure 10 | nts | landscape character types | source: lepus consulting

Landscape environment

Designations

The River Avon and Tributaries Local Wildlife Site (LWS) crosses the site. The Coton Park Pool LWS is approximately 125 south of the site.

Ashlawn Cutting (Great Central Walk) Local Nature Reserve (LNR) is located along the eastern boundary of the site. It forms the northern end of the wider Great Central Walk, which follows the line of a dismantled railway southwards into Rugby. It is a steep sided disused railway cutting consisting of limestone grassland with scrub. 24 butterfly species have been recorded including Common Blue, Marbled White and Small Copper, together with diverse sightings of birds.

Newton Pool and Pastures LWS lies beyond the eastern boundary of the Great Central Walk.

To the south-east of the site, beyond Great Central Walk, two grade II listed buildings are located within Newton: the Stag and Pheasant Public House and Home Farmhouse and attached Stableblock. To the north-west of the site, beyond the M6 lies the grade II* listed Coton House and Grade II listed stableblock.

Great Crested Newts, a European protected species are known to be located around the pond to the south west of the site.

Legend

- Site 64 allocation boundary
- Local Nature Reserve (LNR)
- Local Wildlife Site (LWS)
- Listed building
- Existing trees and hedgerows within surrounding context
- Existing water bodies

Existing trees and hedgerows within site (based on Google Maps)

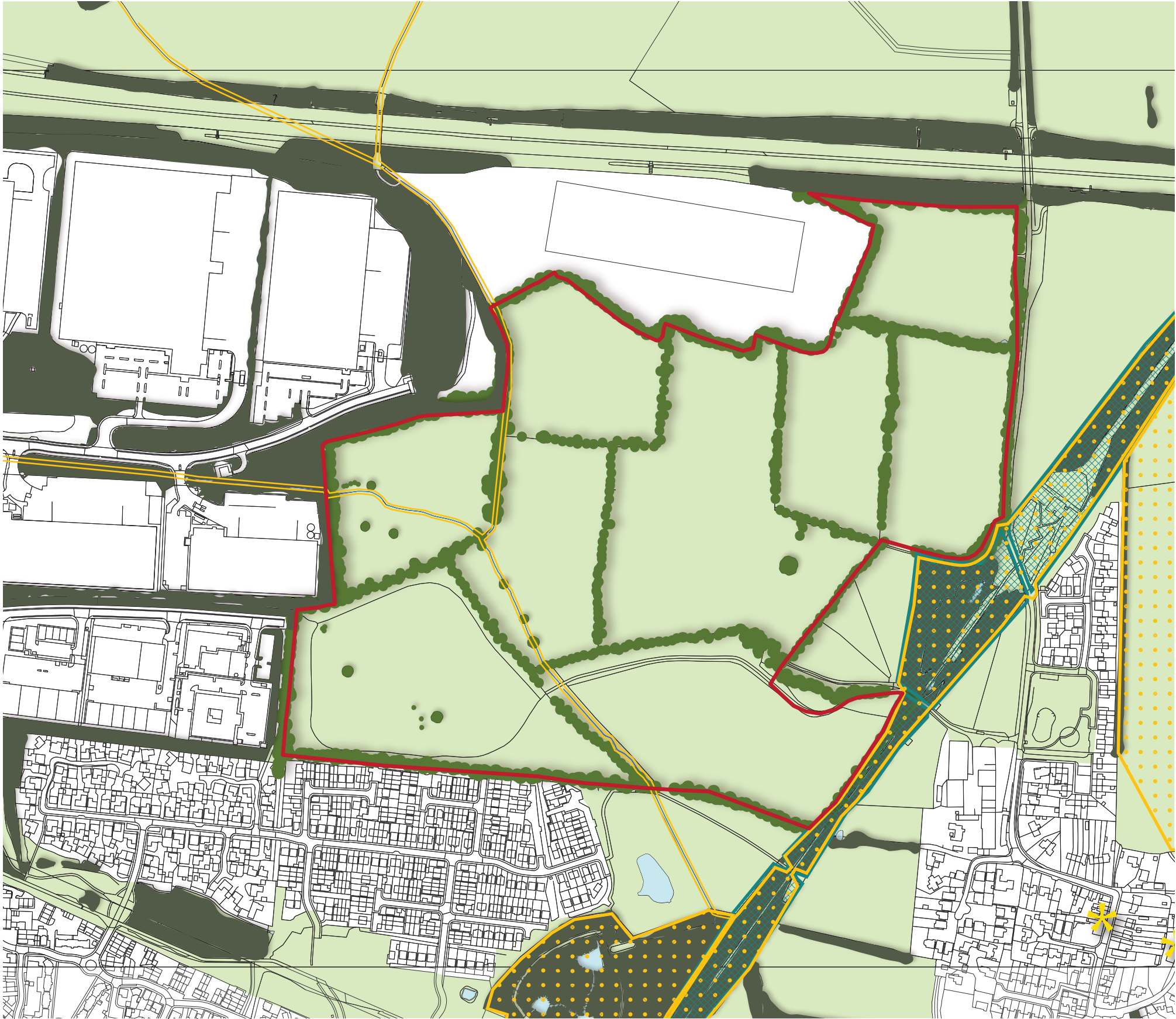


figure 11 | 1:5,000 | landscape features and designations

Context character

Built environment

The site's immediate context is comprised of a range of different uses. To the immediate west, the site's principal relationship is with is an area of large scale employment (Prologis Rugby Central Park), arranged around the parallel routes of Castle Mound Way and Central Park Drive.

At the southern end of the commercial development, a plot immediately adjacent to the site houses Rugby Free Primary School.

To the south and south-west of the site is an area of recently built / work in progress residential development located along and off Chervil Way / Long Hassocks, which forms part of the wider Coton Park development.

To the east / south-east, beyond Great Central Walk, is the village of Newton. This includes an area of recently completed housing to its northern edge, mid-late C20 housing south of this, and a more historic core located around Main Street, comprising traditional terraced, semi-detached and detached houses, and incorporating two grade II listed buildings.

Based on these relationships, the site has been allocated for employment, together with a proposed location for expansion space identified adjacent to Rugby Free Primary School. Consideration will need to be given to the wider potential for relationships with surrounding uses in terms of development layout, scale and mass, and the use of mitigation planting.

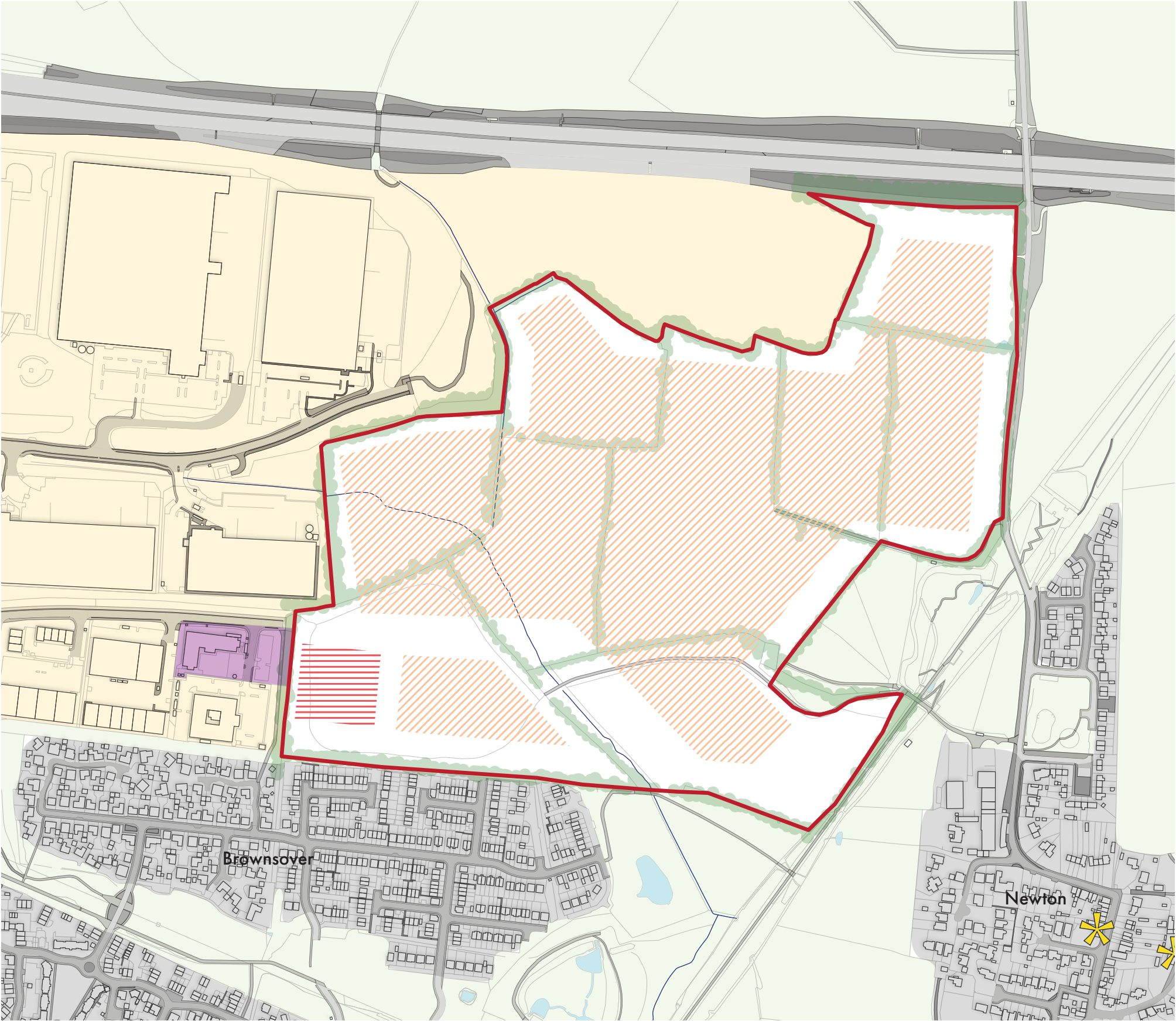


figure 12 | 1:5,000 | built environment plan

Context character

Wider context

The wider context around the Coton Park East site includes the residential neighbourhood of Brownsover, with the urban area of Rugby beyond to the south.

To the north beyond the M6, to the east and the south-east, the context is largely agricultural, interspersed with small villages and hamlets. This includes a small, recently completed residential development along Arthur James Drive, which incorporates the grade II* listed Coton House and associated grade II listed stable block.

The surrounding landscape provides varied characteristics, representative of the different landscape character areas in the vicinity. Whilst the site's landscape is representative of the NCA 94 Leicestershire Vales and the Village Farmlands area of High Plateau, to the north the Open Plateau has much more openness and longer range views; and to the south, landscape within NCA 96 Dunsmore and Feldon is characteristic of a quiet rural landscape.

Highways form a significant element of the local area's character. The area is highly connected to the strategic movement network, however the collective impact takes a toll on the area's landscape character, intactness and tranquillity.

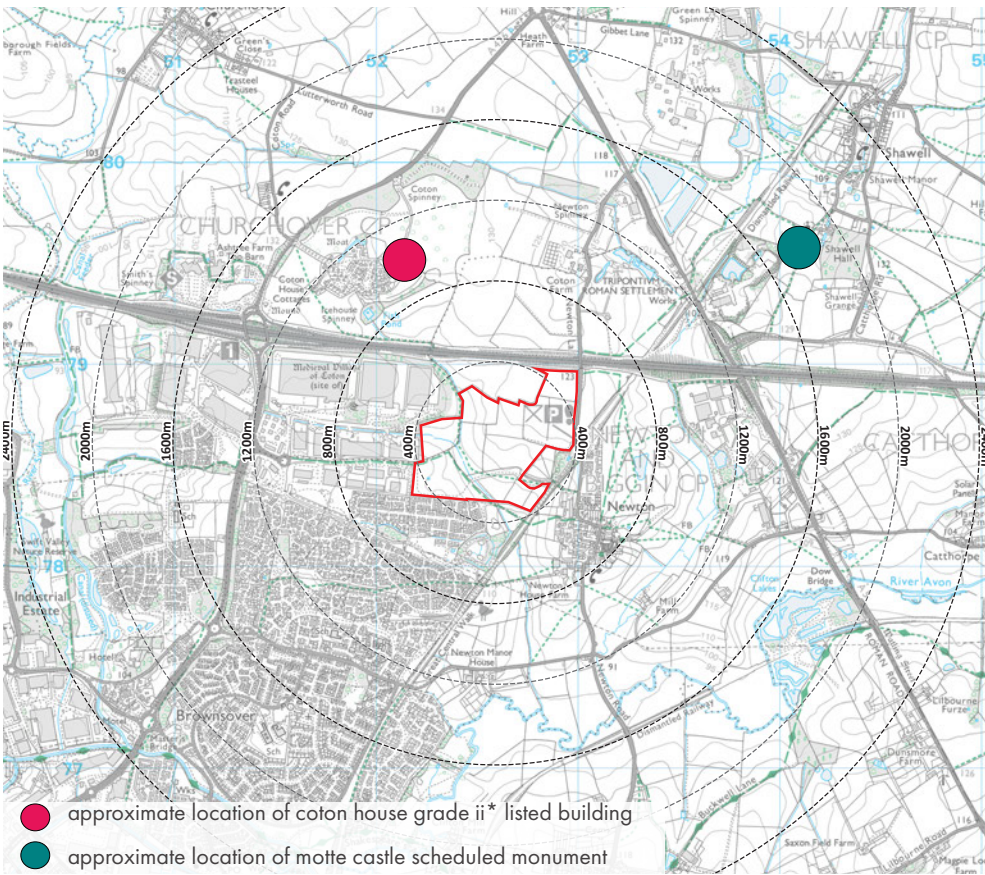


figure 13 | nts | heritage asset location plan

The site's wider context



Coton House (grade II* listed building) and surrounding gardens within its designed landscape setting



Agricultural open views of countryside from the edge of Clifton-upon-Dunsmore



View from Motte Castle scheduled monument



View of National Character Area 96 landscape characteristics, such as agricultural fields and spinneys, with Newton Spinney

Representative photographs of the site and its immediate surroundings

Context character

Buildings

The character of built development in the surrounding area varies relative to its use and age. The majority of the development immediately proximate to the site is C21 in origin.

Residential development to the south of the site located along and off Chervil Way / Long Hassocks is typical of early C21 housing, constructed largely in red brick, with darker roof tiles, and some selective use of render.

Industrial development to the west of the site is also typical of C21 design, with large footprint buildings clad in pale / muted tones. There is a distinct hierarchy to the scale of industrial development, with larger footprint buildings located on the northern edge adjacent to the M6, medium sized units south of Castle Mound Way and smaller scale units south of Central Park Drive, reflecting a decrease towards a more human scale, closer to residential development to the south.

Landscape

The site's landscape, is representative of the Village Farmlands area of High Plateau character area - being comprised of small scale, pastoral, hedged landscape with undulating topography associated with small valleys, which creates a varied, intimate landscape.

Mature trees and hedgerows, together with the valley of the watercourse give the site a distinctive landscape, which contrasts with that of its wider context.

The site and its immediate surroundings - buildings



Recent residential development as viewed from Zinnia Close



Coton Park and opposite residential development as viewed from Coton Drive



Rugby Free Primary School as viewed from the public bridleway near the western site boundary



Panoramic view from the A426 roundabout junction, with the H&M distribution centre in the backdrop

representative photographs of the site and its immediate surroundings

The site and its immediate surroundings - landscape



Panoramic view looking northwards from Chervil Way on the southern edge of the recent residential development, south of the site



Partial view of the site's south-easternmost field from the Great Central Walk, seen through gaps in the boundary vegetation



View looking westwards from the public bridleway accessible from Newton



Panoramic view from within the site looking south-westwards over grassland and densely vegetated fields, with industrial and educational development beyond

Context character

Movement and Connections

Vehicles

The site is conveniently located in relation to the strategic highway network. The M6 to the immediate north, the A5 to the east, the M1 beyond that to the east and the A426 to the west, are all located within close proximity to the site.

The site is to be accessed by vehicle on its western boundary, via existing development at Castle Mound Way and Central Park Drive. These existing routes are already sufficiently engineered to allow the type and volume of vehicle movements that will be required for the site's eventual delivery.

Newton Lane forms part of the site's eastern boundary. This however, is a fairly modest two lane highway which is not suitable for the vehicle access requirements of the site.

Pedestrians

The site already benefits from a public right of way and a bridleway. The footpath provides through movement from the north-west corner of the site (and beyond, crossing the M6) southwards, then south-east, along the alignment of the watercourse, exiting the site onto Newton Lane, where access to bus route X84 is possible.

The bridleway enters the site on the western boundary, north of Rugby Free Primary School, passing north, then south-east along field boundaries before exiting the site along the southern boundary.

Both routes allow a connection to the Great Central Way on the site's eastern boundary, which provides a traffic free pedestrian and cycle connection to Rugby to the south.

Legend

- Site 64 allocation boundary
- Public rights of way - footpath
- Public rights of way - bridleway
- Bus route X84
- Bus stops

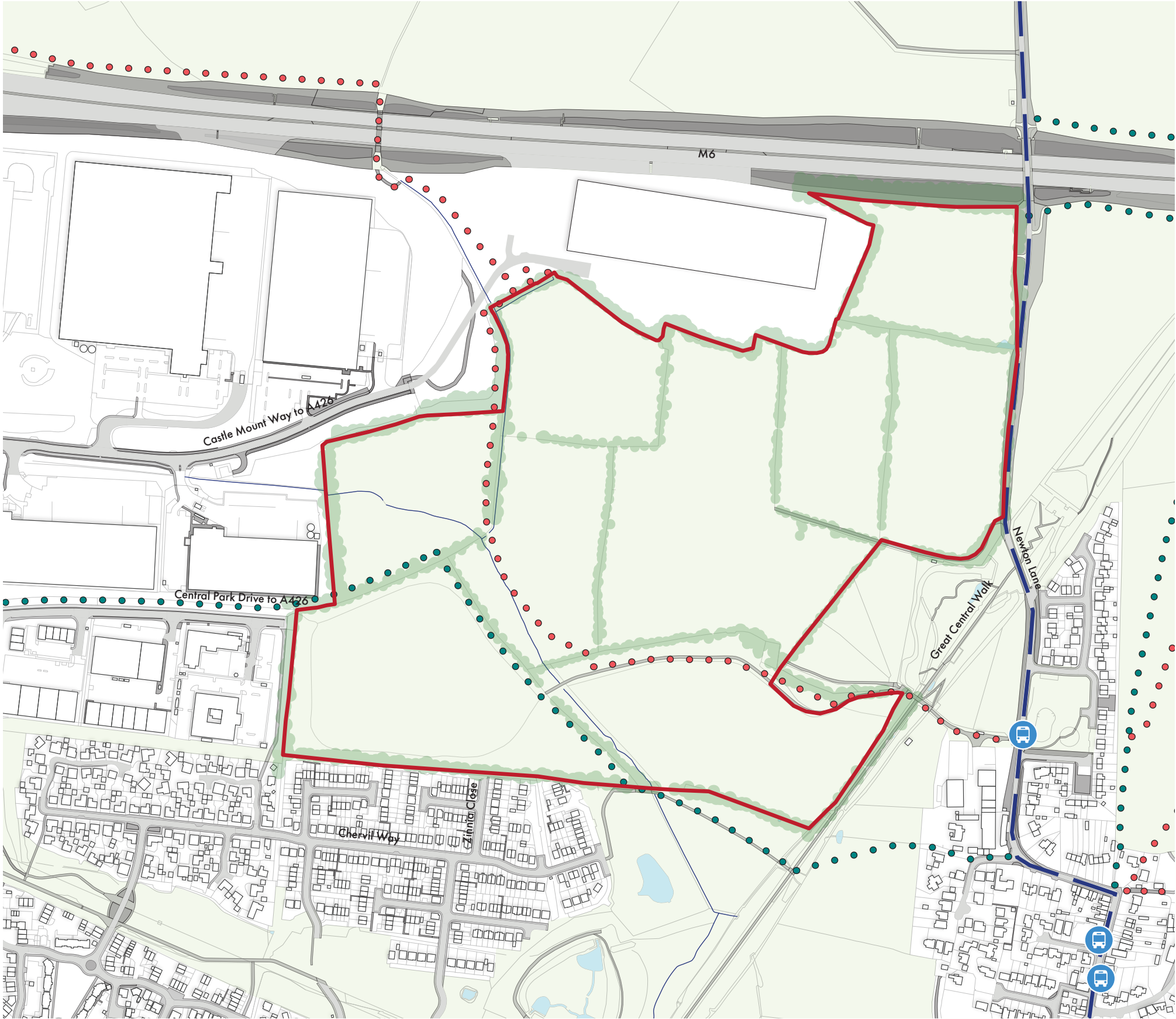


figure 14 | 1:5,000 | movement and connections

VISION

Design vision

Vision statement

The vision statement sets out a broad vision for the site - the ‘what’ - and is accompanied by more specific design ambitions - the ‘how’. These have been informed by existing policy & guidance, site characteristics and engagement with stakeholders.

The framework masterplan (see overleaf) addresses these in strategic ways, with further detail contained in the relevant sections of the code.

“ Coton Park East will be an attractive, engaging and enjoyable place to work and play, with a connected network of public spaces that will provide both recreational routes and wildlife corridors.

Employment uses will be set in a strong landscape framework that will help to screen and integrate development into the context of the site and the wider area. It will be a place where trees, hedgerows, plants, watercourses and the wider natural environment are celebrated and form an inherent part of the everyday experience.

Transitions between different scales and uses will be carefully designed and managed to create a safe, social and enjoyable environment for everyone.”

Design ambitions

Movement

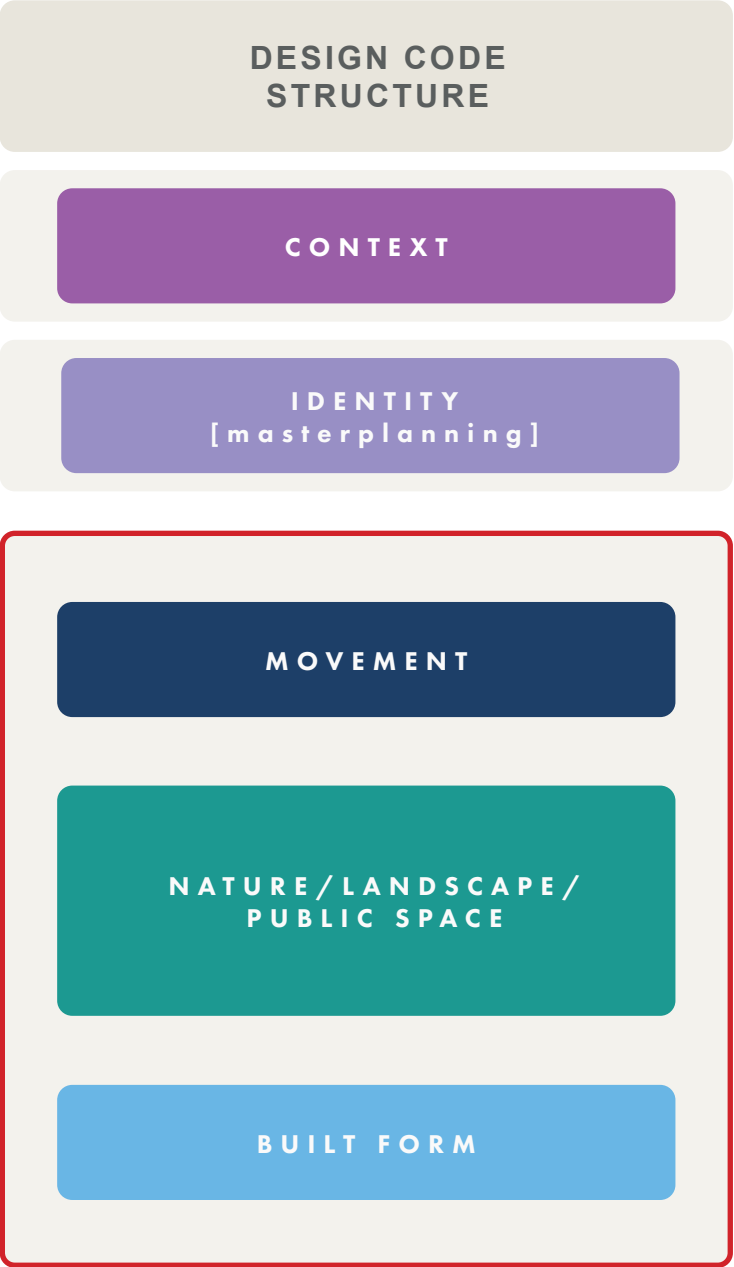
A permeable and connected site layout that enables seamless access through and beyond the site as a whole for all users, whilst prioritising walking and cycling. The network will reinforce existing public rights of way and bridleways providing connections to public open space and services, facilities and schools and facilities within and beyond the site. The vehicular network for industrial traffic will have wide verges for tree and meadow planting, and incorporate cycle and pedestrian footpaths. More informal pedestrian footpaths and cycle routes will allow for circular routes and routes for recreational cycling and walking.

Nature/Landscape/Public Space

A place where existing landscape features, including established hedgerows and mature trees, are retained, incorporated and enhanced as much as possible, with prominent natural features creating key landmarks and helping to define the arrangement of built form. Green and blue infrastructure is integrated into movement networks and public spaces, creating a series of different landscape character types, including woodland, scrub, grassland, wetland areas, ponds and sustainable drainage features. A network of public spaces with varied character, scale and uses provides opportunities for social interaction, recreation and biodiversity, with streets designed as shared public spaces for all users and spaces that support activities such as picnicking, dog walking, wildlife appreciation and informal recreation.

Built Form

Built form that works alongside the movement and landscape networks to create distinct areas within the site - breaking down the scale of the development with smaller employment uses to the south adjacent to existing residential areas and larger employment sheds to the north of the site to provide a sensitive scale transition. Consideration will also need to be given to service yards and car parks, ensuring that these are appropriately planted and screened where possible.



Framework masterplan

The purpose of the framework masterplan is to set out the site-wide design principles and form the basis for the more detailed strategies contained in this document.

There are several elements in the masterplan that are set out with the local plan and that are key elements to creating a strong landscape led masterplan. These include:

- Circa 115,000m2 of floorspace for employment use (there may be opportunities to exceed this through the use of mezzanine floors).
- Provision of at least 0.75ha of land immediately adjacent to Rugby Free Primary School to provide school playing fields/sports facilities and a forest school.
- Provision of 4,000m2 of space in smaller units of up to 1,500m2 for small and medium sized businesses. These smaller buildings should be located at the southwestern corner of the site to better relate to the scale of existing employment buildings on Central Park Drive and to reduce impact on adjacent homes.
- Provision of overnight lorry parking facilities sufficient to cater for the anticipated use of the units (this may be provided on individual plots rather than as a separate standalone lorry parking facility).
- Pedestrian and cycle permeability through the site. Access improvements to Great Central Walk.
- Two main vehicular points of access to the site shall be created from Castle Mound Way and Central Park Drive. Larger units which will be focussed away from the south western corner of the site shall be accessed from Castle Mound Way. Smaller units which will be located in the south west of the site can be accessed from Central Park Drive. This will limit conflict between commercial traffic and parents and children accessing Rugby Free Primary School. It will also prevent noise, vibration and air quality impacts of heavy traffic on children using outdoor spaces at the school. An alternative approach, with all HGV access from Castle Mound Way may be an alternative appropriate solution to managing the potential conflict with school users.
- The site layout shall allow for a bus, pedestrian and cycle only connection between the extended Central Park Drive and Vervain Drive to the south. This will provide the ability for a future bus route to run through the site.

- The development will need to demonstrate an appropriate relationship with adjacent residential properties on its southern boundary. It is anticipated this will be achieved by locating lower, smaller footprint buildings in this part of the site, setting back from this edge and reinforcing landscaping. The site’s eastern boundary with Newton will also need careful consideration informed by landscape assessment with the need to consider reinforced landscaping and building heights.
- The existing Public Rights of Way (PROW) must be maintained, and the design of the development must ensure they are pleasant to use. Wherever possible PROW should be routed through public open space, be segregated from roads, and be well overlooked. PROW should be maintained on their existing lines, with diversions only occurring where this is not practicable. PROW should be accessible to as many people as possible, including those who are disabled or less mobile.

Consideration will also need to be given to the protection of existing hedgerow and trees where possible and the creation of a series of new open spaces and a strong network of green and blue infrastructure.

The creation of development plateaus will need to work with existing topography and landscape features to ensure the creation of a naturalistic landscape that does not look over engineered.

Building heights will need to be considered in relation to acceptable heights as set out in this design code.

The framework masterplan sets out a high-level layout addressing:

- Key landscape and green infrastructure
- Points of access for vehicles, pedestrians and cyclists
- Broad position of secondary and tertiary roads and footpath and cycle routes
- Location of smaller employment uses and larger employment sheds
- Location of open space, wildlife corridors and land for Rugby Free Primary School

It is expected that precise quantity, geometry and alignment of components within each land parcel will be addressed in detailed proposals.

Two framework masterplans have been prepared for formal consultation. Following formal consultation a preferred masterplan framework will be taken forward into the final design code.

The development parcels and configuration of internal roads shown in this masterplan are indicative only as they are not underpinned by a detailed analysis of site levels, drainage, utilities or the need to create efficient development parcels. It is anticipated that these will be revised following feedback from the consultation.

Framework masterplan

Option 1

This framework plan shows the main access to the site for large employment traffic from Castle Mound Way and an additional access to employment uses off Central Park Drive.

Legend

- Site 64 allocation boundary
- Indicative location for larger units
- Indicative location for smaller units
- Indicative land for Rugby Free Primary School
- Indicative new public spaces
- Indicative secondary road
- Indicative tertiary road
- Optional tertiary road if required
- Indicative emergency vehicular road
- Indicative bus and active travel route
- Potential roundabout
- Existing public rights of way (footpath)
- Existing public rights of way (bridleway)
- Indicative green link for pedestrian/cyclist
- Indicative wider context of green link
- Indicative green buffer
- Existing site hedgerow (Aerial map)
- Existing water feature
- Indicative attenuation basin
- Gas easement line



figure 15 | 1:5,000 | framework masterplan option 1, hgv access from castle mound way and central park drive

Framework masterplan

Option 2

This framework plan shows access to all employment traffic from Castle Mound Way and only bus, cycle and pedestrian access to Central Park Drive.

Legend

- Site 64 allocation boundary
- Indicative location for larger units
- Indicative location for smaller units
- Indicative land for Rugby Free Primary School
- Indicative new public spaces
- Indicative secondary road
- Indicative tertiary road
- Optional tertiary road if required
- Indicative emergency vehicular road
- Indicative bus and active travel route
- Potential roundabout
- Existing public rights of way (footpath)
- Existing public rights of way (bridleway)
- Indicative green link for pedestrian/cyclist
- Indicative wider context of green link
- Indicative green buffer
- Existing site hedgerow (Aerial map)
- Existing water feature
- Indicative attenuation basin
- Gas easement line



figure 16 | 1:5,000 | framework masterplan option 2, all hgv access from castle mound way

Introduction

This employment allocation presents challenges regarding protection of landscape character and features, minimising landscape visual impacts, and providing a sensitive edge and recreational resource to the village of Newton and to the residential communities to the south of the site.

It also needs to provide safe routes to Rugby Free Primary School and protect existing rights of way and bridleways and water courses, ideally on their original alignments.

The scale and mass and height of employment uses is also a challenge, alongside a topography that will require the creation of development plateaux. Consideration will need to be given to ensure any embankment or slopes on the edge of development are capable of planting to help soften overall proposals.

A detailed cut and fill exercise alongside cross sections will be required to demonstrate how the proposal can fit into the landscape and the wider context of the site. Where possible perceived heights of buildings should be reduced by cutting into slopes to reduce overall heights.

Adjacent to the southern part of the site smaller employment buildings should be provided with lower heights to provide a transition from residential uses to the larger industrial units to be provided to the north.

It is expected that applicants ensure close co-ordination and alignment with this design code, as per the following guidance:

- CO.01

Applicants **must** consistently show how a landscape led approach to the design has been achieved
- CO.02

Applicants **must** consistently show how the relationship with adjacent development will create satisfactory design outcomes
- CO.03

Applicants **must** specifically demonstrate how consistency and continuity between parcels/ phases will be achieved to aspects including, but not limited to:

Movement routes

Hard + soft landscaping

Frontages + built form

Key strategies and principles are anticipated to be coordinated as a part of an outline application with further detail on built form, materiality and landscaping coordinated as a part of a reserved matters application.



Green buffer with informal path and amenity adjacent to building , Peddimore industrial Estate, Sutton Coldfield, Birmingham



Significant landscape buffers and tree planting to screen the building, Green Park, Reading



Bus stop in the Business Park, Croxley Business Park, Watford



Tree avenues of Croxley Business Park, Watford



Landscape amenity adjacent to the building, Green Park, Reading



Green stripe with building, Magna Park, Lutterworth

Precedents of employment site

MOVEMENT

Purpose

This chapter provides essential guidance for developers and designers planning and delivering street infrastructure for Coton Park East Employment Allocation in Rugby. The code promotes a people-centric approach to movement and street design. It aligns with placemaking principles, prioritising road safety, sustainable transport, and creating environments that enhance the quality of the landscape and provision of open spaces.

The code applies to:

- Highway infrastructure and streets
- Informal cycle lands and recreational routes

Developers must refer to this guidance in conjunction with:

- Warwickshire Design Guide (WDG)
- Manual for Streets 1 & 2 (MfS)
- Local Transport Note 1/20 (LTN1/20)
- National Model Design Code (NMDC)

Street networks/frameworks outlined in this section are illustrative, and the precise geometry and alignment will be considered and determined through detailed proposals.

Vision

The vision for Coton East transport network is to create a low-carbon, resilient, and inclusive system that:

- Supports health, well-being, and quality of life
- Promotes connectivity, accessibility, and sustainable mobility
- Promotes active travel
- Fosters a thriving economy through efficient movement networks
- Enhances Rugby’s unique natural and built environment

Structure

The Movement section contains the following information:

- Street network: characteristics, connectivity principles, and street hierarchy guidance
- Movement framework: design of movement routes, including active travel, bus routes, and service corridors
- Related movement guidance: parking, mobility hubs, emergency access, and refuse collection

The Public Space section contains the following information:

- Street coding: specifications and design for various street type

MOVEMENT

Street network

Street characteristics

The street network is the foundation of public life, supporting movement, placemaking, and access. According to the NMDC, a connected network of streets, public transport access, and prioritisation of walking and cycling are essential for all developments including employment uses.

- MO.01** All schemes **must** contribute to an integrated, walkable, and safe street network.
- MO.02** Streets **must** balance their link function (movement of people and goods) with their place function (public spaces supporting social and economic activities).
- MO.03** Development **must** reflect and enhance the character of the street it occupies. The street’s character **must** vary based on its hierarchy and local context.
- MO.04** High-quality public spaces **must** have thoughtful street design and well-proportioned enclosures formed by surrounding buildings, high-quality landscape and clear entrance points to buildings and car parking areas.

Connected network

A well-connected street network forms the circulatory system of any settlement, determining how safely and efficiently people and goods move within and beyond a development.

- MO.05** Long-term framework: The street network **must** provide a durable and adaptable structure, often outlasting the buildings it serves.
- MO.06** Safety and security: Designers **must** consider passive surveillance, good lighting, and active street-level uses to ensure safety, particularly in areas with high footfall.

Case study

Peddimore, Sutton Coldfield/Minworth

Peddimore provides a best practice case study for employment development, delivered through a landscape-led masterplan with high sustainability standards.

The site's landscape strategy centres on a realigned watercourse, with new swales and ponds, alongside substantial areas of wildflower meadow and wetland, integrated with retained and reinforced boundary planting and topsoil mounds shaped with sympathetic, undulating gradients to soften built form within the wider landscape setting.

Green infrastructure extends beyond mitigation into genuine public benefit: over 120,000 trees have been planted across the site, supporting a 4.3km walking and cycling route, while a new footbridge over the A38 connects local neighbourhoods to jobs, and public art murals developed with schools and community groups foster local ownership.

The approach to Peddimore demonstrating how landscape-first thinking can reconcile large-scale employment delivery with biodiversity and community value.



Precedent imagery: Peddimore

MOVEMENT

Street network - User requirements

Accessibility and movement

- MO.07

Well-designed streets **must** be accessible and inclusive, catering to all users regardless of age, ability, or mode of travel.
- MO.08

Active travel: Walking, wheeling and cycling **should** be prioritised as primary modes for local journeys under five miles.
- MO.09

User hierarchy: Streets **must** consider pedestrians and cyclists first, followed by vehicles.
- MO.10

Access to public transport **must** be prioritised to reduce reliance on private cars.
- MO.11

Accessibility **must** be a golden thread throughout the design process, integrating features like adequate footway widths, inclusive crossings, and careful placement of street furniture.
- MO.12

The primary access to development **should** be to the north off Castle Mound Way for the larger industrial employment uses (see fig 15, 16). A tertiary loop **could** be provided if required but **should** not connect to the Central Park Drive access for vehicles.
- MO.13

The access to the smaller industrial units **should** be off Central Park Drive to reduce large scale traffic movement adjacent to Rugby Free School (see fig 15). An alternative approach, with all HGV access from Castle Mound Way **could** be an alternative appropriate solution to managing the potential conflict with school users (see fig 16).

Walking and pedestrian needs

- MO.14

Footways **must** be at least 2 metres wide, free from obstructions and demarcated from carriageways with a kerb.
- MO.15

Crossovers **must** be minimal to avoid challenges for wheelchair users and individuals with mobility impairments.
- MO.16

Streets near schools **must** cater to vulnerable users with enhanced safety measures, such as access restriction, traffic management, footway widening, parking control and active travel infrastructure.
- MO.17

Informal walking routes **should** be provided through green infrastructure to tie in with public rights of way to provide circular walking routes.

Cycling requirements

- MO.18

Developers **must** ensure:
 - Safe, direct and well-lit cycle routes connecting the employment area to the wider cycle network and key local destinations, supporting journeys to and from work.
 - All secondary roads should feature segregated cycle lanes with a minimum width of 2 metres on each side of the road.
 - All tertiary roads should have shared use paths with a minimum width of 3 metres on both sides of the road.
 - Informal cycle routes **should** be provided through green infrastructure as shown in figure 26.
 - Cycle parking for developments **must** adhere to RBC cycle parking standards

Bus transit

- MO.19

Development **should** (unless delivery of a bus service is shown not to be reasonably practicable or deliverable) provide a bus route that connects residential uses to the south with Central Park Drive and Rugby Free Primary School. Bus stops within 400 meters of all dwellings (distance considering route options and not the distance ‘as the crow flies’).
- MO.20

If provided, bus stops **should** include shelters, seating, real-time information displays, and integration with mobility hubs (where mobility hubs are provided) in line with WCC quality bus corridor infrastructure.

Servicing and emergency access

- MO.21

Developers **must** ensure efficient servicing, including HGV access and refuse collection.
- MO.22

Emergency services **must** have unobstructed access to all properties with an emergency access point on Newton Lane which does not conflict with pedestrian and green routes.

Private vehicles/car parking

- MO.23

Streets **should** strike a balance between promoting sustainable transport and managing vehicle access.
- MO.24

Car parking areas for employment uses **should** be well screened and hard surfacing planting areas broken up with trees and planting for every 5 spaces.

- MO.25

Car parking areas **should** have clear pedestrian routes across to give priority to pedestrians over cars.
- MO.26

Car parking for developments **must** adhere to RBC parking standards.

Junction design

- MO.27

Junctions **must** prioritise safety, convenience, and accessibility for all users.
- MO.28

T-junctions **should** be considered as the intersection type where appropriate, subject to highway design requirements and HGV tracking, while roundabouts and traffic signals **should** be limited to tertiary roads.

Crossings

- MO.29

Priority crossings **must** align with pedestrian and cyclist desire lines to reduce risks and encourage use.
- MO.30

Uncontrolled crossings **should** be placed at least every 100 metres to improve pedestrian permeability.



Bus stop, Magna Park, Lutterworth



Crossing point, Cambridge



Segregated cycle lane and crossing, Meteor Business Park, Gloucester

Precedents for street network principles

Street hierarchy

The design of a street network plays a fundamental role in shaping how streets are used, perceived, and experienced. Streets perform different roles depending on their movement function (the volume and type of users they serve), place function (how they support social and economic activity), and the surrounding context. These roles are further influenced by built form, land uses, and the design of the street space, including natural features, landscaping, lighting, and wayfinding elements.

Street categorisation

To create clarity and consistency in design, this code categorises streets into defined street types, each with a distinct function that reflects both movement and place priorities. Street type classification must consider the area type, the range of modes it serves (walking, cycling, public transport, and motor vehicles), and its specific design requirements.

Junctions and Intersections

- MO.31

Junctions **should** be designed to maximise safety and clarity for all users, with the intersection type informed by the expected traffic flows, HGV movements and highway requirements.
- MO.32

Crossroads generally **should** not be used, as they will not be accepted by WCC due to safety concerns.
- MO.33

Higher-order junctions, such as roundabouts or traffic signals, **must** be reserved for secondary and tertiary roads only, ensuring that traffic flow and safety considerations are balanced at key intersections.

Two types of streets are proposed :

- 1)Secondary roads
- 2)Tertiary roads

Secondary roads

MO.34Secondary roads **should** adhere to the characteristics below:

Role

- Secondary roads provide the principal vehicular movement corridors within Coton Park East and will accommodate the highest level of traffic, including HGVs, buses, servicing vehicles, emergency vehicles, general traffic, pedestrians, cyclists and wheelers.

These streets will connect the site with the surrounding highway network and provide access to the larger employment plots and service yards.

Characteristic and requirements

- Secondary roads **must** be designed to safely accommodate two way HGV movement without requiring vehicles to overrun footways, cycle infrastructure, verges or landscape buffers.
- Carriageway widths, junction geometry and forward visibility **must** be confirmed through vehicle tracking for the largest vehicles expected to regularly access the employment plots. This **should** include articulated HGVs, buses, refuse vehicles and emergency vehicles, as appropriate.
- Secondary roads **should** provide a clear and legible transition between the wider highway network and the internal tertiary and private roads network. Their design **must** balance the operational requirements of an employment-led site with the need to create a safe, attractive and inclusive public realm.
- All secondary roads **must** include footways on both sides of the carriageway, with a minimum clear width of 2.0 metres. Where higher levels of pedestrian movement are anticipated, including routes to bus stops, schools, employment entrances or active travel corridors, wider footways **should** be provided.
- Cycle routes **should** be provided alongside secondary roads on both sides, cyclists **must** be physically separated from HGV and general traffic. Segregated cycle tracks or shared use paths **must** be provided in accordance with LTN 1/20, with an appropriate buffer between the carriageway and active travel route. This buffer **should** incorporate soft landscaping, street trees, SuDS features or verge planting where space allows. Separation from HGV traffic is particularly important on streets serving larger employment plots and servicing areas.
- Secondary roads **should** avoid creating an overly highway dominated character. The scale of the carriageway **must** be balanced with high-quality landscape design, tree planting, SuDS, regular crossing opportunities and active building frontages where possible.
- Secondary roads **should** have landscape verges on both sides between 1.5 - 3 metres in width with large trees planted on either side of the carriageway.
- The provision of cycle facilities on secondary roads **should** be determined based on traffic conditions and connectivity requirements. Where appropriate, cycle facilities **should** be a minimum of 2 metres

wide and **should** be provided on both sides of the carriageway. Alternatively, a two-way cycle lane with a minimum width of 3 metres **could** be provided on one side of the carriageway, where appropriate.

- Large areas of hard surfacing **should** be minimised, and landscape buffers **should** be used to soften the appearance of HGV routes and reduce the visual impact of larger employment buildings.
- Junctions on secondary roads **must** be designed to accommodate HGV turning movements while maintaining low vehicle speeds and safe, direct crossings for pedestrians, cyclists and wheelers. Junction radii **should** be no larger than necessary to accommodate the design vehicle. Where active travel routes cross secondary roads or plot access points, crossings **must** be clearly marked, well-lit and located on pedestrian and cycle desire lines. Raised tables, parallel crossings or signal-controlled crossings **should** be considered depending on traffic flows, HGV movements and the status of the route within the wider movement network.
- Access to HGV service yards and loading areas **should** be taken directly from secondary roads wherever possible. HGV access **should** not be routed through tertiary roads, school routes, residential edges or streets intended primarily for pedestrian and cycle movement. The layout **must** ensure that HGV movements are kept separate from employee and visitor car parking areas wherever practicable.

Tertiary roads

MO.35Tertiary roads **should** adhere to the characteristics below:

Role

Tertiary roads provide access from secondary roads to individual employment units, supporting the movement of vehicles, including HGVs, within the development.

Characteristic and requirements

- Tertiary roads **should** have a road width of 6.7 metres where there is on street parking.
- Roads with no parking **should** be 6.1 metres. This is in accordance with WDG Part 3.
- All tertiary roads **must** include a footway on both sides of the carriageway, with a minimum clear width of 2.0 metres.
- All tertiary roads **should** have a landscape verge of between 1.5 – 3 metres with tree planting on one side of the road.
- Where a shared use path (pedestrian/cycle/wheel) runs parallel to a tertiary road, the footway design **must** seamlessly integrate with it. Frequent, legible links and crossings between the street footway and the shared use path **must** be provided at all junctions and desire lines.
- To mitigate the potential Urban Heat Island effect and manage surface water, tertiary roads **should** feature a continuous biodiverse green edge on both sides of the street. This **should** comprise a mix of street trees, rain gardens, and integrated SuDS swales.

MOVEMENT

Street network - Principles

The following principles underpin the development of a well-structured, efficient, and accessible street network for Coton Park East. This should be read in conjunction with the nature/landscape/ public space design code.

MO.36 Access to large employment sheds **should** be from Castle Mound Way and access to smaller employment uses **should** be from Central Park Drive and these routes **should** not be connected for vehicular traffic but **should** be connected by pedestrian and cycle routes. An alternative approach, with all HGV access from Castle Mound Way may be an alternative appropriate solution to managing the potential conflict with school users.

MO.37 Development **should** encourage active travel with walkability and direct cycle routes integral to the design.

MO.38 The design of both secondary and tertiary roads **should** be designed with pedestrians and cyclists in mind and be designed as green streets with segregated cycleways and footpaths. Variation in the widths of the highway verge will allow additional planting to be accommodated.

MO.39 Bridleways exist across the site which **should** be maintained for equestrian uses and active travel.

The plan opposite illustrates HGV access from Castle Mound Way and Central Park Drive in line with framework masterplan option 1, as follows:

1. Secondary road to access to large industrial employment area
2. Secondary road to access smaller industrial employment areas
3. Tertiary road access into industrial employment areas
4. Alignment of bus and active travel route
5. Potential tertiary road if required to access plot large plot
6. Location of emergency access to Newton Lane

Legend

- Site 64 allocation boundary
- ← Existing secondary road
- ← Existing tertiary road
- Proposed secondary road
- Proposed tertiary road
- Optional tertiary road if required
- Proposed bus and active travel route
- Indicative emergency road

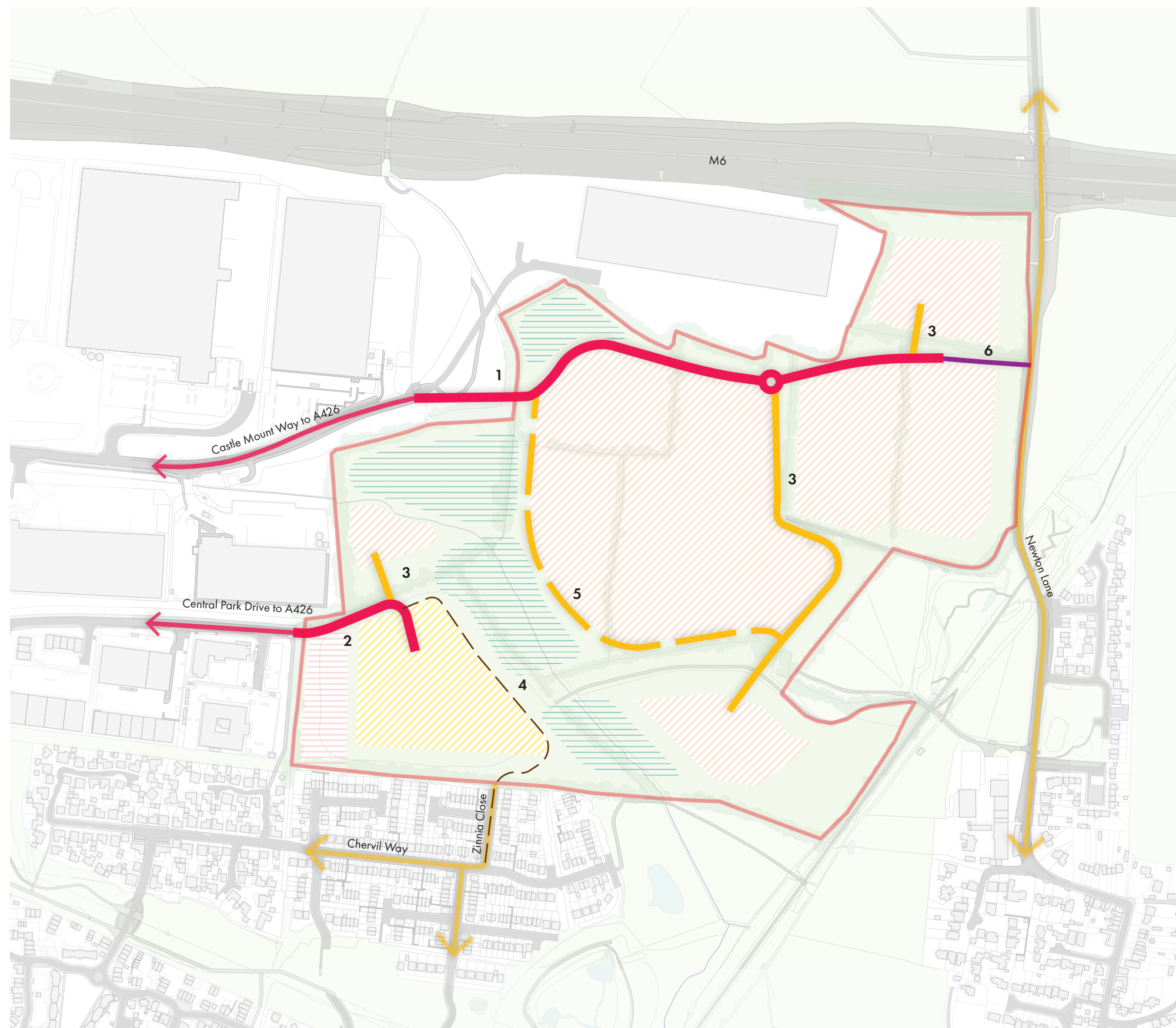


figure 17 | 1:5,000 | option 1: road network plan, hgv access from castle mound way and central park drive

MOVEMENT

Street network - Principles

Alternatively, the plan opposite illustrates all HGV access from Castle Mound Way in line with framework masterplan option 2, as follows:

1. Secondary road to access to large industrial employment area
2. Tertiary road to access smaller industrial employment areas
3. Tertiary road access into industrial employment areas
4. Alignment of bus and active travel route
5. Potential tertiary road if required to access plot large plot
6. Location of emergency access to Newton Lane

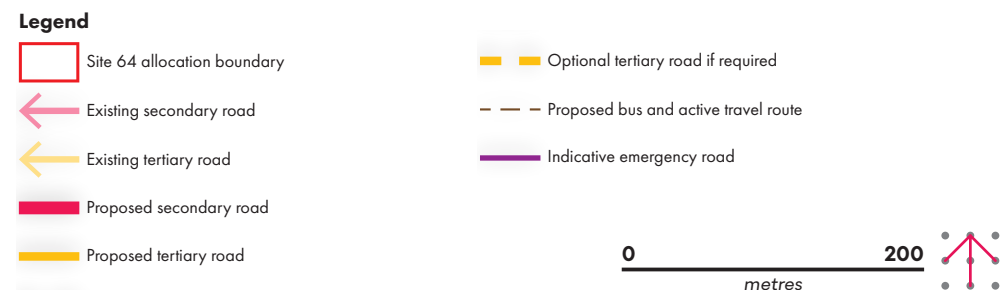


figure 18 | 1:5,000 | option 2: road network plan, all hgv access from castle mound way

MOVEMENT

Street network - details

Secondary roads network details

The plans and the cross sections adjacent provide more design detail and illustrate the design code outlined in MO.34. They also show the relationship with on plot planting to ensure that employment uses are well screened from the carriageway.

They illustrate that the verge planting strip should not be a uniform width and should allow areas for additional tree planting and rain gardens adjacent to the carriageway.

The secondary roads should be designed as an avenue to create a distinctive character.

The cross sections are illustrative but show some key dimensions which must be followed. The actual cross section will depend upon ground levels and development platforms but whether building is higher or lower than the road slopes should not exceed 1:3 and should ideally be shallower to allow planting of these slopes.

Further details are provided in the nature/ landscape/ public space section of the code.

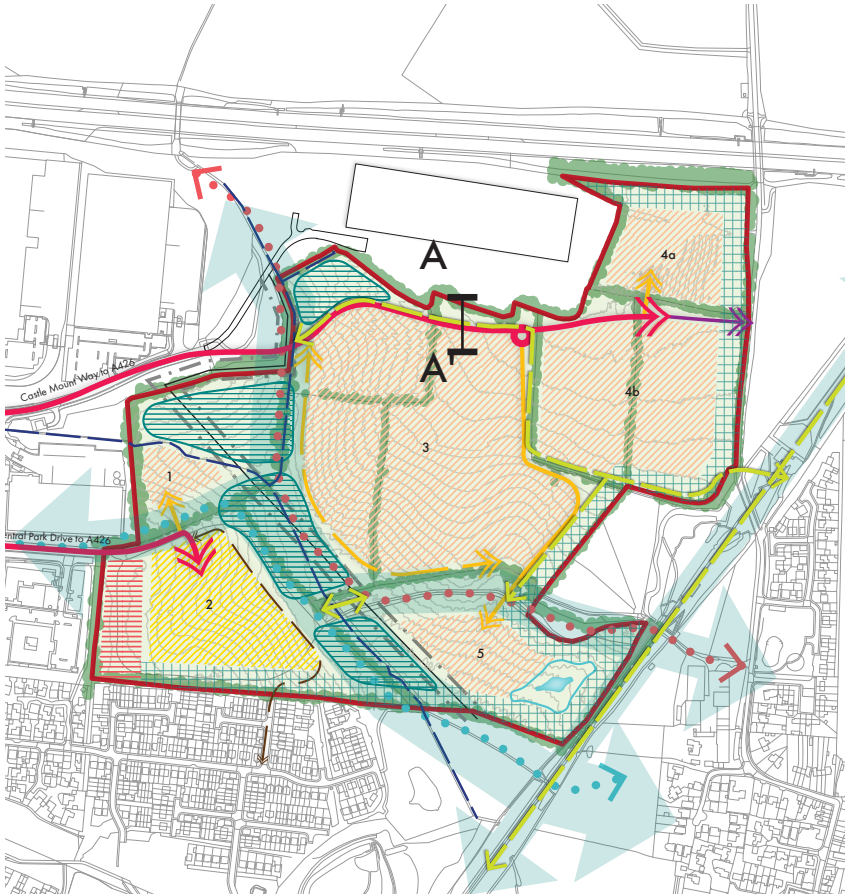


figure 19 | street section location map

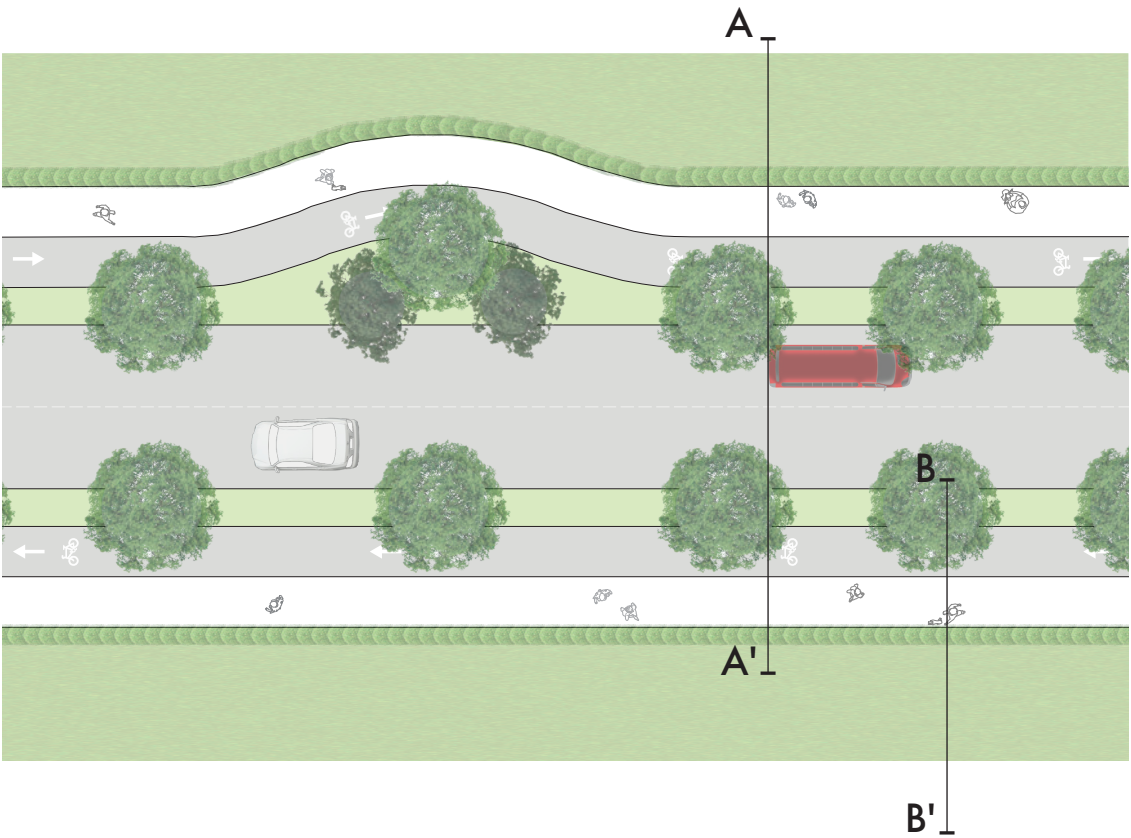


figure 20 | 1:300 | secondary road plan

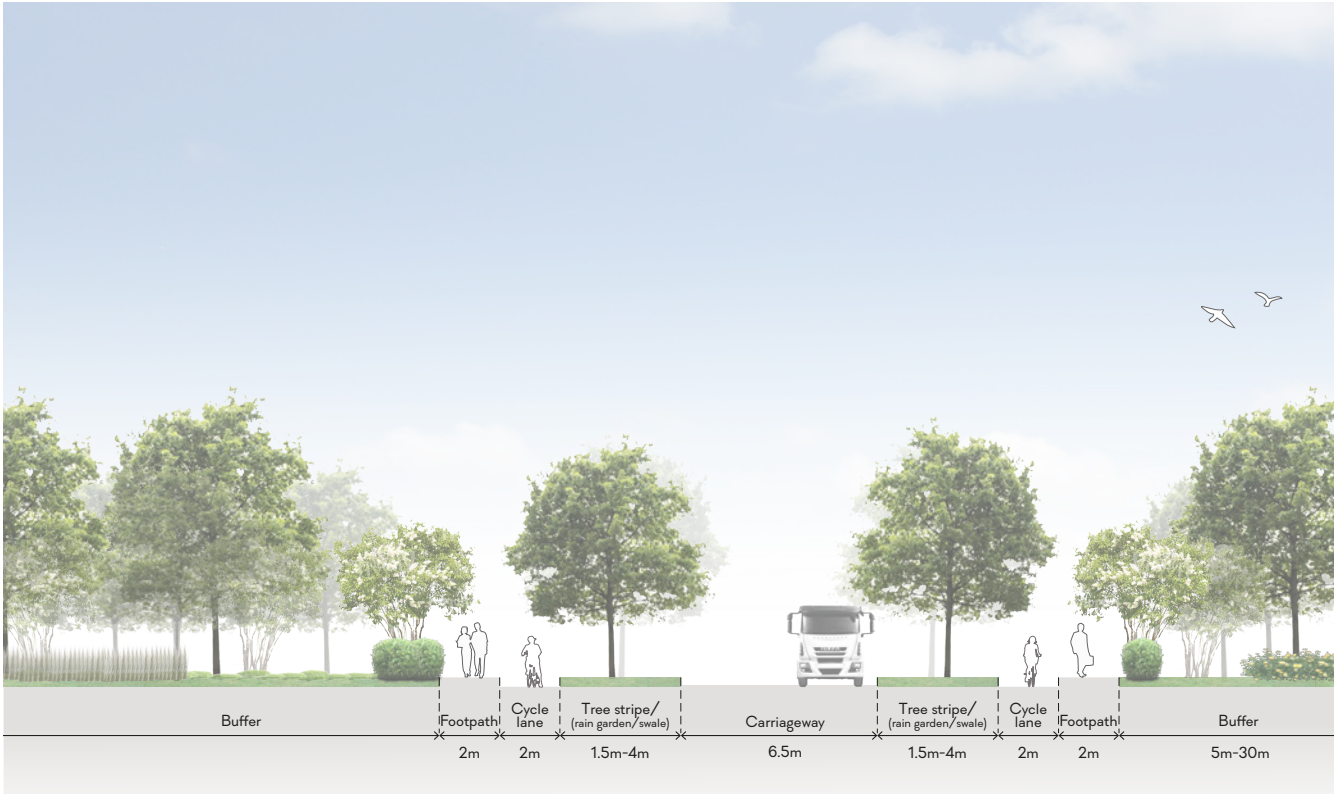


figure 21 | 1:250 | a-a' street section



figure 22 | 1:250 | b-b' street section

MOVEMENT

Street network - details

Tertiary roads network details

The plans and the cross sections adjacent provide more design detail and illustrate the design code outlined in MO.35.

They illustrate that the verge planting strip should not be a uniform width and should allow areas for additional tree planting and rain gardens adjacent to the carriageway. It differs from the secondary roads in that tree planting within the verge should only be on one side but planting and rain gardens should be provided in the opposite verge.

The cross sections are illustrative but show some key dimensions which must be followed. The actual cross section will depend upon ground levels and development platforms but whether building is higher or lower than the road slopes should not exceed 1:3 and should ideally be shallower to allow planting of these slopes.

Further details are provided in the nature/ landscape/ public space section of the code.

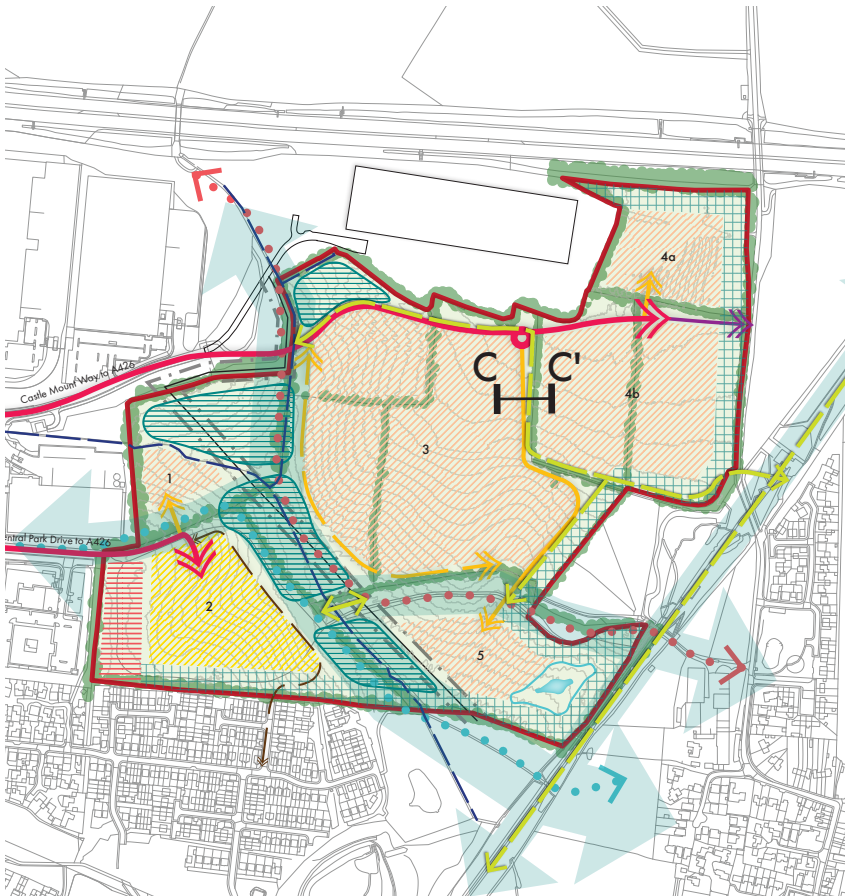


figure 23 | street section location map

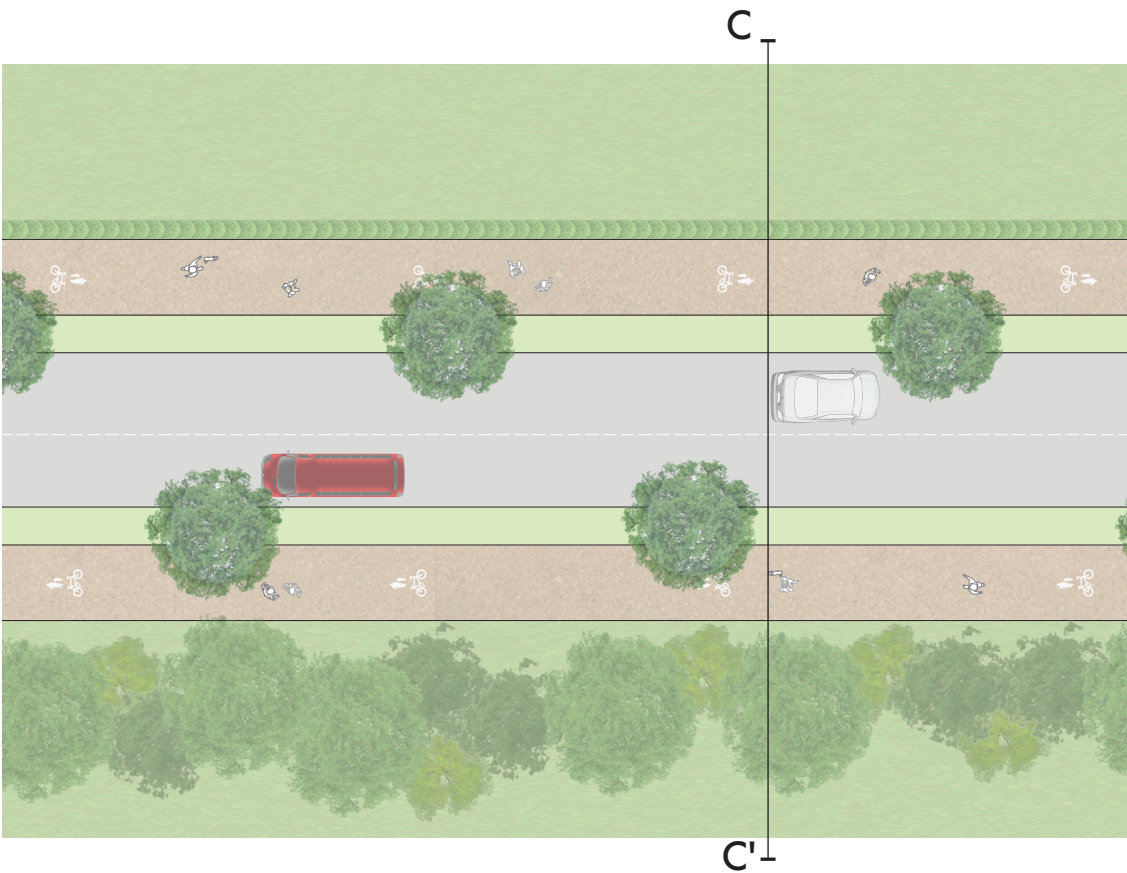


figure 24 | 1:300 | tertiary road plan

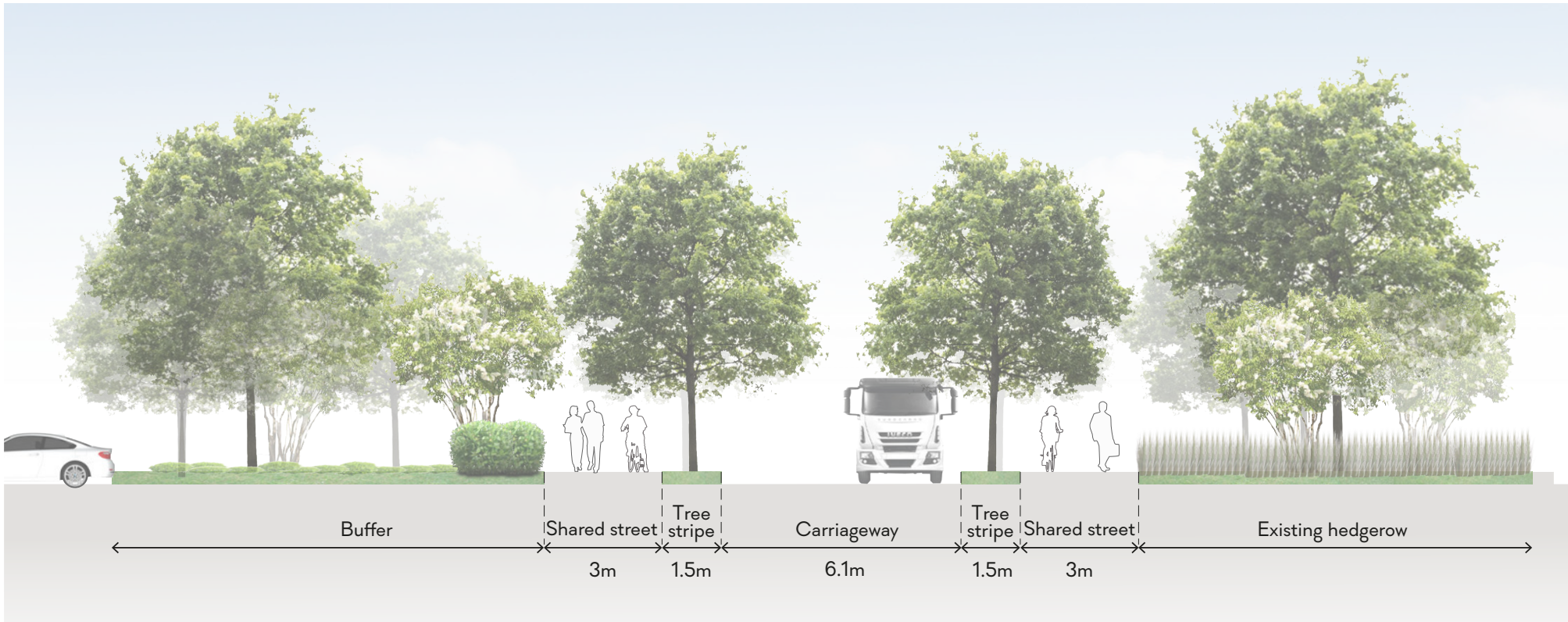


figure 25 | 1:150 | a-a' street section

MOVEMENT

Street network - Sustainable travel framework

The active travel framework aims to create a dense, connected network to support internal active mode movements and facilitate wider connectivity to external destinations. This framework prioritises a segregated walking and cycling network for safety and accessibility.

MO.40 Proposals **must** incorporate the active travel framework, to provide connections across the whole of Coton Park East, and integrate with external connections beyond.

Primary active travel routes:

- Existing PRoW footpath upgrade – improved surfacing and opportunity for informal cycle route
- Existing bridleway upgrade - improved surfacing and opportunity for informal cycle route
- New footpath connections to connect existing PRoW and bridleway
- New bus route – active travel includes segregated cycle lane, footpath and tree planted verge
- New footpath connection to connect existing bridleway and new bus route
- New tertiary route – active travel includes combined cycle lane/footpath and tree planted verge
- Great Central Walk – cycle and pedestrian route connected into Coton Park East
- New secondary route to service larger scale employment uses – active travel includes segregated cycle lane, footpath and tree planted verge
- New pedestrian/ cycle link to Newton picnic area
- Optional tertiary route for vehicles – if provided active travel will include segregated cycle lane, footpath and tree planted verge

This framework emphasises integration with key external connections, enabling efficient movement for pedestrians and cyclists.

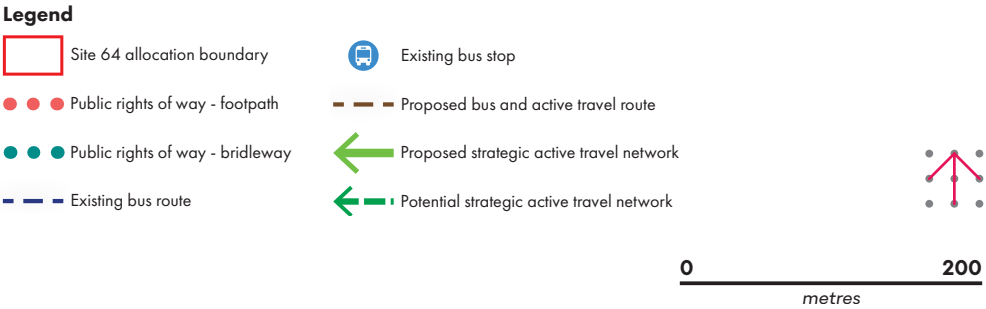


figure 26 | 1:5,000 | sustainable travel plan

MOVEMENT

Paths

Shared use paths

- MO.41** All shared-use paths through the site **must** be fully segregated from vehicular routes and **must** be a minimum of 3 metres wide where cyclist flows are expected to be less than 300 per hour, in line with LTN 1/20 Section 6.5.
- MO.42** Routes forming the direct desire line between the village of Newton and the Rugby Free Primary School (including linkages to the Great Central Walk) **should** be a minimum of 4.0 metres wide.
- MO.43** All shared use paths on secondary and tertiary streets (including PRowVs and leisure corridors) **should** utilise permeable surfacing to assist with natural site drainage and reduce surface water runoff.

Design and Material

- MO.44** To respect the site’s transition to the countryside, pedestrian and cycle surfaces **should** feature natural, earthy tones and textures (such as resin bound gravel or hoggin style compacted surfaces) rather than standard black asphalt.
- MO.45** Paths **should** be defined by flush, low profile, or natural timber edgings to avoid a hard urban appearance, allowing the path to sit softly within the landscape.
- MO.46** Surfaces **must** be smooth, firm, and stable to ensure accessibility for wheelchair users, pushchairs, and those with mobility impairments, whilst maintaining a natural appearance.

Segregated Paths

- MO.47** Where high levels of walking, wheeling and cycling are anticipated, these routes **should** incorporate segregated footway and cycle track provision in accordance with LTN 1/20.
- MO.48** One way cycle routes **must** be a minimum of 2.0 metres wide. This width **should** be increased to a minimum of 2.5 metres in areas where higher levels of usage are anticipated (such as connections to employment units or primary internal junctions).
- MO.49** For two-way tracks there **should** be a minimum width of 3.0 metres, increasing to 4.0 metres where high cycle flows are expected. These minimum widths are in accordance with LTN 1/20 Section 5.
- MO.50** Where active travel routes run parallel to secondary and tertiary roads, a minimum 1.5- 3.0 metres wide green buffer (incorporating soft landscaping, tree planting, or SuDS features) **must** be provided between the carriageway and the active travel route in line with LTN 1/20 Section 6. This buffer is essential to enhance safety, improve the user experience and provide a clear separation from HGV trafficked corridors. Footways for pedestrians **should** be a minimum of 2.0 metres wide along these routes.
- MO.51** A coordinated wayfinding and signage strategy **should** be implemented across the site, with clear, legible signage placed at key decision points, junctions, and at entrances to the Great Central Walk and school routes.
- MO.52** Open green space for recreation **should** be provided to the south west of the site, and **should** form a buffer between the land dedicated for educational or small business use and larger warehouse sheds to the north and east. See nature/ landscape/ public space code for more details.

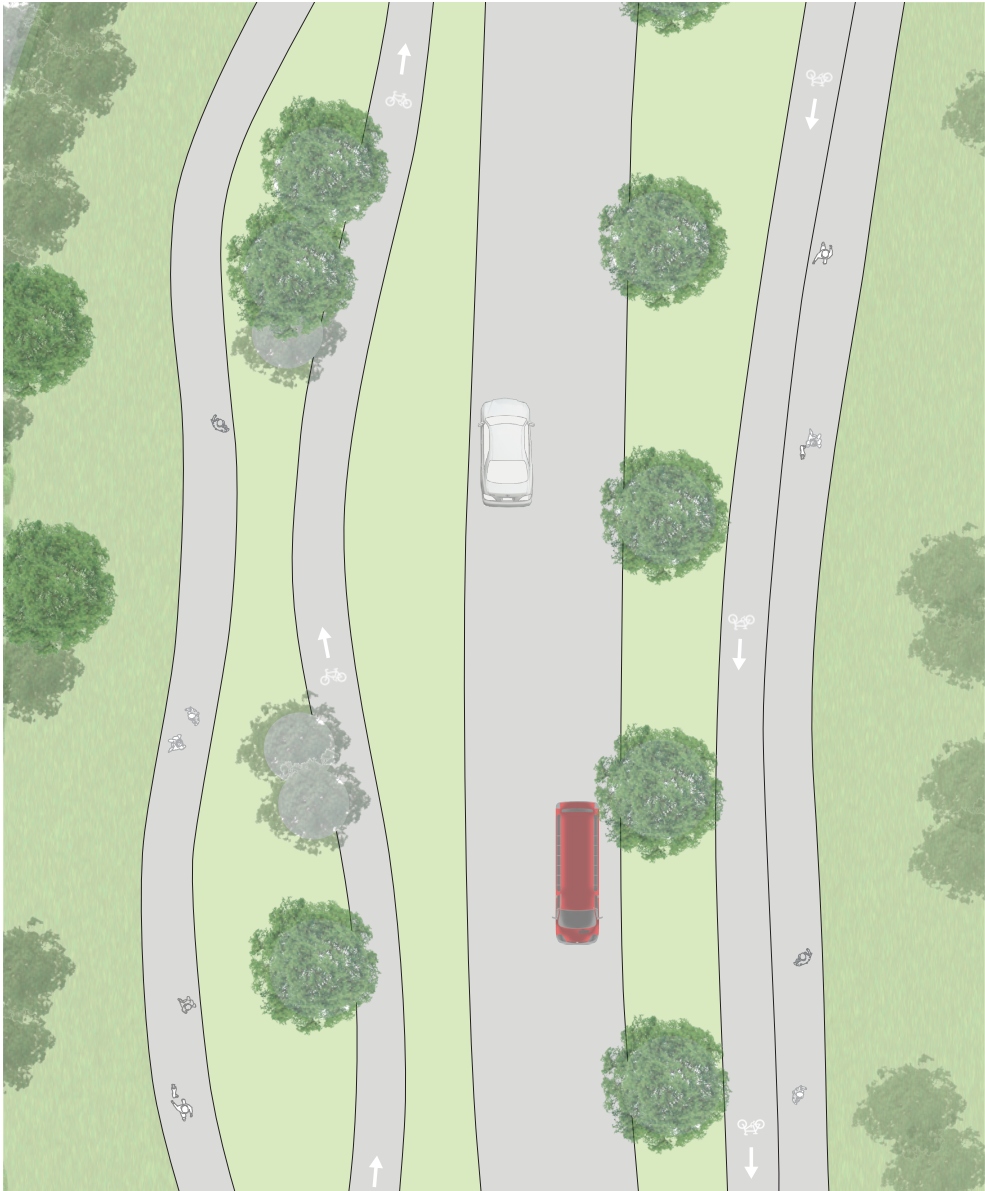


figure 27 | 1:300 | informal path and tertiary road plan



Shared surface, Green Park, Reading



Recreational paths, Stowe Park, Lichfield

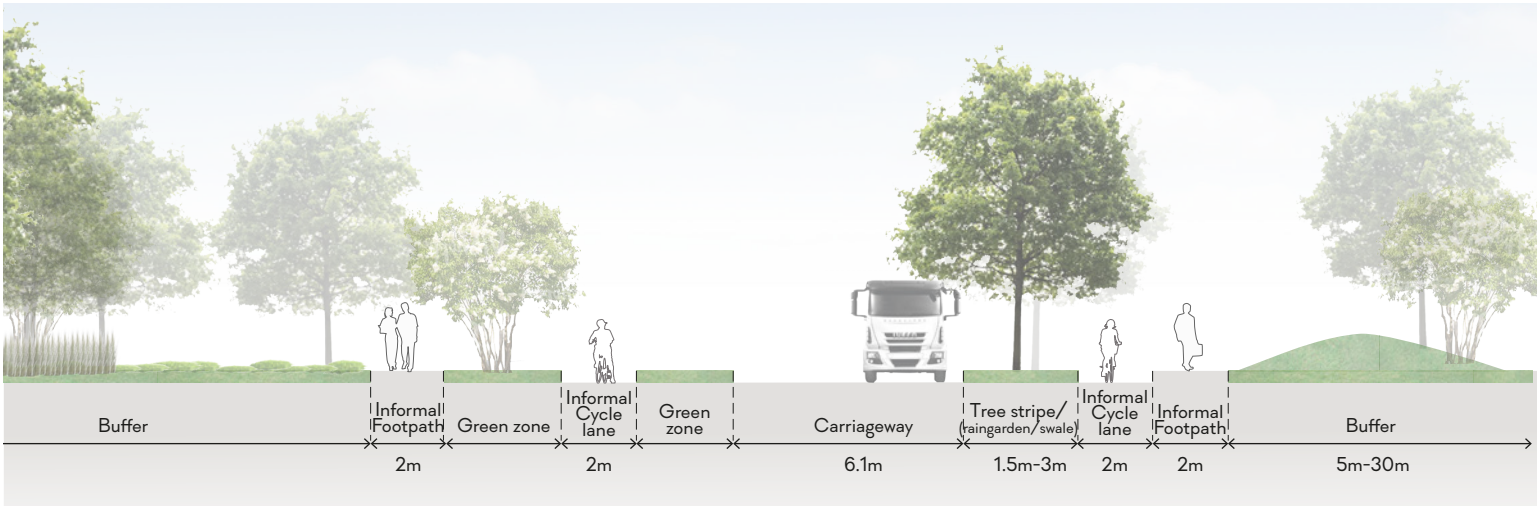


figure 28 | 1:300 | informal path and tertiary road section

Precedents of paths

MOVEMENT

Junction design and priority

Junction design and priority

- MO.53

At all junctions where secondary, or tertiary roads meet, a raised table **must** be provided to create a continuous footway. This is recommended by LTN 1/20 as raised tables prioritise active travel, maintain level access for all, and naturally calm vehicular speeds. Junction corner radii **must** be kept as tight as possible to restrict vehicle turning speeds in accordance with WDG Part 4 guidance.
- MO.54

Where shared use, active travel routes cross or meet secondary or tertiary roads, a parallel crossing **must** be provided as shown in the photograph below. These crossings **must** be situated on a raised table to ensure that cyclists, walkers, and wheelers retain priority and remain at a consistent level.
- MO.55

Where shared use routes intersect with secondary roads outside the design code area, safe crossing infrastructure is mandatory. If the street speed limit is 30mph or lower, a parallel crossing **could** be used. For streets with higher traffic volumes or speeds, a Toucan crossing (or equivalent signal-controlled facility) **must** be provided to ensure safe passage for both cyclists and pedestrians in accordance with WDG Part 2 - this is shown in figure 29.
- MO.56

Wherever an active travel route intersects with a vehicular entrance, such as HGV loading bays, warehouse site access points, or car park entrances, there **must** be a zebra or parallel crossing provided on a raised table as shown in photograph adjacent. These crossings **must** be situated on the primary desire line for walkers, wheelers, and cyclists to ensure they retain absolute priority. Raised Tables **should** be used at vehicular access points where necessary to reduce vehicle speeds and reinforce the priority of the active travel route. The crossing arrangement **should** be designed to minimize conflict between vehicles and active travel users and **should** provide a contentious, accessible and legible route through the development site.
- MO.57

At warehouse and HGV access points, crossings **should** be clearly delineated using high contrast surface materials (e.g. contrasting block paving) to ensure they are highly visible to both HGV drivers and active travel users. Tactile paving **should** be included to ensure visually impaired users are aware of the crossing point.

- MO.58

Bus gates **must** be in place where streets intersect with Zinnia Close to restrict access to buses and those walking, wheeling and cycling as shown on movement network plan (See fig 26). This is to prevent through traffic and to encourage the use of public transport and active travel. Physical measures (such as ANPR or rising bollards) **must** be considered to ensure strict enforcement, preventing private vehicle ingress while maintaining seamless transit flow.
- MO.59

To ensure the site is fully inclusive for visually impaired users, tactile paving **must** be provided at all crossing points throughout the site. The design, colour, and installation of tactile paving **must** comply with the latest Department for Transport 'Inclusive Mobility' guidance to ensure it provides clear, consistent information to users without creating trip hazards or conflicting with the rural aesthetic of the site.

Set back and positioning

- MO.60

To ensure visibility and safety, all pedestrian and cycle crossings **should** be set back at least 5 metres from the junction of the main carriageway where possible. This allows a vehicle waiting to turn to clear the crossing point before waiting to join the main flow, preventing the blocking of the active travel desire line.
- MO.61

A partial set back (less than 5 metres) from the highway or no set back (at the kerbline) **could** also be appropriate where traffic speeds and volumes are low and space at the junction is constrained. LTN 1/20 guidance **should** be referenced in designing the suitable set back.

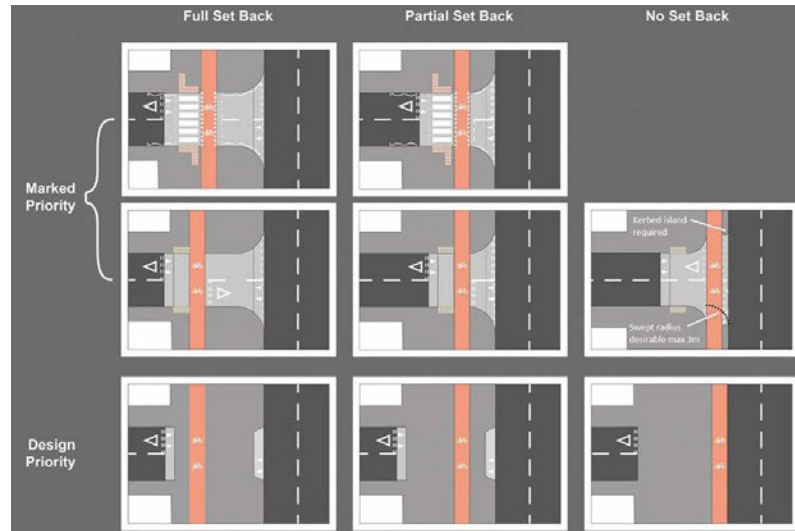


figure 29 | nts | set back of cycling crossings from ltn 1/20 | source: momentum

Access Management

- MO.62

Where streets for general traffic transition into active travel only routes, a modal filter **must** be provided to physically prevent unauthorised motor vehicle access while maintaining a clear, safe and accessible route for pedestrians, cyclists, wheelers and mobility scooter users. Modal filters may include bollards, planters, kerb build outs or other physical measures, provided they do not create barriers for disabled users, non-standard cycles, cargo bikes or emergency access where required.
- MO.63

Where streets for general traffic transition into bus only routes, access **must** be managed through a bus gate rather than a standard modal filter. Bus gates **should** be designed to allow buses, pedestrians and cyclists to pass safely while preventing unauthorised private vehicle access. Measures may include traffic signs and road markings, camera enforcement, rising bollards or other access control measures agreed with Warwickshire County Council. The design of bus gates **must** ensure that active travel users are not squeezed by buses and that the route remains legible, accessible and safe for all permitted users.
- MO.64

All modal filters and bus gates **must** be located and designed so that they are clearly visible on approach, avoid abrupt vehicle manoeuvres, and maintain appropriate visibility between drivers, pedestrians, cyclists and wheelers. They **should** be supported by clear advance signage and, where necessary, turning opportunities for vehicles that are not permitted to continue.
- MO.65

All junctions, crossing points, modal filters and bus gates **must** provide clear, unobstructed visibility in accordance with Manual for Streets.



Separated pedestrian and cycle crossing, Meteor Business Park, Gloucester



Access point of crossing and raised table, Green Park, Reading

Precedents showing junction design and priority

MOVEMENT

Car parking

Car parking should not dominate the street scene and should be well integrated within the landscape proposed.

Parking requirements

- MO.66
- Car parking **must** be designed to support placemaking, ensuring that it does not dominate the local environment.
- MO.67
- Well considered parking **should** be convenient, safe, and attractive, integrating seamlessly into streets, blocks, and plots while providing access to EV charging points.
- MO.68
- Parking standards for employment uses are set out in the Rugby District Council Local Plan and **should** be followed.
- MO.69
- Parking for employment uses **should** be positioned towards the rear or side of plots, away from the main street frontage, with landscaping used to reduce visual impact.
- MO.70
- Parking layouts **should** incorporate integrated SuDS, such as rain gardens or swales, between parking rows to manage runoff and break up the visual expanse of vehicles.
- MO.71
- Development proposals **should** consider how parking areas **could** be adapted over time if parking demand is lower than anticipated or reduces in the future. Parking layouts **should** therefore be designed to allow underused spaces to be repurposed for alternative uses, such as additional landscaping, SuDS, tree planting, cycle parking, outdoor amenity space, pocket parks, mobility hubs, seating areas, or future building expansion, where appropriate.
- MO.72
- To support this flexibility, large areas of car parking **should** be avoided where possible. Parking **should** instead be arranged in smaller, well landscaped clusters that can be converted incrementally without compromising access, servicing, emergency vehicle movement or inclusive pedestrian routes. Where future repurposing is anticipated, proposals **should** demonstrate how drainage, levels, utilities, lighting, planting and access arrangements would allow parking areas to be safely and practically adapted over time.
- MO.73
- For smaller buildings, parking **must** be designed to reflect a "human scale." Small, parking clusters that are overlooked by office windows/receptions (natural surveillance) **should** be used. Long rows of parking that characterise typical industrial units **should** not be used. Consideration **should** be given to planting trees every five bays.

- MO.74
- The RBC Local Plan (2026) refers to Building Regulations part S for electric vehicle charging standards. Where more than 10 parking spaces are provided, at least one of the parking spaces **must** incorporate active EV charging infrastructure from the outset to support the move to low carbon freight and commuting. One in five remaining spaces **must** incorporate passive EV charging infrastructure to allow for future upgrades.
- MO.75
- The layout **must** ensure that the transition between HGV manoeuvring space and employee/visitor car parking is clearly defined. The two **should** not mix. This avoids dangerous interactions between HGVs and staff walking from their cars to the office entrance.

Disabled Parking

- MO.76
- Parking for disabled motorists and passengers **must** be provided in line with the rates in RBC Local Plan (2026). Pathways from the dedicated parking **must** be at least 1.2 metres wide and **should** be 1.8 metres where possible and avoid crossing vehicle paths. Ramps **should** have a gradient no greater than 1:20 and **must** not exceed a distance of 10 metres without a level interval.

Cycle Parking

- MO.77
- Short stay cycle parking **must** be secure, weather protected, and closer to the main entrance than the car parking. Cycle parking **must** be provided in line with the rates in the RBC Local Plan (2026).
- MO.78
- Cycle parking **must** be located in convenient, visible and accessible locations that support direct movement between the cycle parking area, building entrances and the wider walking and cycling network. Short stay cycle parking **should** be positioned close to main entrances and visitor destinations, while long stay cycle parking **should** be located within or close to buildings, with step free access and natural surveillance.
- MO.79
- The location of cycle parking **must** be coordinated with green and blue infrastructure, pedestrian routes, servicing areas, parking courts, public spaces and other amenities. Cycle parking **should** not obstruct footways, crossings, visibility splays, SuDS features or maintenance access. Where cycle parking is located near landscaped areas, rain gardens or water features, sufficient clearance **must** be provided to ensure that stands remain usable, well drained, overlooked and accessible throughout the year.

- MO.80
- Long stay cycle parking **should** be provided in secure cycle storage that is integrated into the building fabric or housed in high quality, architecturally designed structures that match the building materials.
- MO.81
- A minimum of 5% of all cycle parking spaces **must** be provided as accessible spaces in accordance with LTN 1/20. These spaces **must** be designed with additional clearance (e.g., wider spacing) to accommodate cargo bikes, trikes, hand cycles, and other non-standard cycles, and **must** be located on level ground with step free access.
- MO.82
- Cycle parking **must** be designed in accordance with LTN 1/20 standards in Section 11. A standard Sheffield stand would require a bay length of 2.0 metres and a 1.2 metres space between stands, whilst an accessible bay **should** have a minimum length of 2.5 metres and at least 2.0 metres between stands.
- MO.83
- End of trip facilities (showers and lockers) **should** be provided within buildings for employees and visitor use to encourage active travel in line with Warwickshire LTP4.

Travel Plans

- MO.84
- Development proposals **must** include a Travel Plan setting out measures to encourage walking, wheeling, cycling, public transport use, car sharing and low emission travel. The Travel Plan **should** include monitoring of mode share, cycle parking use, bus use and car parking demand after occupation.

MOVEMENT

Car parking

Figure 30 and adjacent precedent photographs provide further design detail, illustrating how significant landscape buffers and tree planting can screen large areas and provide separation from the roads.



Car parking adjacent to the secondary road, Green Park, Reading



Small car parking adjacent to the secondary road and building, Green Park, Reading

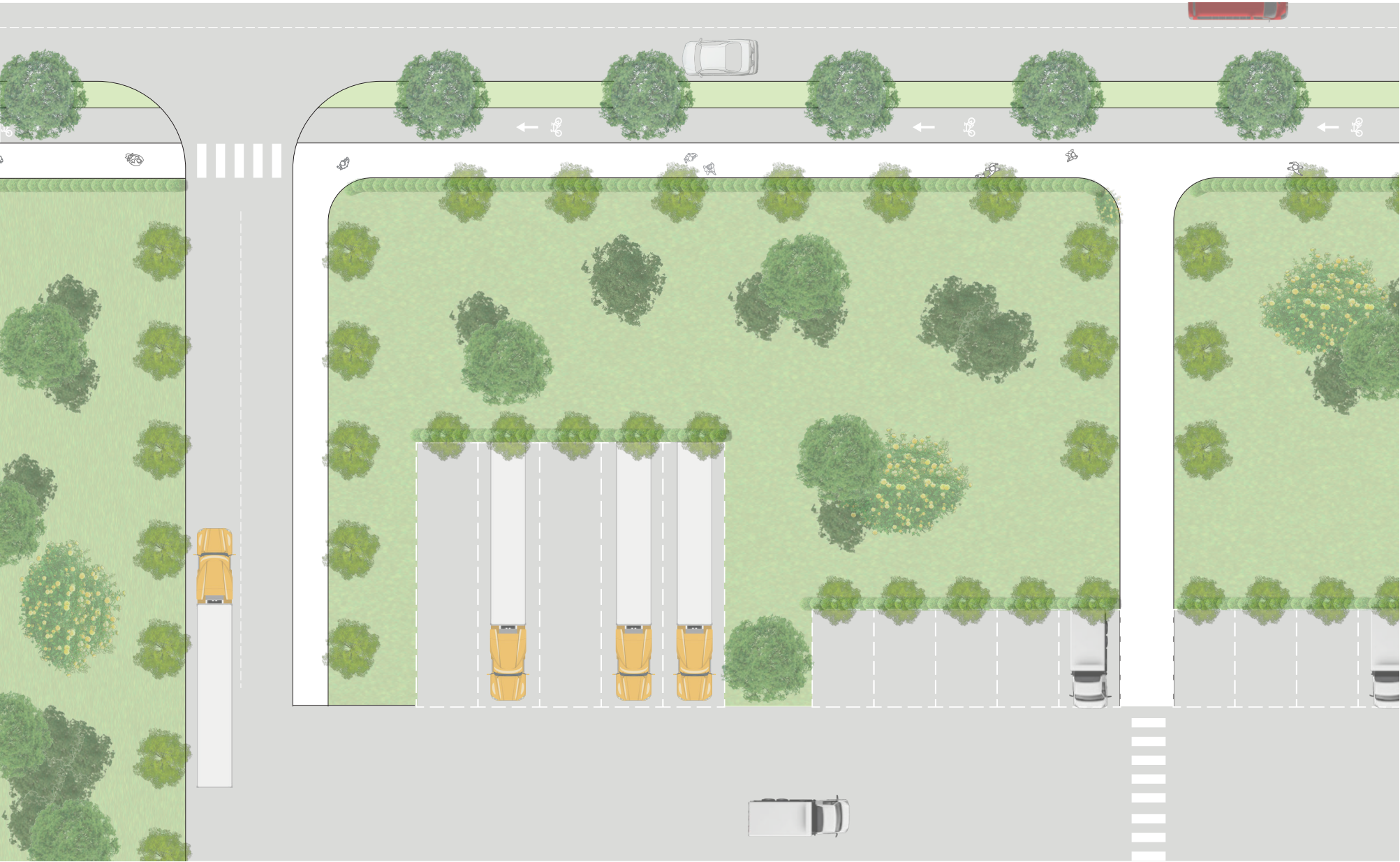


figure 30 | 1:300 | screening of car parking



Car parking access from the tertiary road and building, Green Park, Reading



Car parking adjacent to the junction, Peddimore industrial Estate, Sutton Coldfield, Birmingham

Precedents for car parking

Servicing and refuse

- MO.85

HGV access **must** be directed to the most appropriate strategic and local routes. HGV movements **must** avoid Newton village, school routes and residential streets unless specifically required for access. Signage, routing information and site management plans **should** be used to prevent HGVs from using routes where their movement would create safety, amenity, noise, vibration, air quality or highway geometry issues.
- MO.86

HGV access and servicing routes **must** be designed to minimise conflict with people walking, wheeling and cycling. Wherever practicable, HGV movements **should** be separated from primary active travel routes through dedicated servicing access, separate service yards, physical separation, clear crossing priority and direct routing from the secondary road network. Where HGV routes cross pedestrian or cycle desire lines, crossings **must** be clearly marked, well lit, accessible and designed to slow turning vehicles.
- MO.87

Servicing arrangements **should** be supported by a Delivery and Servicing Plan, including measures to manage delivery routes, vehicle types, delivery frequencies and, where appropriate, delivery times to avoid peak pedestrian and cycle movements, school start and finish times, and other periods of high active travel demand.
- MO.88

Refuse vehicles **should** be auto tracked on the road network to ensure suitable access to waste storage areas within the site. Refuse vehicles **should** have to reverse no more than 12.0 metres in accordance with BS 5906: 2005.
- MO.89

In accordance with WDG Part 3, streets **should** not be designed to accommodate the largest refuse vehicle possible but instead vehicles **should** be used that can be accommodated within the outline street design principles in Section 3.

Emergency Access

- MO.90

Emergency vehicle access **must** be provided in accordance with Building Regulations Approved Document B and relevant Warwickshire Fire and Rescue Service requirements. The carriageway widths set out in Section 4.2 are sufficient to accommodate fire tender access, as they exceed the minimum access route width of 3.7 metres required for fire appliances.
- MO.91

Development proposals **must** demonstrate that emergency vehicles can access all required parts of the site safely and efficiently. This **should** include swept path analysis for fire appliances, confirmation that access routes are capable of supporting the required vehicle loading, and evidence that fire appliances can reach buildings, hydrants and other fire fighting infrastructure without obstruction.
- MO.92

Fire appliances **should** not be required to reverse more than 20 metres. Where turning is required, appropriate turning heads, loops or other arrangements **must** be provided. Emergency access routes **must** be kept clear of obstructions, including parked vehicles, street furniture, planting and access-control features. Warwickshire Fire and Rescue Service **should** be consulted as part of the planning and detailed design process.

Highway adoption

- MO.93

Industrial estate roads **could** remain private with appropriate public transport and public rights-of-way agreements.
- MO.94

Any roads to be adopted by Warwickshire County Council as the Highway Authority **must** comply with:
 - Warwickshire Design Guide standards
 - Section 38 Agreements under the Highways Act 1980
 - Local Highway Authority procedural requirements for adoption

The Warwickshire Design Guide provides further details on technical and procedural aspects of highway adoption.

NATURE/LANDSCAPE/PUBLIC SPACE

Landscape context and vision

The landscape vision for Coton Park East is to create a holistic landscape connecting people, place and nature. Through public consultation, there is a clear directive from the local community to protect the landscape, wildlife and its biodiversity, alongside providing a recreational resource for the community in close proximity to the site, in the residential areas to the south and the village of Newton to the east.

The landscape strategy aims to minimise, where possible, landscape and landscape visual effects associated with accommodating a mixture of different-sized employment uses across the site.

Key challenges include protecting existing landscape features such as trees, hedgerows, grassland and watercourses, while at the same time accommodating the quantum of employment set out in the Local Plan.

A critical challenge is working with the topography to create development platforms that do not look over engineered and that can help to reduce the overall mass and height of buildings by cutting into slopes and utilising significant planting buffers to soften development proposals.

The Landscape Strategy

The landscape strategy (See figure 31 opposite) has a number of key components, as follows:

1. Connectivity - green and blue infrastructure corridors
2. Reflecting landscape character
3. Protecting existing landscape features
4. Providing appropriate landscape buffers and boundary treatments
5. Creation of a series of different landscape character types
6. Creation of a hierarchy of open spaces with different functions
7. Creation of green streets and blue infrastructure features
8. Planting on plot to help soften buildings and break up large areas of car parking
9. Landscape proposals

These overarching considerations are then concentrated into design principles for landscape, including soft and hard landscape palettes and the treatment of open space. Consideration should also be given to the guidance provided elsewhere within this Design Code, including movement and built form.



Connectivity: green and blue infrastructure

The overarching aim of this section of the Design Code is to connect people, place and nature. To achieve this, strategic consideration is required across and beyond the Coton Park East employment area to provide connectivity for residents to the south and the village of Newton to the east. This will allow good connectivity to the existing public rights of way network, Rugby Free Primary School and the existing natural features of the landscape.

Figure 32 opposite illustrates key strategic connections that should be provided.

Integration of connectivity from routes and streets to green corridors contribute towards building a healthy community of people and nature. Green infrastructure should be viewed as social as well as ecological infrastructure, and the principles set out by Natural England should be considered for all landscaping schemes:

- Multifunctional
- Varied
- Connected
- Accessible
- Character

By considering green infrastructure holistically across Coton Park East, a sense of place can be forged between a new employment community and the surrounding residential communities.

NA.01 Landscapes need to be bigger, better and joined, and this **should** be at the foundation of landscaping within applications.

NA.02 The design of public open spaces **should** endeavour to create opportunities for the local community to have access to nature. The aim **should** be to create opportunities for people to foster a sense of connection to the environment, enjoy physical activity, reduce social isolation and provide a platform for community engagement.

NA.03 Landscape treatments to verges alongside routes and PRoVs **should** be designed to create safe spaces for users, with good visibility and enhanced wildlife connectivity.

NA.04 Where SuDS are utilised, the landscaping **should** optimise connectivity for nature, ensuring that vegetation does not encroach onto the route.

NA.05 The secondary road for employment traffic **should** be located away from the primary green corridors that cut through the site, with safe pedestrian and cycle routes provided along these corridors.

NA.06 Secondary and tertiary roads that cross the strategic green corridors **should** be kept to a minimum to reduce disturbance to these pedestrian, cycle and wildlife corridors.



Existing landscape character

It is integral that the landscape character of the site and its context is represented and reflected within landscaping schemes.

National Landscape Character

The site is within the Leicestershire Vales (94) National Character Area but also sits adjacent to the Dunsmore and Feldon (96) National Character Area.

Regional Landscape Character Areas

As noted in the analysis section, Landscape Character Assessment (LCA) has been prepared for Rugby Borough Council (2025). This identifies a series of Landscape Character Areas (LCAs) and Landscape Character Types (LCTs) across the Borough.

The site lies within the High Cross Landscape Character Area, which comprises two Landscape Character Types: Village Farmlands and Open Plateau. The site falls partly within both character types.

- NA.07
- Key features of the landscape character which **should** be maintained or reflected include:
- Distinctive valleys and river watercourses.
 - Undulating naturalistic landscape with large areas of grassland.
 - Woodland belts provide local enclosure within an otherwise open landscape along the former railway line to the east of the site.
 - Geometric hedged field patterns and undulating landform create a strong sense of distinctiveness and enclosure.
 - PRoVWs which link landscapes and provide access to landscape features. These are strong landscape features and **must** be retained. They **should** also be enhanced with additional landscape features to provide better connectivity for communities and support recreational use.
 - Strong, mature hedgerows with large trees **should** be retained where possible.



Photographs of the site that illustrate some of the existing landscape features that contribute to its landscape character

Landscape features to be retained

Figure 33 illustrates the existing landscape features and habitats across the site, identifying those that should be protected and retained where possible, as well as features where removal may be required to accommodate development. This is indicative of the landscape features considered to be of value; however, assessments of existing landscape features will be expected to be undertaken for all proposals. These features are subject to buffers and/or wide landscape margins (set out overleaf).

- NA.08** The protection, retention and enhancement of landscape features **should** be a priority within applications, making meaningful and positive contributions to nature and nature's recovery. There **must** be robust justification for any loss.
- NA.09** All hedgerows along green corridors **should** be retained with sufficient offset to allow them to feel part of a wider corridor for both wildlife and recreation.
- NA.10** The landscape topography of the site **should** be maintained wherever possible. Where development platforms are required, they **should** not be over-engineered and **should** be a maximum of 1:3 slopes to allow planting, and ideally less steep, to create a naturalistic landscape form.
- NA.11** Preservation of TPO trees and feature trees in Categories A or B **must** be in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction – Recommendations'.
- NA.12** Where the intersection of development and existing high-quality trees, including TPOs and Category A and B trees, cannot be avoided, landscape techniques such as root cell systems **should** be explored, and robust justification **must** be provided for any losses.
- NA.13** Opportunities **should** be explored to enhance retained hedges, for example through actions such as gapping up and the promotion of existing hedgerow trees, appropriate to the local character.
- NA.14** Existing watercourses **should** be protected on their original alignments and enhanced.
- NA.15** Loss of any waterbodies, wetland areas or grassland **should** be replaced where possible.
- NA.16** Development **must** demonstrate a minimum 10% biodiversity net gain.
- NA.17** Development **should** seek to create a mosaic of different landscape types by reinforcing existing landscape features on site and incorporating new planting.



figure 33 | 1:5,000 | existing landscape features

Buffers and boundary treatments

Buffers are expected to play a role in the philosophy of protecting and managing existing landscape features, as discussed on the previous page. The objectives are to protect existing landscape features and enhance the urban extension's ecological potential through the retention and development of habitats and corridors.

Buffers to the eastern and southern parts of Coton Park East and to Rugby Free School will be important in creating an offset to existing housing, the village of Newton, the wildlife corridor along the disused railway and Rugby Free School.

Where are buffers anticipated?

Figure 34 indicates the key locations and features which should benefit from landscape buffers where retained. These include:

- Hedgerows
- Wildlife corridors
- Great Central Walk
- Newton picnic area
- Newton Lane
- Residential areas to the south
- Rugby Free School

Figure 34 is considered indicative. However, a minimum distance of 30m must be provided to the east and south of the site to allow sufficient space for woodland planting, creating both a transition and visual buffer to the proposed development.

The locations identified within figure 34 are illustrated through the cross sections on the page overleaf (see figures 35 and 36), which demonstrate how the proposed landscape buffers can provide separation, visual screening and opportunities for habitat creation and enhancement.



NATURE/LANDSCAPE/PUBLIC SPACE

Buffers and boundary treatments

The nature of buffers

- NA.18** Buffers to existing landscape features **should** provide the optimum widths for the protection and management of the habitat. Applicants **must** demonstrate suitable buffer widths and treatments within applications.
- NA.19** Buffers **should** be landscaped using appropriate native species. This **could** include dense woodland matrix planting with ecotones of scrub, grassland and wildflowers representative of the local character.
- NA.20** New footpaths **should** be outside of root protection zones and set back from ecologically valuable existing landscape features.
- NA.21** Opportunities to use buffers to enhance green infrastructure and habitat connectivity across the landscape **should** be explored.
- NA.22** Consideration **should** be given to the provision of bunding, as well as planting, to help screen industrial sheds. These **should** be naturalistic in form and **should** have a maximum 1:3 slope, ideally shallower, to allow planting of slopes.

Site boundaries as buffers

The existing site boundaries provide opportunities for ecological and landscape enhancement through landscaped buffers that reinforce existing vegetation and create a sensitive transition between the proposed development and surrounding uses. The adjacent precedent images and photographs of the eastern and southern site boundaries highlight existing vegetation that could contribute to this approach.

- NA.23** Where appropriate, the opportunity to use landscape interventions to create a buffer between new and existing developments to the east and south **must** be provided.
- NA.24** Connections along boundaries and existing hedgerows to create active travel routes and link parcels **should** be explored.



figure 35 | 1:500 | cross section a-a' landscape buffer between residential and industrial contexts



Peddimore industrial Estate, Sutton Coldfield, Birmingham



figure 36 | 1:500 | cross section b-b' landscaped bund to industrial context



Landscaped bund with tree and shrub planting



Photographs of the existing site boundary vegetation

Landscape character areas

The landscape framework should create a connected mosaic of six complementary landscape character areas:

- Central Grassland Landscape
- Woodland Edge and Buffer
- Wetland Meadow
- Green Streetscape Link
- Strategic Landscape Corridor
- School Landscape

The framework should provide an accessible and varied landscape for local residents, employees, visitors, pedestrians, cyclists and dog walkers, supporting everyday movement, informal recreation, rest and opportunities to experience wildlife and nature.

Each character area should have a distinct landscape and habitat identity, while connecting seamlessly with adjoining areas and retaining and enhancing existing landscape features.

Collectively, these areas should create a coherent landscape network across Coton Park East, with the Strategic Landscape Corridor and Green Streetscape Link combining to form a continuous circular route, complemented by the habitat-led areas that provide varied landscape experiences and strengthen biodiversity.



Landscape character areas

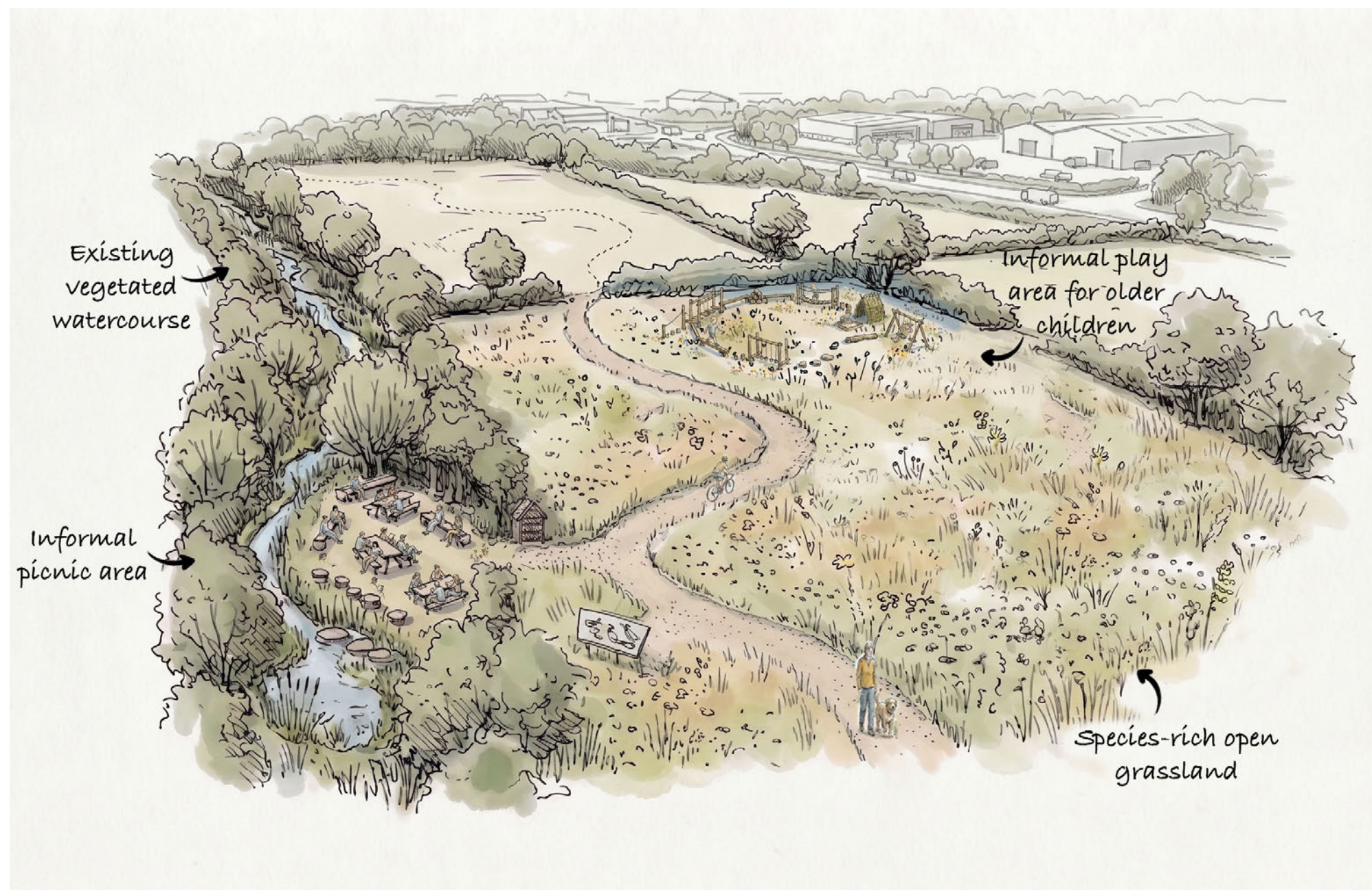
Central Grassland Landscape

The Central Grassland Landscape should form the landscape heart of Coton Park East, characterised by open grassland and meadow habitats, retained hedgerows, mature trees and the existing water feature associated with the LWS River Avon and its tributaries. It should provide a varied sequence of connected spaces for movement, informal recreation and contact with nature.

- NA.25 Species-rich grassland and meadow habitats **should** be the predominant landscape character, with varied grassland and wildflower margins.
- NA.26 Existing hedgerows, mature trees and water features **should** be retained, enhanced and incorporated into the landscape framework.
- NA.27 The landscape **should** provide a varied sequence of spaces rather than a single area of uniform amenity grassland.
- NA.28 Routes and informal recreational spaces **should** be located to maintain habitat connectivity and minimise disturbance to wildlife.
- NA.29 The area **should** connect clearly with the Strategic Landscape Corridor, Green Streetscape Link, Woodland Edge and Buffer and Wetland Meadow.



figure 38 | nts | central grassland landscape character area location



Indicative illustration of the Central Grassland Landscape Character Area

Landscape character areas

Woodland Edge and Buffer

The Woodland Edge and Buffer should create a naturalistic landscape along the site edges and corners, providing a transition between employment development and the surrounding landscape. Woodland, scrub, grassland and meadow ecotones should provide a strong habitat framework, with informal opportunities for walking, dog walking, rest and contact with nature.

- NA.30 Native woodland, scrub, grassland and wildflower habitats **should** establish the predominant character.
- NA.31 Existing trees, hedgerows and other valuable landscape features **should** be retained and incorporated into the buffer.
- NA.32 Woodland planting **should** have a varied structure, including appropriate woodland-edge and ecotone planting.
- NA.33 Informal routes and small areas for rest or activity **should** be integrated without compromising habitat connectivity.
- NA.34 Buffers **should** be sufficiently wide to establish robust habitat, provide visual separation and soften views of development.
- NA.35 Planting and landscape management **should** support a gradual transition between woodland, scrub and grassland habitats.

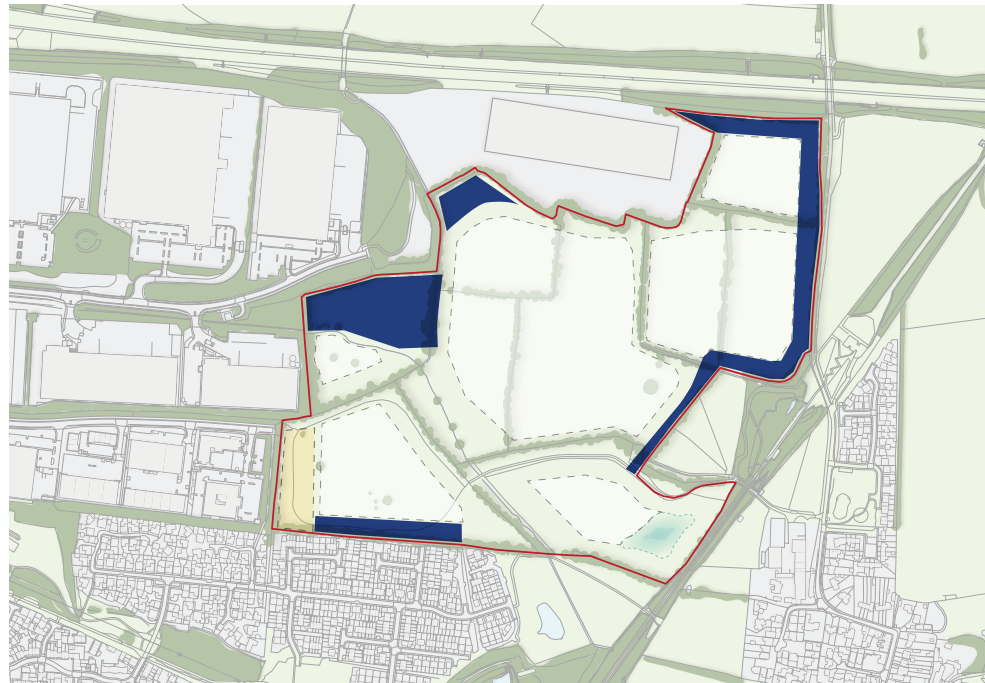
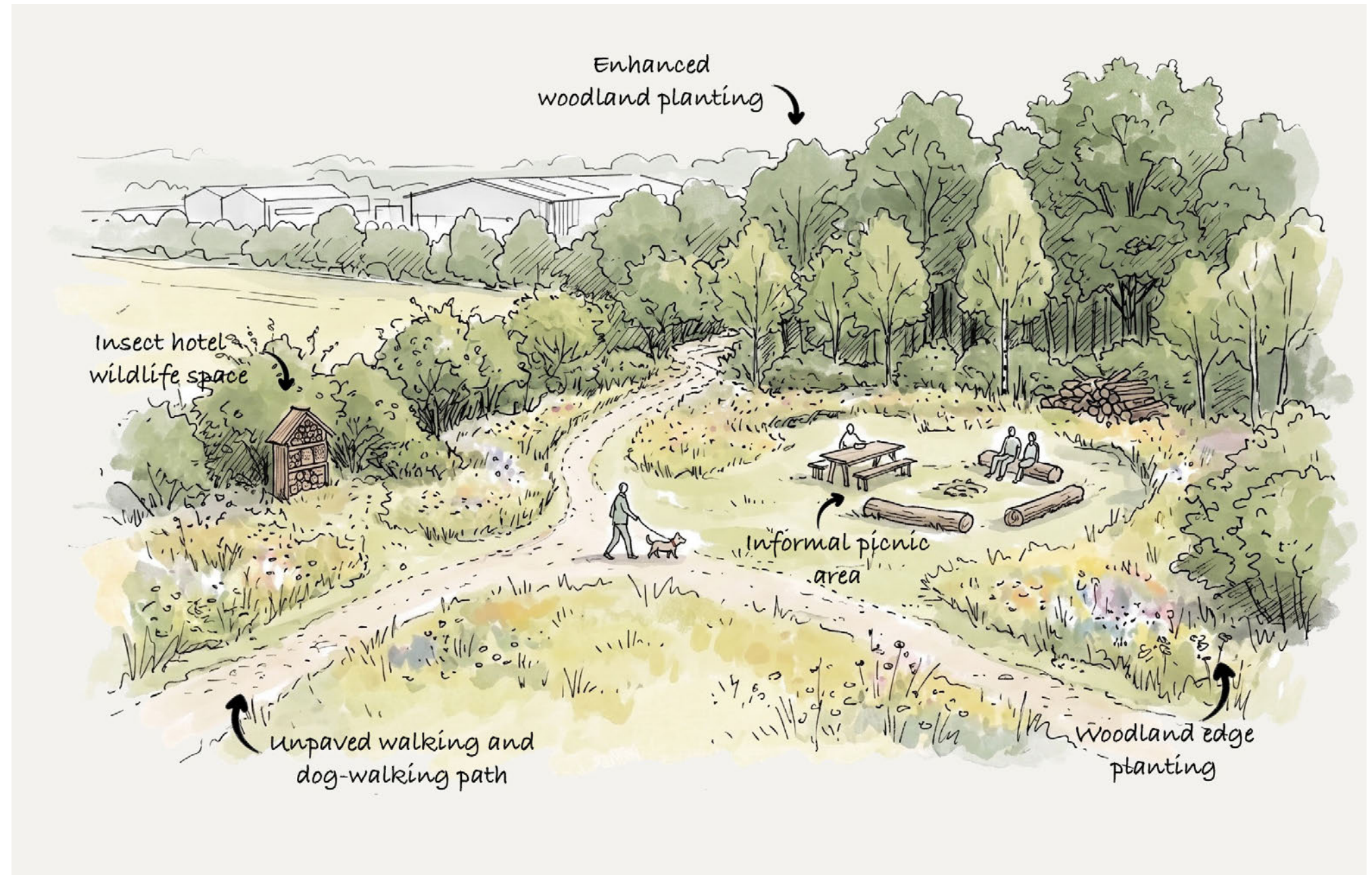


figure 39 | nts | woodland edge and buffer character area location



Indicative illustration of the Woodland Edge and Buffer Character Area

Landscape character areas

Wetland Meadow

The Wetland Meadow should create a distinctive open wetland and meadow landscape in the south-eastern part of the site. Centred on the proposed attenuation basin, it should combine aquatic, marginal, wetland and species-rich meadow habitats, creating a varied landscape that responds to seasonal water conditions and providing a distinctive setting to the Great Central Walk.

- NA.36** Wetland, aquatic, marginal and species-rich meadow habitats **should** form the predominant landscape character.
- NA.37** The attenuation basin **should** be designed as a multifunctional landscape feature that supports biodiversity, water management and landscape quality.
- NA.38** Shallow margins and appropriate aquatic and wetland planting **should** provide varied habitats where conditions allow.
- NA.39** Informal paths and boardwalks **should** provide opportunities to experience the wetland landscape while protecting sensitive habitats.
- NA.40** Tree and scrub planting **should** be used selectively to increase habitat diversity without compromising the intended open character.
- NA.41** Informal and playful landscape elements **should** respond to the wetland character and be located where they can coexist with habitat objectives.

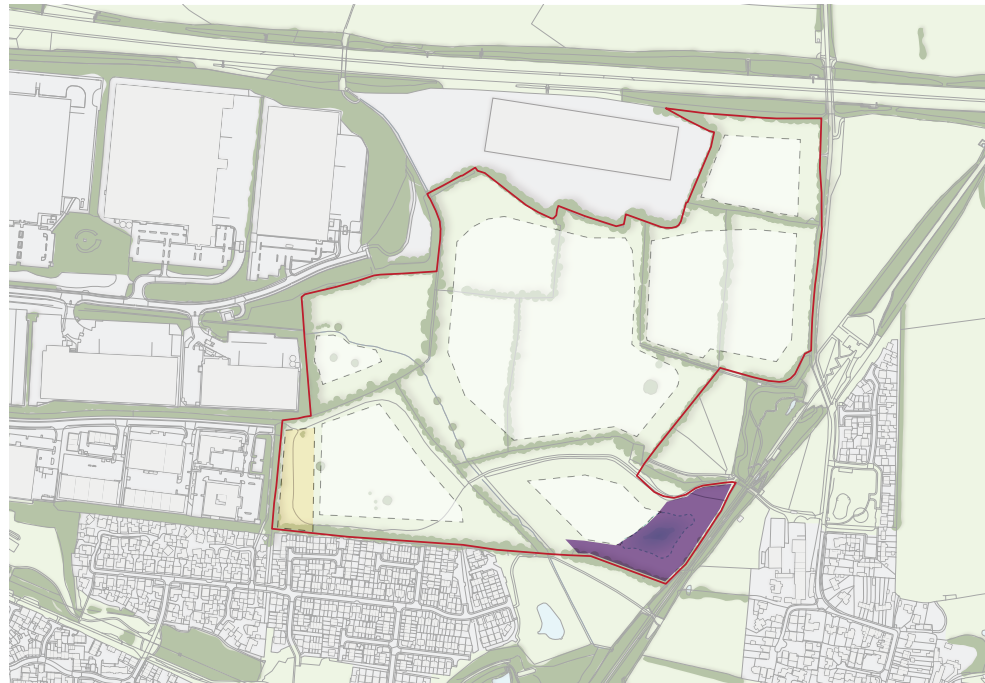


figure 40 | nts | wetland meadow character area location



Indicative illustration of the Wetland Meadow Character Area

Landscape character areas

Green Streetscape Link

The Green Streetscape Link should form a green, linear transition through the employment area, connecting development parcels with the wider landscape framework. Tree avenues, planted verges, shrubs and integrated SuDS should create attractive and legible routes, while planting should help to soften buildings, parking and servicing areas and provides separation from vehicle-dominated routes.

- NA.42** Secondary and tertiary roads **should** incorporate coordinated trees and planting connected to the wider landscape network.
- NA.43** Street trees **should** have sufficient space to establish and thrive and provide structure, shade and visual interest.
- NA.44** Verges and incidental spaces **should** incorporate species-rich planting and SuDS where appropriate.
- NA.45** Planting **should** provide separation from HGV and other vehicle movements without compromising visibility or safety.
- NA.46** Pedestrian and cycle routes **should** be safe, legible and connected to the wider green infrastructure and PRoV network.
- NA.47** Plot-edge planting **should** contribute to the streetscape character and soften buildings, parking and servicing areas.



figure 41 | nts | green streetscape character area location

Strategic Landscape Corridor

The Strategic Landscape Corridor should form the informal landscape-led half of the circular route, following the PRoV connection between Newton and the employment area. It should retain and strengthen the existing landscape structure, creating a continuous wildlife and walking corridor through the site and connecting the other landscape character areas.

- NA.48** Existing hedgerows, trees, grassland and other valuable landscape features **should** be retained and reinforced.
- NA.49** New grassland, wildflower, scrub and woodland-edge habitats **should** strengthen ecological connectivity.
- NA.50** The existing PRoV **should** be retained and integrated into the wider walking and active travel network.
- NA.51** The corridor **should** provide a continuous and legible connection between Newton and the employment area.
- NA.52** Crossings **should** be minimised and designed to maintain continuity for people and wildlife.
- NA.53** The corridor **should** connect with the Wetland Meadow, Central Grassland Landscape, Woodland Edge and Buffer and Green Streetscape Link to complete the circular route.

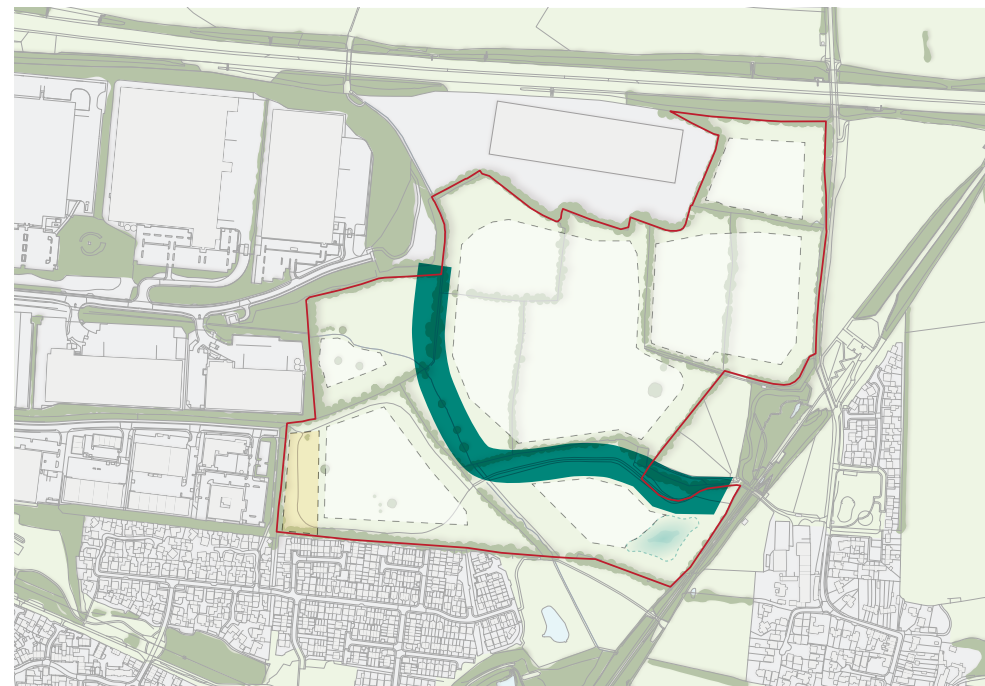


figure 42 | nts | strategic landscape corridor character are location

School Landscape

The School Landscape should accommodate the playing fields and forest school provision associated with Rugby Free Primary School while contributing to the wider landscape framework. Its detailed character should remain flexible to respond to the school's needs, with opportunities for outdoor learning, natural play, tree planting and woodland-edge habitats to complement existing vegetation and strengthen the site edge.

- NA.54** The area **should** accommodate the required playing fields and forest school provision.
- NA.55** The landscape arrangement **should** respond to the school's operational and educational requirements.
- NA.56** Opportunities for forest school, outdoor learning and nature-based play **should** be incorporated where appropriate.
- NA.57** Tree, woodland-edge and scrub planting **should** complement existing vegetation and strengthen the site boundary.
- NA.58** Planting **should** support biodiversity while allowing sufficient space for school activities.
- NA.59** The area **should** connect with the wider green infrastructure network and adjoining landscape character areas.

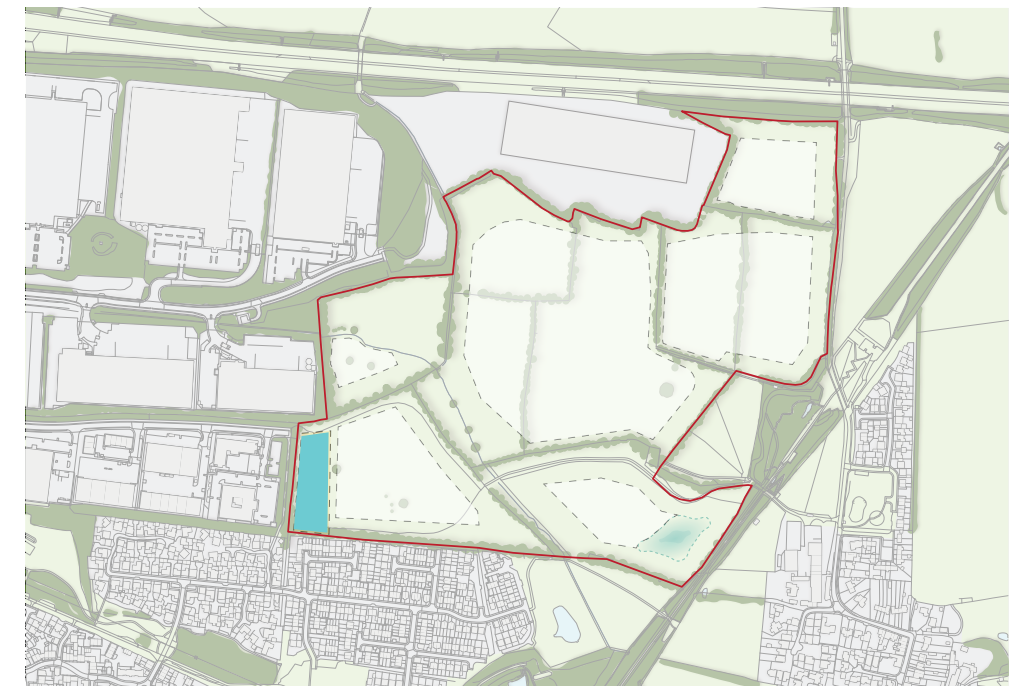


figure 43 | nts | school landscape character area location

Hierarchy of open spaces

Open space requirements

Coton Park East should provide a comprehensive network of multifunctional green infrastructure and open space, responding to the site's landscape character, ecological value and recreational needs. Provision should have regard to the relevant policies and standards in the Rugby Local Plan and should provide opportunities for informal recreation, walking and cycling, nature conservation, health and wellbeing.

Types of open space required

A mosaic of different landscape character types and types of open space, providing different functions, should be provided as follows:

Natural and semi natural green spaces

A range of different types of natural and semi-natural green spaces should be provided, forming a connected green infrastructure network. This should include a network of accessible footpaths and cycle paths to provide access to these areas. Some areas should be managed more naturally and remain less accessible to create areas for ecology and wildlife.

NA.60 Natural and semi-natural green spaces **should** include a variety of habitats and landscape features, such as woodland, grassland, shrub and scrub, wetland and water features.

Land for Rugby Primary School

Sports provision should be provided in accordance with the relevant Rugby Local Plan policies and the site-specific requirements for Coton Park East, including provision of playing fields/sports facilities and a forest school adjacent to Rugby Free Primary School.

NA.61 Playing field provision associated with Rugby Free Primary School **should** be provided. This **should** consist of 0.75ha of land allocated for playing field and associated sports provision, located adjacent to Rugby Free Primary School and designed to support the school's recreational and sporting needs.

Picnic and informal play areas

Picnic and informal recreation areas should be incorporated within the strategic green infrastructure corridors, providing accessible opportunities for residents, workers and visitors to Coton Park East.

NA.62 Two picnic areas **should** be provided at appropriate locations along the green infrastructure corridors and **should** provide opportunities for informal recreation and social activity.

NA.63 Two informal play areas **should** be provided: one for younger children, located closer to residential areas, and one for older children, incorporating opportunities for natural and informal play.

Fitness trails

A fitness trail should be provided within the green infrastructure network to encourage active recreation and healthier lifestyles for residents and workers at Coton Park East.

NA.64 A circular fitness trail **should** be provided that includes, ideally, 1 km and 5km routes, with naturalistic trim trail features to encourage further exercise.

Dog walking field and routes

The existing use of the area for dog walking should be taken into account in the design of the development and its green infrastructure network. Consultation has also identified a need for a secure area where dogs can be exercised off the lead.

NA.65 A series of circular dog-walking routes **should** be provided to support regular exercise for dogs and their owners. Routes **should** incorporate dog-waste bins at appropriate locations, including at key access points and the start and end of routes.

NA.66 A secure dog exercise field **should** be provided within the green infrastructure area, providing a dedicated space where dogs can be exercised off the lead. The field **could** incorporate informal dog-play features, a simple wooden shelter for users and a water tap to provide accessible drinking water.

Accessibility Standards

NA.67 Development proposals **must** demonstrate how relevant accessibility standards have been met through the detailed layouts submitted for approval.

Hierarchy of open spaces

Open space design principles

- NA.68** The design of recreational facilities **must** reflect the character of the existing landscape.
- NA.69** At all scales, these spaces **must** be equitably accessible. Their design, maintenance and use **must** promote equality and inclusion.
- NA.70** Across Coton Park East, routes **must** be as accessible as possible, giving consideration to their context, and **must** be well maintained with clear wayfinding.
- NA.71** Design **must** prioritise opportunities for people to interact with and appreciate nature through the creation of habitats within public open spaces.
- NA.72** A variety of spaces, habitats and experiences **must** be created to encourage a wide range of users and activities, e.g. SuDS, ponds, orchards and play parks.
- NA.73** Within new parks and public open spaces, all habitats **should** be created to benefit wildlife.
- NA.74** Provisions for protecting habitats by limiting public access **must** be established through the design process, e.g. landscape buffers, designated footpaths and boundary treatments such as knee rails or fences.
- NA.75** Signage and interpretation **should** be utilised to promote understanding and support for habitat protection among users and to build community involvement in local open spaces.



NATURE/LANDSCAPE/PUBLIC SPACE

Hierarchy of open spaces

Coton Park East development should provide a hierarchy of open spaces, with clear routes and main spaces, as well as incidental spaces, as part of the overall design. The hierarchy of open spaces is as follows:

- Key strategic green corridors
- Key activity spaces
- Routes and paths
- Wildlife spaces
- Incidental spaces

Key green strategic corridors

NA.76 Two strategic green corridors **should** be provided, connecting routes both east-west and north-south. Roads cutting across these corridors **should** be minimised, and traffic **should** be located away from them where possible.

Key activity spaces

NA.77 A series of key activity spaces **should** be provided, as shown on the framework masterplan. These **should** include play and sports provision, picnic areas and fitness equipment.

Routes and paths

NA.78 Routes and paths **should** provide onward connections to the public rights of way network, as well as opportunities for circular walks. Paths and cycle routes **should** be designed to suit the landscape character of the area.

Wildlife spaces

NA.79 Proposals **should** provide a range of different wildlife spaces by incorporating different habitat types, such as woodland, shrub, grassland and wetland.

Incidental spaces

NA.80 Incidental spaces **should** be provided for sitting areas, public art, contemplation and relaxation, as well as sports and fitness.



Key green strategic corridors: Sowerby Park & Sports Village, North Yorkshire



Wildlife spaces: BBC Springwatch Garden, RHS Hampton Court Flower Show 2019



Routes and paths: sensory trail, Château de la Borie, Limoges, France



Incidental spaces: outdoor fitness dip bars



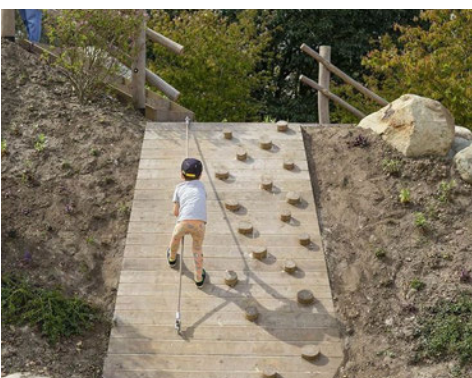
Key activity spaces for children: bike playground, Mesa, Arizona, USA



Incidental spaces: pallet hammock deck installation, Hortillonnages d'Amiens floating gardens, France



Key activity spaces: dog exercise fields



Key activity spaces for children: climbing ramp, Kew Gardens, London



Key activity spaces: public outdoor seating area, a master-planned neighbourhood development Les Hauts du Couzé, Beaucouzé, France



Key activity spaces for children: Kingsbury Commons, Pease Park, Austin, Texas, USA



Routes and paths: hardwood forest trackway footbridge, Bergen, Netherlands

Precedents of open spaces and defining landscape elements

Green and blue infrastructure

Green and blue infrastructure should provide the structuring framework for the development, demonstrating a landscape-led approach to the masterplanning of Coton Park East. This should build on the site's existing landscape features and boundaries, retaining and strengthening these where appropriate, while establishing a connected network of strategic green corridors, landscape buffers, green streets, watercourses and sustainable drainage features. The network should extend through the development parcels and connect key landscape and ecological assets with open spaces, routes and development, helping to define the character and identity of Coton Park East.

Green streets

Green streets should form an integral part of the green and blue infrastructure network at Coton Park East, extending the landscape framework into the development parcels and connecting strategic green corridors, open spaces and key routes. Landscape should be integrated into the street design from the outset, with planting and trees helping to create attractive, green routes for pedestrians and cyclists. The network should provide a clear transition between the wider landscape and development, while contributing to the character, identity and biodiversity of the site.

- NA.81** Secondary and tertiary roads routes **should** incorporate street trees, planting and green verges to reinforce connections to the wider green infrastructure network.
- NA.82** Street trees and planting **should** provide structure, shade and visual interest, helping to soften buildings and break up areas of parking.
- NA.83** Green verges and planted areas **should** be designed as multifunctional spaces that support biodiversity and contribute to the character and identity of the development.
- NA.84** Green streets **should** provide safe, attractive and legible pedestrian and cycle routes, with planting used to provide shade, enclosure and visual interest without compromising visibility or movement.
- NA.85** Street trees and planting **should** be provided with sufficient space to establish and thrive, with consideration given to their relationship with buildings, services, parking and movement routes.
- NA.86** Where streets cross strategic green corridors, the continuity of the wider landscape and ecological network **should** be maintained through appropriate landscape and crossing design.
- NA.87** The design of green streets **should** coordinate with the wider blue infrastructure network, ensuring that landscape, movement and water-management functions are integrated without compromising the character or usability of the street.



Baltic Quarter Blue-Green Corridor, a multi-functional sustainable urban drainage and parkland landscape project, Gateshead



Cycle lane and integrated rain garden, Salford, Greater Manchester



Cycling intersection and pedestrian area: Novio Tech Campus, Nijmegen, Netherlands



Multi-seasonal colour interest of street trees



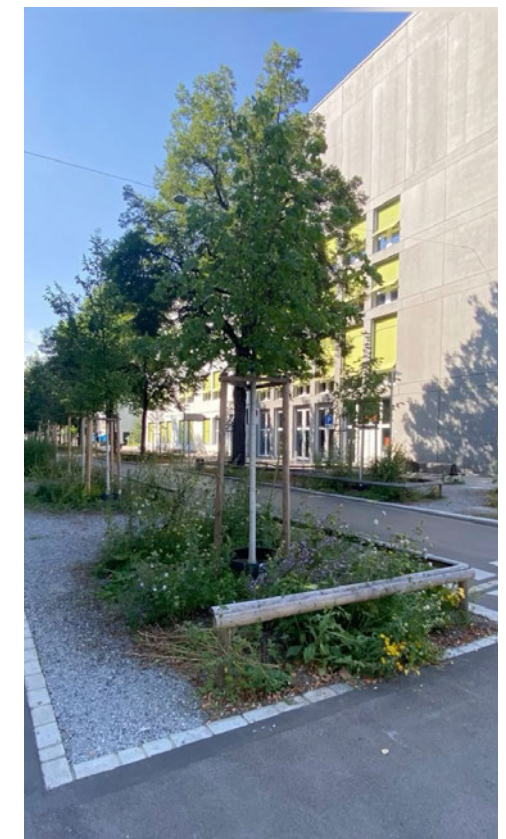
Pedestrian-friendly boulevard and rows of mature pin oak trees, Lonsdale Street, Dandenong, Australia



Rain garden designed as an ecological bioswale, Brian C. Nevin Welcome Center, New York, USA



Urban bioswale/ rain garden running alongside a commercial building



Biodiverse rain garden strip featuring timber-supported street trees, permeable gravel paving

Precedents of green and blue infrastructure features

Green and blue infrastructure

Blue infrastructure

Blue infrastructure should form the water-management and ecological component of the wider landscape framework, integrating surface-water management with opportunities for habitat creation, biodiversity and recreation.

- NA.88** Sustainable drainage **should** be integrated into the development from the outset, using features such as swales and rain gardens where appropriate to manage surface water close to its source.
- NA.89** Swales **should** be designed as attractive landscape features that contribute to habitat creation and biodiversity as well as providing drainage functions.
- NA.90** Rain gardens **should** be integrated alongside secondary and tertiary roads where appropriate, particularly within green verges and other landscape areas.
- NA.91** Drainage ponds and attenuation basins required for the development **should** be designed as attractive, multifunctional features that benefit people and wildlife and contribute to the overall biodiversity of the site.
- NA.92** Ponds and attenuation basins **should** incorporate appropriately shallow sides and marginal planting to support wildlife, biodiversity and safe access.
- NA.93** Wetland areas **should** be created where possible, with boardwalks or other suitable access provided to enable people to experience these spaces while accommodating periods of flooding or water inundation.
- NA.94** Blue infrastructure **should** connect with the wider landscape and ecological network, ensuring that watercourses, wetlands and drainage features contribute to the continuity and identity of the wider green and blue infrastructure framework.

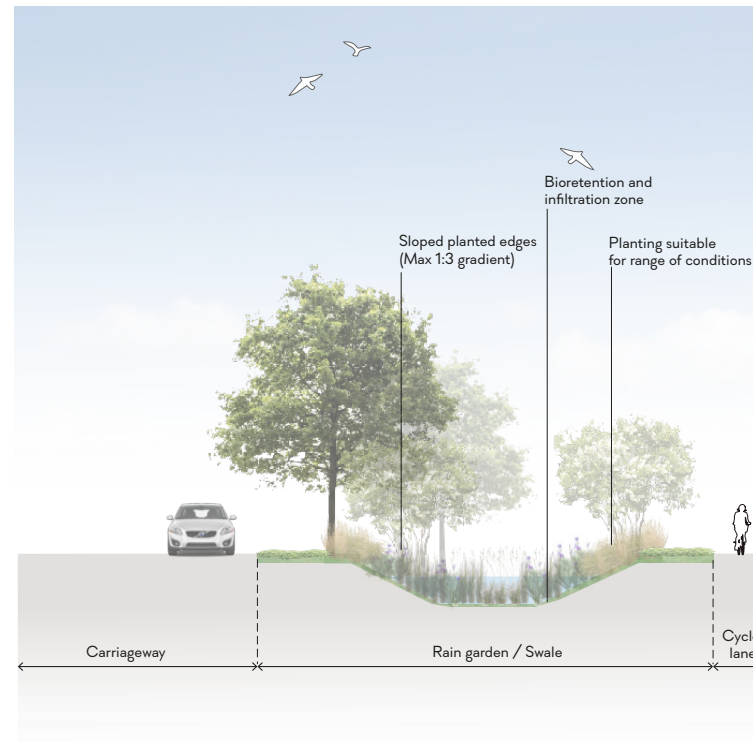


figure 45 | 1:250 | typical cross section | rain garden/swale

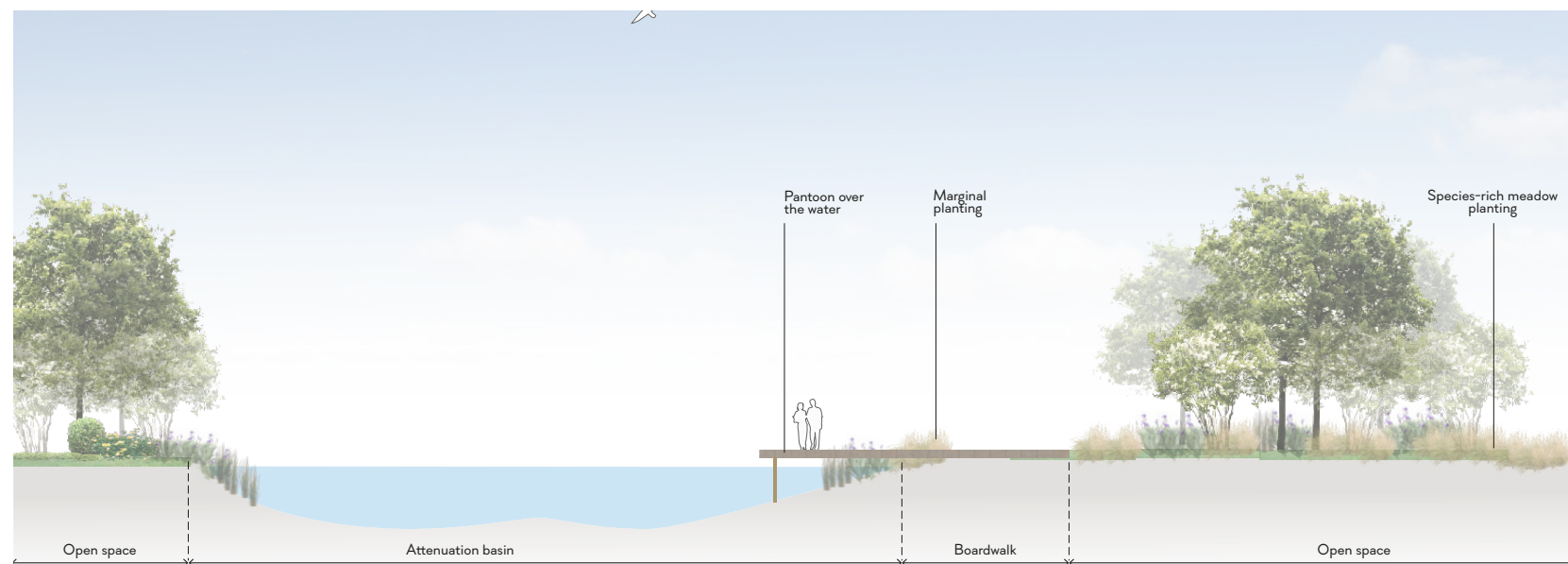


figure 46 | 1:250 | typical cross section | attenuation basin and wetland planting

NATURE/LANDSCAPE/PUBLIC SPACE

On-plot planting

On-plot planting forms an important part of the wider landscape strategy, extending the green infrastructure framework into individual development parcels. It complements the strategic landscape corridors and green streets, helping to integrate development into its landscape setting.

Planting is considered as part of the overall site design from the outset, rather than as an additional treatment. It provides opportunities to soften buildings and areas of hardstanding, structure spaces, define boundaries and entrances, and contribute to biodiversity and visual amenity.

The following principles should be considered in the design of on-plot planting:

- NA.95 Development proposals **should** demonstrate a coordinated approach to planting across the plot, including buildings, entrances, boundaries, parking and areas of hardstanding.
- NA.96 Car parking areas **should** incorporate sufficient tree planting to provide shade and break up large areas of hardstanding.
- NA.97 Planting **should** be located and designed to allow sufficient space for healthy establishment and long-term growth, taking account of buildings, services, access and maintenance requirements.
- NA.98 Landscape areas **should** be retained and protected from encroachment by future changes to parking, servicing or other hardstanding.



Peddimore industrial Estate, Sutton Coldfield, Birmingham



Landscaped, eco-friendly surface parking area designed for the Honfleur Normandy Outlet retail village, Honfleur, France



Head office of AGC Glass Europe, Louvain-la-Neuve, Belgium



Car park and a raised sloping embankment behind it covered in dense green shrubbery and mature trees, Magna Park, Lutterworth

Soft landscape proposals

Landscape proposals should create a diverse and resilient landscape that responds to the local landscape character, supports biodiversity and integrates green and blue infrastructure across the development. The following principles and planting palettes provide guidance for the selection and treatment of landscape elements.

- NA.99** Landscape proposals **should** be diverse, from structure to species, ensuring a healthy, biodiverse landscape.
- NA.100** As part of drainage strategies, the use of water management interventions **should** be explored, for example SuDS, filtration tree pits and permeable paving.
- NA.101** Permeable, soft landscape boundary treatments **should** be utilised to strengthen natural connectivity.
- NA.102** Hard boundary treatments **should** be made permeable for wildlife movement by using techniques such as hedgehog holes within barriers.
- NA.103** Where soft landscaped buffers and boundaries are utilised as screening, the treatment **must** be adequate in height and width to satisfy a Landscape and Visual Assessment following the methodology set out in the most recent edition of the Guidelines for Landscape and Visual Impact Assessment (GLVIA).
- NA.104** Landscape proposals within the employment allocation **must** respond to the operational requirements of logistics and warehousing uses, including HGV and service vehicle movements, loading and servicing areas, pedestrian and cycle routes, parking, emergency access, security, lighting, visibility and maintenance requirements. Landscape **should** be integrated with these functions rather than treated as residual space.

The following palettes have been produced as a guide for species that could be selected for landscape schemes.

Trees

Woodland blocks as part of buffer planting will help to screen development and provide important wildlife corridors.

- NA.105** New woodland planting **should** comprise a diverse mix of appropriate native species, reflecting local conditions, landscape character and resilience to pests, diseases and climate change. Oak planting **should** have regard to current oak processionary moth (OPM) risks and the relevant management zone.

- NA.106** Planting **should** avoid over-reliance on any single species, genus or family. Selected cultivars of native species may be used where appropriate to enhance suitability, resilience, landscape character or biodiversity value.
- NA.107** A diverse range of tree species **should** be selected and maintained throughout public open space planting across the site. Species' ultimate size **must** be considered to ensure plant selections are appropriate to the scale of each space.
- NA.108** Buffer planting **should** include a varied mix of deciduous and, where appropriate, evergreen species to provide year-round structure and screening.
- NA.109** Tree planting **should** be located and designed to avoid conflicts with vehicle movements, servicing, pedestrian routes, visibility requirements and the operational requirements of employment uses.

Street trees

- NA.110** Street tree species **must** be selected that are tolerant of urban conditions and align with the landscape character of the site.
- NA.111** Biodiversity and climate resilience **must** be demonstrated through plant selections.
- NA.112** Tree lined avenues **should** be provided along secondary roads.
- NA.113** Street trees **should** be provided on one side of tertiary roads.
- NA.114** Verges **must** be of adequate width to accommodate tree size at maturity and provide sufficient space and uncompacted soil for the tree root area.
- NA.115** Tree planting locations and species **should** be coordinated with vehicle movements, accesses, servicing requirements, visibility, lighting, utilities and maintenance requirements.
- NA.116** As trees mature and overhang nearby routes, they **should** be capable of being maintained to achieve tree canopy clearances in line with the Warwickshire Design Guide.



Field maple *Acer campestre*



Small-leaved lime *Tilia cordata*



Hornbeam *Carpinus betulus*



Wild cherry *Prunus avium*



Silver birch *Betula pendula*



Rowan *Sorbus aucuparia*



Alder *Alnus glutinosa*



Field maple 'Streetwise' *Acer campestre* 'Streetwise'

Indicative tree species palette

NOTE: Species should be selected according to landscape character, site conditions, spatial constraints and long-term resilience.

Landscape proposals

Boundaries and edges

- NA.117** Species-rich native hedgerows act as corridors for wildlife and, where appropriate, **should** be utilised in preference to single-species hedges in landscaping schemes.
- NA.118** Species-rich native hedgerows **must** consist of seven or more species, providing suitable food sources for local wildlife and a good blossoming sequence.
- NA.119** Hedgerow 'standard' trees **should** be included using species such as oak, small-leaved lime and disease-resistant elm to enhance age structure and strengthen landscape character.
- NA.120** Hedges and hedgerows **must** suit the available space and maintenance regime.
- NA.121** Security fencing and other hard boundary treatments **should** maintain ecological permeability where compatible with the operational and security requirements of employment uses.
- NA.122** Scrub
- NA.123** Scrub **should** be specified to improve species diversity, particularly at the edges of public open space and developments for screening and buffers.
- NA.124** Where scrub is utilised it **must** be located carefully to ensure safety and visibility.



Hawthorn *Crataegus monogyna*



Blackthorn *Prunus spinosa*



Hazel *Corylus avellana*



Field maple *Acer campestre*



Dogwood *Cornus sanguinea*



Gelder rose *Viburnum opulus*



Dog rose *Rosa canina*



Wild privet *Ligustrum vulgare*



Spindle *Euonymus europaeus*



Crab apple *Malus sylvestris*



Small-leaved lime *Tilia cordata*



Disease-resistant elm *Ulmus spp. cultivar*



English oak* *Quercus robur*



Elder *Sambucus nigra*



Goat willow *Salix caprea*



Wayfaring tree *Viburnum lantana*

Indicative hedgerow and scrub species palette

NOTE: Final selection should reflect local character, site conditions and management requirements. Hedgerows should comprise a minimum of seven appropriate native species.

*Oak planting should have regard to current oak processionary moth (OPM) risks and the relevant management zone.

Landscape proposals

Grassland and wildflowers

- NA.125** To strengthen the sense of landscape cohesion and connectivity, opportunities **should** be identified for wide woodland and scrub margins of 4–6m, with potential for wildflowers and grassland.
- NA.126** Areas of grassland and wildflowers **should** be used to create ecotones to offer diversity and enhance green infrastructure.
- NA.127** Wide margins **should** be designed and managed to introduce greater heterogeneity into the landscape while providing attractive, lower-maintenance plant displays.
- NA.128** Wildflower and grassland species mixes **must** be led by the distinctiveness of the local flora and the specific site conditions.
- NA.129** Seed supplies **should** be of local provenance.
- NA.130** If generic, non-local seed mixes are to be used, they **must** be supplied by a reputable specialist supplier of UK native wildflower seed.
- NA.131** Amenity grass and florally rich species mixes that can be maintained with flowering to 600mm **must** be selected for verges along movement corridors where taller vegetation is unsuitable.
- NA.132** Rain gardens **should** be designed with appropriate species tolerant of the relevant wet and dry conditions.

Aquatic and wetland planting

- NA.133** Aquatic and wetland planting **should** be used where appropriate within ponds, wetlands, swales, attenuation features and other blue infrastructure to provide habitat, support biodiversity and contribute to landscape character. Planting **should** comprise a diverse range of appropriate native aquatic, marginal and wetland species suited to local conditions.
- NA.134** Planting **must** not compromise the drainage, flood storage, maintenance or operational function of SuDS and wetland features.



Oxeye daisy *Leucanthemum vulgare*



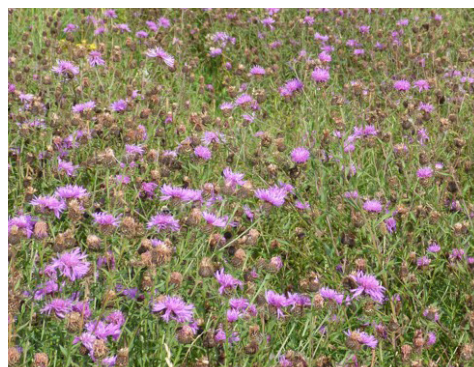
Meadow buttercup *Ranunculus acris*



Red campion *Silene dioica*



Yarrow *Achillea millefolium*



Common knapweed *Centaurea nigra*



Bird's-foot trefoil *Lotus corniculatus*



Selfheal *Prunella vulgaris*



Field scabious *Knautia arvensis*



Yellow rattle *Rhinanthus minor*



Meadow cranesbill *Geranium pratense*



Lady's bedstraw *Galium verum*



Greater bird's-foot trefoil *Lotus pedunculatus*



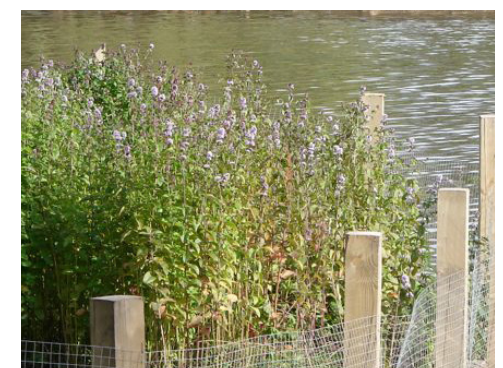
Purple loosestrife *Lythrum salicaria*



Ragged robin *Silene flos-cuculi*



Yellow flag iris *Iris pseudacorus*



Water mint *Mentha aquatica*

Indicative grassland, wildflower and wetland planting palette

NOTE: Final species selection and seed mixes should reflect local flora, site conditions and management requirements. Aquatic and wetland species should be selected to suit local hydrological conditions and must not compromise SuDS function.

Hard landscape proposals

General principles and material selection

- NA.135** Hard landscape proposals **must** create a coherent, durable and accessible public realm that responds to the local landscape character and integrates with the wider green and blue infrastructure network.
- NA.136** Materials **should** reinforce the hierarchy of streets, pedestrian and cycle routes, public spaces and informal landscape areas, while responding to the operational requirements of the employment allocation.
- NA.137** Hard landscape **must** be integrated with planting, SuDS and other landscape features from the outset, rather than treated as residual space.
- NA.138** Materials **must** be durable, slip-resistant, accessible and appropriate to their intended use, anticipated loading and maintenance requirements, while supporting sustainable drainage and water management where appropriate.
- NA.139** Materials **should** be selected with regard to whole-life environmental performance, including durability, maintenance, recycled content and, where appropriate, local sourcing.
- NA.140** A limited and coordinated palette of materials **should** be used across Coton Park East. More distinctive or higher-quality materials may be used at key entrances, activity spaces and pedestrian-focused locations.
- NA.141** Materials **should** be selected with regard to whole-life environmental performance, including durability, maintenance, recycled content and, where appropriate, local sourcing.
- NA.142** The hard landscape palette **should** use restrained natural and muted colours that complement the surrounding landscape and built form. Variation **should** generally be achieved through texture, scale and laying pattern rather than strong colour contrasts. Highly reflective, brightly coloured or visually dominant materials **should** be avoided unless required for safety, accessibility or wayfinding.

Movement routes

Secondary roads

- NA.143** Secondary roads **should** provide the principal movement routes through the employment area and **should** have a consistent and coordinated material palette.
- NA.144** Carriageways **should** generally use high-quality asphalt, with clearly defined pedestrian and cycle routes.
- NA.145** Footways and cycleways **must** use durable, accessible and visually consistent bound materials, with changes in material used selectively to identify crossings, entrances and key pedestrian spaces.
- NA.146** Kerbs **should** be simple and robust, with flush or appropriately detailed transitions provided where required to support pedestrian and cycle accessibility.
- NA.147** Materials within secondary roads **must** be coordinated with street trees, planting, SuDS and other green infrastructure.

Tertiary roads

- NA.148** Tertiary roads **should** have a more informal and landscape-led character than secondary roads, while remaining suitable for servicing, emergency access and operational requirements.
- NA.149** A restrained palette of asphalt, bound paving, permeable paving and appropriate kerb treatments **should** be used.
- NA.150** Where appropriate, changes in surface treatment **should** reinforce lower-speed environments and pedestrian priority.
- NA.151** Hard landscape **must** be integrated with planted verges, tree pits and other landscape features to prevent tertiary streets becoming predominantly hard-engineered spaces.



Asphalt



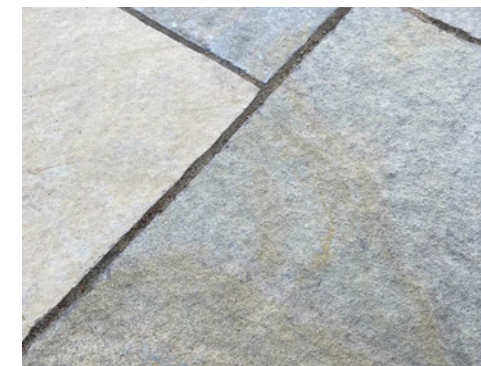
Bound/resin bound paving



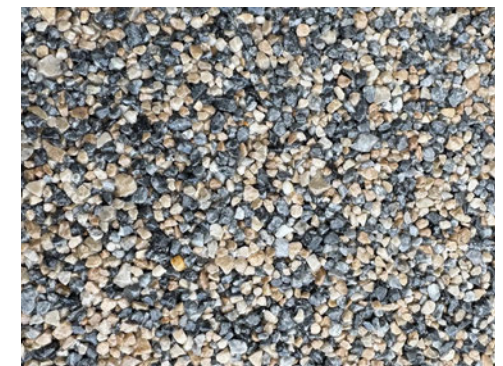
Concrete paving



Permeable block paving



Natural stone



Bound gravel



Permeable paving



Self-binding gravel

Indicative material palette for secondary and tertiary roads

NOTE: The materials shown are indicative and illustrate the intended palette of colours, textures and finishes. Final selection should respond to the principles set out above and be confirmed at detailed design stage.

NATURE/LANDSCAPE/PUBLIC SPACE

Hard landscape proposals

Pedestrian and cycle routes

- NA.152** Pedestrian and cycle routes **must** provide continuous, accessible and legible connections through the development and to the wider public right of way and green infrastructure network.
- NA.153** Routes **must** use firm, stable and slip-resistant surfaces appropriate to their location and anticipated use.
- NA.154** Materials **should** provide sufficient visual distinction between pedestrian, cycle and vehicle areas, without excessive variation in colour or pattern.
- NA.155** Crossings and junctions **should** be clearly defined through appropriate changes in surface, colour, texture or level where required.
- NA.156** Where routes pass through ecological corridors or informal landscape areas, materials **should** maintain the naturalistic character of the setting.

Landscape and recreational routes

- NA.157** Routes through the Strategic Landscape Corridor, Central Grassland Landscape, Woodland Edge and Buffer and Wetland Meadow **should** have a more informal and naturalistic character.
- NA.158** Appropriate materials **could** include self-binding gravel, bound gravel, compacted stone, natural stone, timber or recycled-material boardwalks and reinforced grass where appropriate.
- NA.159** Material selection **must** respond to accessibility, drainage, maintenance and ecological requirements.
- NA.160** Boardwalks and other structures within wetland areas **must** accommodate changing water levels and maintenance requirements without compromising habitat or drainage functions.



Permeable shared pedestrian-cycle route



Buff-coloured bound/asphalt route



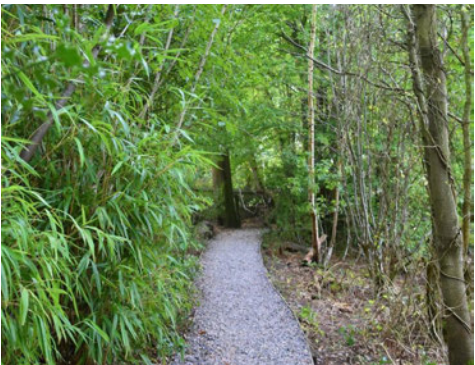
Resin bound gravel



Permeable park path



Self-binding gravel beside water



Fine gravel woodland path



Accessible gravel trail through meadow



Timber wetland boardwalk



Natural stone paving



Timber boardwalk through wetland/heath



Reinforced grass



Grass-concrete / reinforced grass



Recycled-material boardwalk



Pedestrian/cycle route in a park



Firm accessible path through informal landscape



Surface/landscape integration

Indicative material palette for pedestrian, cycle, landscape and recreational routes

NOTE: The materials shown are indicative and illustrate the intended palette of colours, textures and finishes. Final selection should respond to accessibility, drainage, maintenance, ecological requirements and the character of the route and surrounding landscape, and should be confirmed at detailed design stage.

Hard landscape proposals

Public open spaces

NA.161 Hard landscape within public open spaces **must** support the intended character and function of each landscape character area, with the landscape setting remaining the dominant visual character.

Key activity spaces

NA.162 Activity and recreation spaces, including play, sports provision, fitness areas and picnic spaces, **should** be integrated within the wider green infrastructure network and respond to the character of their landscape setting.

NA.163 Materials **should** be robust, accessible and appropriate to the intensity of use, while maintaining a naturalistic and landscape-led character.

NA.164 Hard surfaces **should** be used selectively and **should** be visually integrated with planting, trees, grassland, SuDS and other landscape features. Changes in material **should** be used to define routes, thresholds and areas of activity, rather than to create excessive pattern or visual clutter.

NA.165 Where more formal or higher-quality materials are required, these **should** be restrained in colour and detailing and complement the surrounding natural materials and vegetation.

Informal recreation and picnic areas

NA.166 Informal recreation areas **should** use a simple and naturalistic palette, with materials such as self-binding or bound gravel, compacted stone, natural stone, timber and reinforced grass used where appropriate to provide access, seating and informal recreation.

NA.167 The landscape **should** remain visually dominant, with hard landscape designed as an integrated component of the green infrastructure rather than as a separate engineered space.

Street furniture

NA.168 Street furniture **should** use a coordinated palette of robust, durable and low-maintenance materials and finishes across Coton Park East, with variations only where required by the character or function of individual spaces.

NA.169 Furniture **should** be positioned to support rest, informal recreation, fitness and social interaction without obstructing pedestrian, cycle, maintenance or emergency routes.

NA.170 The palette **should** include, as appropriate, seating, cycle stands, litter and dog-waste bins, bollards, wayfinding and interpretation, and pedestrian barriers where necessary.

NA.171 Furniture **should** be simple in form and visually recessive, with finishes that complement the surrounding landscape. Opportunities **should** be taken to integrate furniture with planting, landform and other landscape features, rather than creating isolated items within the landscape.



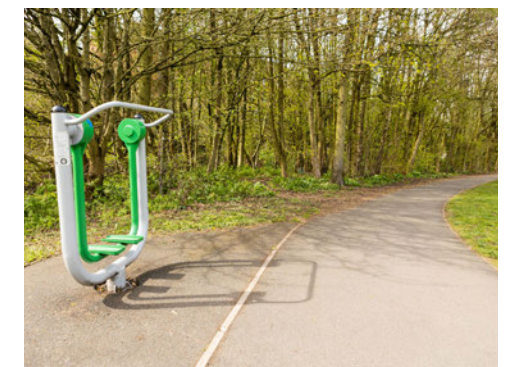
Low-profile timber bench



Picnic tables with a timber deck element



Timber play structure embedded into meadow



Exercise equipment directly alongside a green movement route



Cycle parking integrated with landscape



Timber bollards defining a route edge



Interpretation board positioned directly within meadow



Timber fronted dog waste & paired waste/recycling bins

Indicative street furniture and public space palette for green infrastructure and recreation areas
NOTE: Images are indicative of the intended character, materials, colours and finishes. Final selection should respond to the principles above and be confirmed at detailed design stage.

Hard landscape proposals

Parking, servicing and HGV areas

- NA.172** Hard landscape within parking, servicing and HGV areas **must** respond to operational requirements while contributing to the overall landscape quality of development plots.
- NA.173** Surface materials **must** be appropriate to anticipated loading, vehicle movements, drainage and maintenance requirements.
- NA.174** Parking areas **should** incorporate permeable or water-sensitive surfaces where appropriate and compatible with operational and pollution-control requirements.
- NA.175** Changes in material **should** be minimised across large areas of operational hardstanding. Landscape structure, tree planting and planted edges **should** provide the principal means of breaking up these areas.

Plot edges and boundaries

- NA.176** Hard landscape treatments at plot boundaries **must** create a coordinated transition between buildings, operational areas and the wider landscape framework.
- NA.177** Security fencing, gates, bollards and other boundary treatments **should** be visually recessive and integrated with planting wherever possible.
- NA.178** Boundary treatments **should** maintain ecological permeability where compatible with operational and security requirements.
- NA.179** Where fencing adjoins green corridors, woodland buffers or other ecological areas, wildlife-permeable details such as hedgehog access points **should** be incorporated where appropriate.

Edges, kerbs and transitions

- NA.180** Kerbs and edge treatments **should** be simple, robust and consistent with the hierarchy of the space.
- NA.181** Flush transitions **must** be provided where required for accessibility and movement, with raised kerbs used where necessary for safety, drainage or vehicle separation.
- NA.182** Edging **should** be minimised within informal landscape areas and integrated with planting wherever possible.



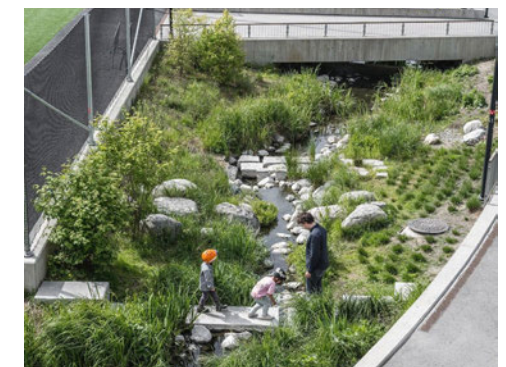
Permeable surface treatment within planted parking areas



Industrial parking set within a mature landscape



HGV and operational areas softened by integrated planting



SuDS integrated between the service area and road



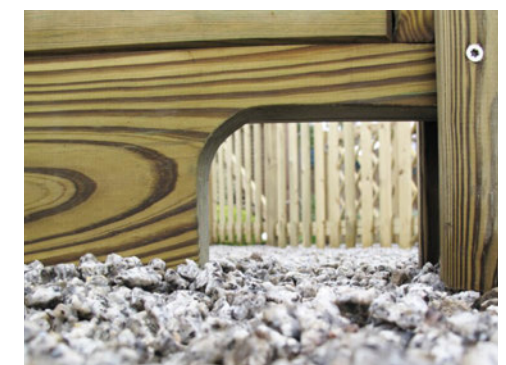
Operational road integrated with the wider green infrastructure network



Security fencing set behind a substantial planted edge



Security access integrated with planting and landscape structure



Hedgehog access integrated within the fence and gravel-board system

Indicative palette for parking, servicing and plot boundaries

NOTE: Images are indicative of the intended character, materials, colours and finishes. Final selection should respond to the principles above and be confirmed at detailed design stage.

BUILT FORM

BUILT FORM

Introduction

This section covers aspects of built form at varying scales and in varying levels of detail. It considers the following:

- 1) General principles
- 2) Building heights
- 3) Building line/ edges
- 4) Building design
- 5) Building materials
- 6) Building colours

General principles

Permeability

BF.01 Blocks **must** be of a scale that facilitates a connected street network, as outlined in the street network plan.

Topography

BF.02 Blocks **should** be orientated to minimise earthworks (with primary built form arranged along, rather than against, contour lines).

BF.03 Topographical characteristics such as level changes **should** become an inherent part of scheme character. Employment heights **should** reflect this topography so buildings can be seen stepping down slopes.

BF.04 Cut and fill **could** be used to reduce heights of buildings, but consideration is required to the edges of platform levels so as not to create over-engineered slopes that are not capable of sustaining planting.

BF.05 Strategic views **should** be identified and built form demonstrated to respond to these.

Existing landscape

BF.06 Blocks **should** be arranged to respond to and where possible sit within existing land parcels defined by landscape feature such as hedgerows, forming a fundamental part of the character of development.

Definition of character, distinctiveness and variety

BF.07 Legibility, character and distinctiveness **must** be demonstrated through site layouts, including proposed block structure, ahead of the consideration of proposed materials and applied features.

BF.08 A strategy for development blocks **must** be implemented that addresses their scale, level of formality, relationship with movement and landscape considerations, and resultant character.

BF.09 It **must** be important for a clear character difference between smaller and larger employment uses, with a finer grain of detail to smaller units to reflect the transition from residential to employment uses.

Orientation + frontages

BF.10 Buildings **must** face and align with key routes and spaces, including open spaces, providing continuity and enclosure that aligns with the overall approach for the area or street.

BF.11 Routes and spaces **must** be overlooked at key entrance points and junctions.

BF.12 All primary building entrances **must** be visible and accessible from the street.

Corners

BF.13 Buildings on corners **must** meaningfully activate both sides, through means such as the location of any offices and entrances onto corners.

Buildings frontages

BF.14 Long building frontages **must** be visually broken down, so as not to appear as one large mass, or screened with appropriate planting. This can be achieved with façade or fenestration detail, a well thought through landscape strategy and focusing design detail at entrance points at corners.

Larger buildings

BF.15 Buildings that are taller than others in the immediate vicinity **must** be integrated thoughtfully into the street and their relationship with surroundings demonstrated.

BF.16 Taller elements of buildings **should** be utilised in important locations to act as landmarks, aid wayfinding or create variation in sense of enclosure, such as at key corners, at gateways into and within the site, at key movement junctions and to define public spaces.



Green Park, Reading



Panattoni Park, Braintree

Good practice precedents of employment uses

BUILT FORM

Building heights

All building heights must not exceed the maximum AOD heights as shown in figure 47 opposite.

Opportunity exists to create development platforms that cut into the slope that allow these building heights to be achieved without breaking the maximum AOD. However, consideration needs to be given to ensure any slopes do not exceed 1:3 and ideally should be shallower to allow planting of these slopes.

Development must demonstrate how building height AODs respond to the landscape and topography of the site, allowing for a stepping down of overall heights.

Adjacent to residential properties, smaller employment buildings will be expected. These should not exceed the ridge height of residential dwellings to the south and should ideally be lower.

BF.17 Proposals **must** demonstrate their approach to building heights.

BF.18 Proposals **should** align with the maximum AOD heights.

Legend

- Site boundary
- 137-138m AOD
- 131-135m AOD
- 129-130m AOD
- 123-124m AOD

0 200
metres



figure 47 | 1:5,000 | building heights

BUILT FORM

Building orientation, building line and edges

Building Orientation

All buildings should be orientated to work with existing landscape features and the topography of the site. The orientation of buildings should look to reduce visual impacts of proposed development and ensure landmark elements are located at key corners and intersections to ensure legibility.

Where possible, landscape gaps should be provided to allow viewing corridors across the landscape to help break down the scale and mass of development.

Service yards, particularly those adjacent to residential development on the southern part of the site, should orientate away from residential properties in order to reduce the potential for noise and visual impacts.

BF.19 Proposals **must** demonstrate their approach to building orientation to work with existing landscape features and visual impacts.

BF.20 Proposals **must** demonstrate their approach to viewing corridors across the development.

BF.21 Proposals **must** demonstrate their approach to location of service yards to reduce visual and noise impacts on adjacent uses and spaces.

Building line

All buildings should generally have a clear building line with the exception of at key corners and entrance points, where development can step out to create interest and landmarks. Building lines should be softened by on plot planting.

BF.22 Proposals **must** demonstrate their approach to building lines and how interest and activity is created at key entrance points.

Edges

Development should provide positive edges to streets and public spaces. Where possible, development should provide active edges with entrances and windows particularly at building corners. It is accepted that with large industrial shed you cannot have active edges on all sides. Edges which are less active should be well screened by landscape buffers, mounding and planting to help soften proposals.

BF.23 Proposals **must** demonstrate how they address all edges to help screen and provide landmarks and legibility across the development.

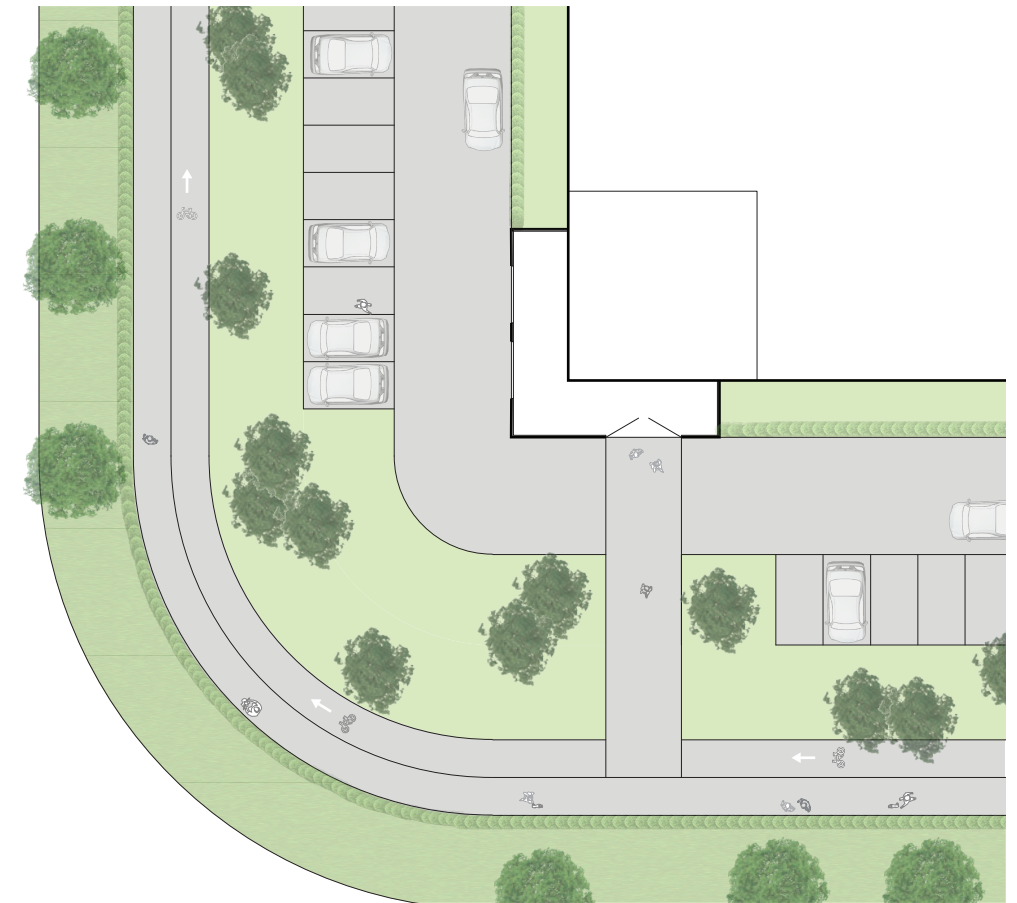


figure 48 | 1:400 | landmark building plan

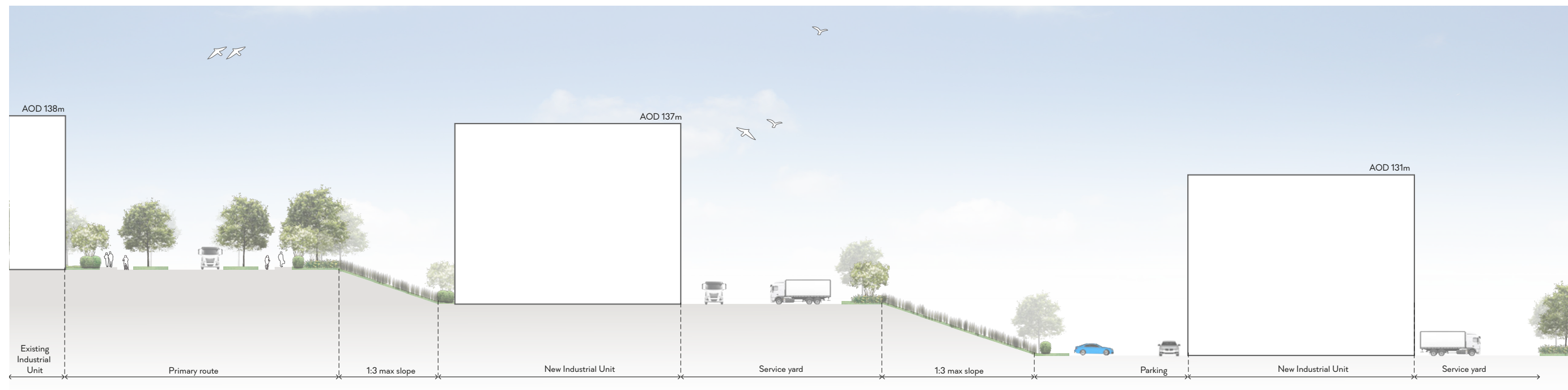


figure 49 | nts | building heights stepping down section

Building design

High-quality design must be achieved and a clear rationale setting out why particular design choices will ensure the delivery of this. Consideration will need to be given to the following aspects of the design:

- Mass
- Elevations
- Identity and legibility
- Materials and colour
- Roofscape
- Sustainability

Mass

All building should consider the relationship between building height, width and length to ensure an appropriate mass that respects the landscape context of the site, the topography and the wider visual envelope. Consideration should also be given to the cumulative impact of the mass of the proposed development in the context of existing development.

BF.24 Proposals **must** demonstrate their approach to building mass and demonstrate how it respects the landscape context of the site, the topography and the wider visual envelope.

BF.25 Massing **must** be manipulated or broken up by at least two of the following:

- Visually breaking large buildings into the appearance of several smaller buildings.
- Use of recesses where total breaking up of buildings is not possible. Sizes, ratios, positioning and the relationship with the footprint and roof will require careful design.
- Stepping of roofs or use of roof forms which convey a sense of rhythm, order and building structure.
- Use of a plinth to provide definition between base and upper.
- Use of features to introduce articulation and depth, including circulation cores, fenestration, service/building environment elements such as shading and use of materials.



Wall and glass creates visual break, Croxley Business Park, Watford



Offset the wall and create visual break, Croxley Business Park, Watford



Entrance creates visual break, Peddimore industrial Estate, Sutton Coldfield, Birmingham



Entrance creates visual break, Peddimore industrial Estate, Sutton Coldfield, Birmingham

Precedents of mass

Elevations

Elevations should be broken up and include human scale elements at entrances, around doors, windows, curtain walling, loading docks and cladding interfaces. The base of building up to 2.5m should have a greater level of detail and gravitas.

Building facades should be visually recessive to reduce the visual effects of short, medium and long-distance views into the site. This can be achieved by breaking up elevations and facades into a series of vertical and horizontal elements. This could include office elements of a different height and size, vertical banding at lower levels and horizontal banding with darker colours nearer to the ground and lighter colours nearer to the roof.

- BF.26Proposals **must** demonstrate their approach to elevations and how interest and human scale is integrated into the design.
- BF.27A human scale **must** be achieved by:
 - Positioning of smaller spaces (entrances, offices, amenity spaces) to be visible from most important frontage or most frequented movement route.
 - Making entrances clear, through their positioning, ‘special’ treatment, and emphasis on human scale of spaces.
 - Representation of smaller scale spaces (e.g. offices, walkways) on the exterior of the building, through organisation of building facade, representation of floor plates, utilisation of differing materials, arrangement of windows.
- BF.28Employment buildings **must** contribute to activation and overlooking of spaces by:
 - Clear (not significantly darkened or obscured) windows to entrances, office spaces, amenity areas.
 - Positioning of well-designed external staff amenity areas to public areas.
- BF.29Opportunities **should** be taken to provide windows into other parts of the building, to contribute to a sense of activity and provide natural light.
- BF.30Proposals **must** demonstrate their approach to elevations and how buildings will be visually recessive from short, medium and long distance views.

Identity and legibility

Development should provide an identity that reflects the surrounding landscape and residential context. Consideration should be given to the use of natural materials such as glass, brick and timber at key entrances to provide identity and legibility as a contrast to large industrial cladding.

- BF.31Proposals **must** demonstrate how they address and create identity and legibility that reflects the surrounding landscape and residential context. It **should** provide a transition from residential to existing and large-scale employment uses.
- BF.32Proposals **should** ensure that prominent buildings are distinctive, including offices which provide a human scale, whilst minimising the wider landscape visual impact of large industrial units by breaking up elevations and screening service yards.



Emphasis on entrance and glazed visual break, Green Park, Reading



Emphasis on entrance and vertical rhythm, Green Park, Reading



External solar shading, Green Park, Reading

Precedents of elevations, identity and legibility

BUILT FORM

Building design

Materials and colour

Due to the typical sizes and efficiency requirements of large industrial buildings, it is likely that some of the elevations will be long and flat. Buildings should incorporate several architectural devices to reduce impacts including:

- Colour branding: Darker shades at lower levels that reflect the colour of the landscape and add gravitas to the base of a building. Colour should transition lighter when viewed against the sky. The width of bands and actual colours will need to be agreed. Colour banding should not be the only technique to consider to reducing overall mass and different approaches across the site may be required.
- Natural materials: To emphasise the importance of a landscape led approach to the design of this site, consideration need to be given to more natural materials and key entrance points. The use of timber, glass and bricks based on locality will help to create a development that reflects a more parkland/ natural landscape.
- Cladding profiles and orientation: The mixing of cladding profiles i.e. rib, micro rib, flat and trapezoidal and its orientation can help to break down large elevations into smaller sections of interest, whilst simultaneously creating a balanced elevation.
- Flashing: Narrow cladding strips to overlap the junction between panels can function as weatherproofing strips and can be used to break up large areas of panelling. With the use of colour, they can also provide visual interest.
- Canopies and shelters: Buildings should look to include canopies and shelters as a way of providing interest at lower levels. They are also a useful device to screen service yards and break up large elevations.

BF.33 Proposals **must** ensure that materials and colours chosen provide human scale at entrance points, break up elevations and help to reduce the visual impact of proposed development.



Industrial steel material, Gateway 12 Business Park, Gloucester



Landscape integrated material, Cheadle Eco Business Park, Stockport



Contrasting cladding colour, Gateway 12 Business Park, Gloucester



Office element, Green Park, Reading

Precedents of materials and colour

Roofscape

The approach to the roofscape of employment development is also critically important to reduce perceived scale. Overhanging eaves are unacceptable for large scale industrial buildings, as this can create heavy shadows at a high level that can draw the eye.

Parapet designed roofs can create a cleaner junction with the skyline and can hide plant and rainwater pipework.

Consideration should also be given to green roofs, particularly on lower elements of the design at entrances and where canopies are integrated to create visual interest, provide biodiversity and reduce visual impacts when looking from a higher elevation across the site.

Consideration should be given to integration of solar panels on large buildings but these should be of a non-glare variety and hidden behind the parapet roof.

Consideration should be given to natural light in roof spaces, particularly in smaller industrial buildings and office elements of the design to reduce energy consumption and the need for internal lighting.

BF.34 Proposals **must** demonstrate how the approach to roofscape will reduce the overall visual impact of proposed development, reduce energy consumption and improve overall biodiversity.



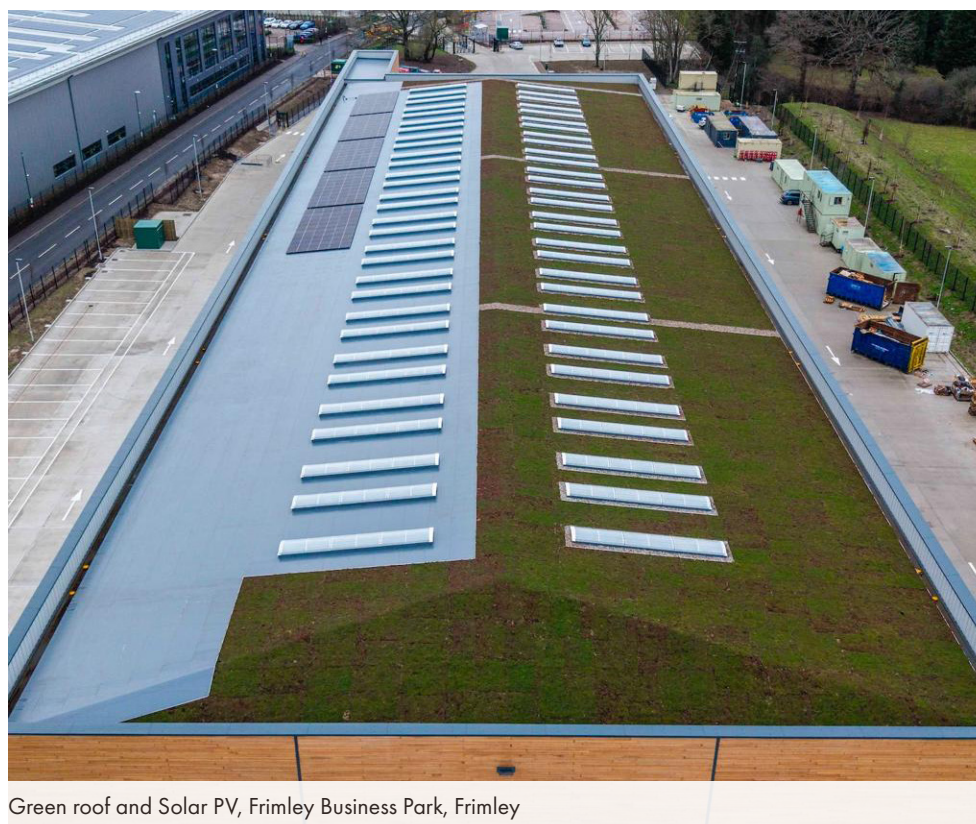
Solar PV roof, East Kilbride, Scotland



Green roof and Solar PV, Frimley Business Park, Frimley



Flat roof with cladding colour, Avro Business Park, Macclesfield



Green roof and Solar PV, Frimley Business Park, Frimley



Solar PV panels, Avro Business Park, Macclesfield

Precedents of roofscape

BUILT FORM

Building design

Sustainability

The proposed development needs to show a strong commitment to the creation of a sustainable employment scheme.

The following sustainability measures should be considered:

- Electrification of heat, including the use of heat pumps, to take advantage of grid decarbonisation.
- Use of grey water recycling, swales and sustainable urban drainage.
- 20% of parking spaces to be fitted with electric charging points with infrastructure provided for the remaining parking spaces for future installation of electric charging points.
- Ensure highly efficient design through a fabric first approach with highly efficient building envelope specifications improving on standard building regulations part L, through improved insulation, glazing specifications and air-tightness.
- Use of A and A+ rated construction materials where possible, and associated low embodied carbon impacts.
- Integration of solar panels and green roofs where appropriate.
- Integration of low carbon processes throughout the construction phase.
- Minimising construction waste and recycling of materials from site wherever possible.

BF.35

Proposals **must** demonstrate how sustainability has been integrated into the use of raw materials, how low carbon processes will be utilised through the construction phases, how high levels of energy performance will be achieved, and energy and water consumption will be reduced.



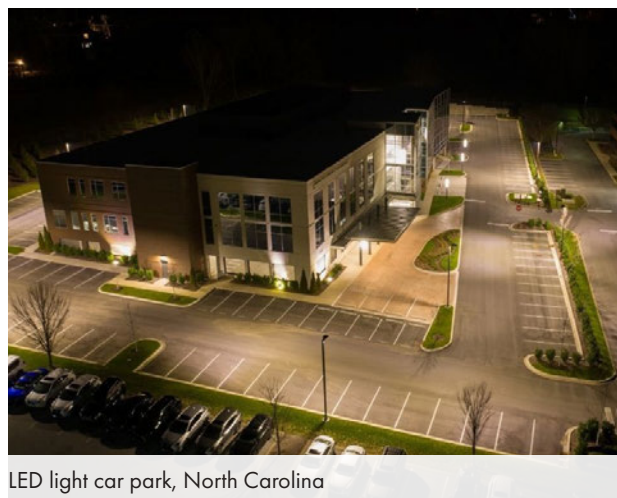
Solar PV panel cycle roof, Netherlands



Solar PV panel with green elements, South West London



Solar PV panel cycle roof, Warrington



LED light car park, North Carolina



EV charging points, Telford Centre



EV charging points, Georgia, US

Precedents of sustainability

Contacts

For pre planning application advice, please contacts:

Rugby Borough Council

Development management
Town Hall
Evreux Way
Rugby
CV21 2RR
Tel: 01788 533533



Figure list

Page number	Figure	Title
4	1	key objectives diagram, rugby borough council
5	2	local plan site development principles, rugby borough council
7	3	example design code page
8	4	previous engagement documents and photographs
11	5	aerial photograph
12	6	submission local plan policy map: immediate context, rugby borough council
12	7	submission local plan policy map: wider context, rugby borough council
13	8	national character area 94: leicestershire vales, natural england
14	9	landscape character areas, lepus consulting
14	10	landscape character types, lepus consulting
15	11	landscape features and designations
16	12	built environment plan
17	13	heritage asset location plan
19	14	movement and connections
23	15	framework masterplan, hgv access from castle mound way and central park drive
24	16	framework masterplan, all hgv access from castle mound way
32	17	road network plan, hgv access from castle mound way and central park drive
33	18	road network plan, all hgv access from castle mound way
34	19	street section location plan
34	20	secondary road plan
34	21	a-a' street section
34	22	b-b' street section
35	23	street section location plan
35	24	tertiary road plan

Page number	Figure	Title
35	25	a-a' street section
36	26	sustainable travel plan
37	27	informal path and tertiary road plan
37	28	informal path and tertiary road section
38	29	set back of cycling crossings from ltn 1/20
40	30	screening of car parking
43	31	strategic landscape framework plan
44	32	green and blue infrastructure connectivity
46	33	existing landscape features
47	34	indicative landscape buffers
48	35	cross section a-a' landscape buffer between residential and industrial contexts
48	36	cross section b-b' landscaped bund to industrial context
49	37	landscape character area framework
50	38	central grassland landscape location
51	39	woodland edge and buffer location
52	40	wetland meadow location
53	41	green streetscape character area location
53	42	strategic landscape corridor character area location
53	43	school landscape character area location
55	44	hierarchy of open spaces
58	45	typical cross section: rain garden/swale
58	46	typical cross section: attenuation basin and wetland planting
69	47	building heights
70	48	landmark building plan
70	49	building heights stepping down section