RUGBY RADIO STATION, RUGBY

PLANNING STATEMENT

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on behalf of Rugby Radio Station Limited Partnership

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1.0 INTRODUCTION

1.1 This Planning Statement is submitted in support of an outline planning application (OPA) for a mixed use Sustainable Urban Extension (SUE) to Rugby. The OPA is submitted to Rugby Borough Council (RBC) on behalf of Rugby Radio Station Limited Partnership (RRSLP). The main elements of the OPA are 6,200 residential dwellings, employment uses, local and community services and supporting infrastructure on a 483.5 hectare site, often known locally as the Masts Site. The full description of development is set out below.

1.2 The purpose of this planning statement is to:

- describe the site, its location, nature and background (Chapter 2);
- set out the relevant national planning policy context (Chapter 3);
- identify relevant regional and local planning policies (Chapter 4); and
- assess the proposal against the policy framework, including the need for, and benefits of, the development (Chapter 5).

1.3 This Statement sets out how the scheme complies with relevant national planning policy guidance; it then describes in detail the evolution of the planning policy framework insofar as it relates to the identification in the development plan (extant and emerging) of a sustainable urban extension (SUE) to the east of Rugby town.

1.4 It demonstrates how the proposed development complies with national planning guidance and regional and local planning policies. It also considers issues which are regarded as materially relevant to the determination of the proposal. It concludes that the proposed development is acceptable and should be granted planning permission.

The Outline Planning Application

1.5 The OPA seeks planning consent to create a mixed use sustainable urban extension. All matters are reserved for subsequent determination, with the exception of the access points on the A428. The Development Framework Plan (RRS002-PL-02: rev Z), one of the OPA parameter plans, is included overleaf.
1.6 The main development components are:

- up to 6,200 dwellings, including a mix of dwelling types and sizes and a proportion of affordable housing;
- up to 106,000 m² employment comprising B1a-c (office, studios, research and development, light industry, B2 (general industry) and B8 (warehousing);
- three local centres and one district centre comprising a mix of retail, community, leisure, employment uses; and amenity space – up to 12,000 m² A1, 3,500 m² A2-A5, up to 3,500 m² of hotel development, up to 3,100 m² of assembly and leisure development;
- three primary schools and one secondary school with potential for the secondary and one of the primary schools to form a Campus Site;
- extensive green infrastructure, including retained ridge and furrow and grassland areas, sustainable urban drainage systems (SUDS), strategic open space comprising sports pitches, Neighbourhood Equipped Areas of Play (NEAP), and Local Equipped Areas of Play (LEAP), other informal public open space and structural landscape planting;
- retention of the listed ‘C’ Station as described in the Statement of Intent, supporting the OPA;
- a built form as shown on the Development Framework Plan to include a range of heights with a maximum of 15 m above ground level in the district and local centres, employment areas, other key nodal locations; 12 metres above ground level across the remainder of the site except in the housing area between Normandy Hill and the Oxford Canal where maximum building heights will be 9m above ground level;
- transport infrastructure as shown on Parameter Plan RRS002-PL-03 Rev K comprising: 5 external access points for all modes (2 on the A5 and 3 on the A428), and a direct route from the district centre to Rugby town centre; and
- land remodelling and supporting infrastructure.

1.7 This Planning Statement should be read in conjunction with the suite of planning application documents submitted in support of the OPA:

- Development Specification;
- Design and Access Statement;
- Environmental Statement (including Flood Risk Assessment and Transport Assessment in the appendices); and
Other Supporting Statements.

1.8 The proposed development substantially complies with emerging regional and local planning frameworks and makes a major contribution to RBC’s housing and employment growth targets to 2026 in the form of new homes, jobs and community facilities (including three new primary schools and a secondary school). It restores the Rugby Radio Station site back into beneficial use and provides significant areas of formal and informal open space for new and existing residents.
2.0 SITE CONTEXT

Site Location and Surrounds

Site Location

2.1 This section summarises more detailed site description and analysis contained within the Design & Access Statement accompanying the OPA. Rugby Radio Station (RRS) is located at a central and strategic convergence point on the country’s strategic road, rail and inland waterway networks. It is a site of unique regional, national and international importance. It straddles the border between the East and West Midlands, acts as a bridge between the Milton Keynes and South Midlands (MKSM) Sub Region and the West and East Midlands. It also plays a key role in the Coventry, Solihull and Warwickshire Sub-Region. RRS is well connected to the M1, M6 and M45 motorways and the A5 and A14 trunk roads. The West Coast Main Line and the Northampton Loop Line both run adjacent to the site alongside the Oxford Canal.

Land Ownership

2.2 RRSLP owns all of RRS (on both sides of the A5) which extends to some 678 ha in Rugby Borough and Daventry District. Additional land is under control to deliver related infrastructure and a coherent development. The Planning Statement and OPA deal only with the portion of RRS within Rugby Borough, and hence Warwickshire and the West Midlands Region.

2.3 The substantial portion of RRS within Daventry, (Northamptonshire and the East Midlands) is the subject of a separate planning application submitted to the Infrastructure Planning Commission (IPC) for a Strategic Rail Freight Interchange known as DIRFT III. RRSLP intend to submit the application to the IPC in the summer of 2011. This will be an extension to the existing (DIRFT I) and (DIRFT II) logistics facilities. The OPA does not preclude the development of DRIFT III.
Surrounding Area

2.4 The SUE boundary is defined by the A5 to the east, the West Coast Main Line and Oxford Canal to the west, the Clifton Brook to the north, and the A428 and DIRFT facility to the south. The community of Hillmorton is adjacent to the SUE on the western side of the West Coast Main Line railway.

2.5 There are three other settlements in the vicinity of the SUE: Lilbourne, Clifton-upon-Dunsmore and Hillmorton Locks. They constitute an important part of the locality. Lilbourne is a small village sitting north-east of RRS in Daventry District. Clifton-upon-Dunsmore is a small village located north-west of the SUE. It is separated from the urban area by open countryside and retains a predominantly rural character.

2.6 Hillmorton Locks Conservation Area abuts the application site on its north-west corner. The Conservation Area is centred on three pairs of locks and a disused canal basin. The Conservation Area is separated from Rugby and Hillmorton by the pronounced railway embankment.

2.7 DIRFT is located south of the SUE and is one of the country's most successful Strategic Rail Freight Interchanges (SRFI). It is within 4.5 hours drive of 85% of the UK’s towns and cities and takes advantage of its proximity to the strategic transport network – M1, M6, M45, A5, A14 and the West Coast Mainline/Northampton Loop Line railway. The rail freight terminal deals with around 800 container movements per week and operates 24 hours/day.

Nature of the Site

2.8 The site has an undulating topography rising from the canal at its lowest point to the high point just east of the canal, and then descending again to the A5. The site is made up of the redundant Rugby Radio Station with residual BT operations continuing in the listed ‘C’ Station. The remainder of the site is managed by agricultural tenancy. Remaining buildings and masts on the site have left historic references to previous uses.

2.9 Some key site factors shape the design and function as structuring elements for the design of new development. Few physical features represent an absolute constraint on development. The influential site factors include:

- heritage and archaeology (listed ‘C’ Station, ridge and furrow, proximity to Conservation Area, etc);
• ecology and biodiversity (grassland areas, hedgerows);
• topography and hydrology (Normandy Hill, flood risk areas, existing water bodies);
• strategic transport network; and
• DIRFT.

Site History

2.2.1 RRS was at the heart of the nation's radio communication systems since the first transmitter opened in 1926. In response to the Government’s desire to establish a chain of wireless radio stations for communication across the British Commonwealth the Post Office purchased 920 acres of land at Hillmorton in 1923. The ‘C’ Station housed the main transmitter hall for long wave signals from the mid-1920s. Sixteen masts were placed a quarter mile apart and formed an irregular octagon; the masts became an important and iconic landmark of the town and locality.

2.2.2 In 2003 that communications role ceased and the largest masts have been removed. Some smaller masts and cement bases of the larger masts remain. The listed ‘C’ Station is an important heritage feature for retention, re-use and incorporation into proposals for new development.

Physical Constraints and Planning Designations

Physical Constraints

2.2.3 As noted above, there are few physical features that impose any absolute constraint on development. The floodplain in the northern portion of the SUE performs an important structuring element for proposals. It also places a limitation on potential uses immediately west of the A5 and in the north east corner of the site.

Planning Designations

2.2.4 RRS is identified in Rugby’s Submission Core Strategy (CS) as the larger of two proposed urban extensions to Rugby’s urban area. The CS indicates that up to 6,200 houses can be accommodated (with some 5,000 homes to be built by 2026) and 31 ha of employment land. A range of associated uses are identified to accompany the housing and employment allocation, including three primary schools, a secondary school, a public transport route, a district centre and three local centres and other associated social and physical infrastructure. The CS, together with focused amendments and minor changes, was submitted to the Secretary of State 7th
January 2010 and an Examination in Public was held in December 2010 / January 2011. The Inspector’s report is expected in April 2010.
3.0 NATIONAL PLANNING POLICY CONTEXT

3.1 Section 38 of the Planning and Compulsory Purchase Act 2004 places a statutory duty on decision-makers to determine planning applications in accordance with the development plan unless material considerations indicate otherwise. This section focuses on existing and emerging national planning policy statements (PPSs) that have influenced the design and proposals at RRS. It demonstrates how the proposed development complies with national planning guidance.

3.2 Should a situation arise where Regional Planning Policy is abolished or discarded and/or emerging Local Planning Policy is not adopted, National Policy will determine the suitability of the SUE proposals. The government has made clear its intention to abolish the regional tier of planning through the Localism and Decentralisation Bill. The implications of this are outlined further in section 4.

Background

3.3 In May 2003 the Deputy Prime Minister published the Sustainable Communities Plan. This responded to the housing shortage in London and the wider South East by setting out the Government’s intention to deliver a “step change” in housing supply. It sought to work with local authorities to ensure that new homes already planned are built and to concentrate additional new housing in four growth areas.

3.4 In March 2004 the Barker Review of Housing Supply set out the case for higher and more responsive levels of house building in the UK. In its subsequent Sustainable Communities Homes for All document published in January 2005, the Government noted that the Barker Review had confirmed the need for a step change in housing supply. It also confirmed that growth areas outside Thames Gateway were expected to deliver an additional 100,000 new homes by 2010. In December 2005 the Government published its formal response to the Barker Review which accepted the case for a step change in housing supply.

3.5 It was in this context that the Government published its Planning for Housing Provision consultation paper in July 2005. Key elements of this paper relate to the implementation of a pro-active approach to housing provision, the use of positive planning to deliver appropriate housing land and to keep provision under review by maintaining a rolling five year supply of housing within a fifteen year time horizon. This approach was subsequently incorporated into national planning guidance in PPS3 Housing which was published in November 2006.
National Planning Policy Guidance

3.6 National guidance is set out in old-style Planning Policy Guidance Notes (PPG) and new-style Planning Policy Statements (PPS). The PPGs and PPSs set out below are considered most relevant to RRS. A summary of each and RRS compliance is described in the following pages.

- PPS1 Delivering Sustainable Development (2005)
- Supplement to PPS1 Planning and Climate Change (2007)
- PPS3 Housing (2010)
- PPS4 Planning for Sustainable Economic Growth (2009)
- PPS5 Planning and the Historic Environment (2010)
- PPS9 Biodiversity and Geological Conservation (2005)
- PPS12 Local Spatial Planning (2008)
- PPG13 Transport (2011)
- PPG17 Sport, Open Space and Recreation (2002)
- PPS23 Planning and Pollution Control (2004)
- PPG24 Planning and Noise (1994)

PPS1 Delivery Sustainable Development (2005)

3.7 PPS1 reflects the duty of regional and local planning bodies to contribute towards sustainable development when preparing development plans and in determining planning applications. It also requires planning authorities to ensure balance in the consideration of environmental issues alongside the need for sustainable development, with the aim of creating genuinely sustainable communities. This is emphasised at Paragraph 8:

“This plan-led system and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise.”

3.8 It emphasises the need for local planning authorities (LPAs) to bring forward sufficient land of suitable quality and in appropriate locations, to meet the expected needs for housing, industrial development, retail and commercial development.
“Making suitable land available for development in line with economic, social and environmental objectives to improve people’s quality of life” (Paragraph 5).

3.9 The six main principles governing the delivery of sustainable development are set out in Paragraph 13:

“(i) Development plans should ensure that sustainable development is pursued in an integrated manner… [and] promote outcomes in which environmental, economic and social objectives are achieved…

(ii) …development plans [should] contribute to global sustainability by addressing the causes and potential impacts of climate change… encouraging patterns of development which reduce the need to travel by private car…

(iii) A spatial planning approach should be at the heart of planning for sustainable development…

(iv) Planning policies should promote high quality inclusive design in the layout of new developments… in terms of function and impact… over the lifetime of the development.

(v) Development plans should also contain clear, comprehensive and inclusive access policies… in a manner that benefits the entire community.

(vi) Community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities. In developing the vision… planning authorities should ensure that communities are able to contribute to ideas.”

3.10 The state of the natural environment is considered in PPS1 and as highlighted in Paragraph 19, there should be a balanced approach taken to the protection and enhancement of the environment when considering development proposals:

“…planning decisions should be based on: …up-to-date information on the environmental characteristics of the area… [and] the potential impacts, positive as well as negative, on the environment of development proposals…”

3.11 PPS1 also promotes good design that creates attractive, usable, durable and adaptable places which is a key element in achieving sustainable development. Good design should be indivisible from good planning. Paragraphs 34 and 35 state that:

‘Planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people’ (Paragraph 34).
"High quality and inclusive design should be the aim of all those involved in the development process. High quality and inclusive design should create well mixed and integrated developments which avoid segregation and have well planned public spaces that bring people together... It means ensuring a place will function well and add to the overall character and quality of the area, not just for the short-term but over the lifetime of development" (Paragraph 35).

3.12 RRS is compliant with PPS1. The proposals balance social, economic and environmental factors and will provide a highly sustainable development where social cohesion and a strong sense of community and place is prioritised alongside sustainability in relation to reducing the need to travel and co-locating complementary uses to create centres for activity and highly accessible local services, facilities and jobs.

The Planning System - General Principles (2005)

3.13 The Planning System – General Principles, provides advice on the determination of planning applications in terms of prematurity. At paragraph 17 it acknowledges that it may be justifiable to refuse planning permission in circumstances where a DPD is under preparation or review, but has not yet been adopted. Subsequently in paragraph 18, however, the guidance notes that: ‘... otherwise refusal on grounds of prematurity will not usually be justified’ and planning applications should continue to be considered in the light or prevailing policies. It then notes that: ‘... account can also be taken of policies in emerging DPDs. The weight to be attached to such policies depends upon the stage of preparation or reviews, increasing as successive stages are reached.’

3.14 RRS is compliant with the Supplement. The timing of the OPA is at an advanced stage of LDF production with only the final stages of publication of the Inspector’s Report and Adoption remaining to be completed. In addition, RRS would not compromise further stages in the LDF preparation process because it is already identified as the larger of two sustainable urban extensions in Rugby’s Submitted Core Strategy.

PPS1 Supplement Planning and Climate Change (2007)

3.15 The Government published its climate change supplement to PPS1 in December 2007. It sets out how planning should contribute to reducing emissions and stabilising climate change and deliver more sustainable patterns of development which reduce the need to travel, especially by car.
3.16 Paragraph 9 identifies a series of key planning objectives for the delivery of sustainable development:

- “Make a full contribution to delivering the Government’s climate change programme and energy policies, and in doing so, contribute to global sustainability.
- In providing for homes, jobs, services and infrastructure needed by communities and in renewing and shaping the places where they live and work, secure the highest viable resource and energy efficiency and reduction in emissions.
- Deliver patterns of urban growth and sustainable rural developments that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking, and, which overall, reduce the need to travel, especially by car.
- Secure new development and shape places that minimise vulnerability and provide resilience, to climate change; and in ways that are consistent with social cohesion and inclusion.
- Conserve and enhance biodiversity, recognising that the distribution of habitats and species will be affected by climate change.
- Reflect the development needs and interests of communities and enable them to contribute effectively to tackling climate change.
- Respond to the concerns of business and encourage competitiveness and technological innovation in mitigating and adapting to climate change.”

3.17 Paragraph 39 indicates that before development plans are updated to take into account the policies contained in the Supplement to PPS1, local planning authorities should ensure that proposed development is consistent with them. Paragraph 40 states that:

“An applicant for planning permission to develop a proposal that will contribute to the delivery of key planning objectives set out in this PPS should expect expeditious and sympathetic handling of the planning application.”

3.18 RRS is compliant with the Supplement. The Development Framework demonstrates the focus on walkable neighbourhoods and the provision of local services, facilities, and employment in close proximity to residential areas, and with high accessibility from modes other than the private car. A network of cycle and pedestrian pathways feature strongly within the development. The mixed use traffic route to Rugby’s town centre and railway station will ensure efficient, high quality public transport will be attractive to new residents and employees working at RRS. The proximity to the existing DIRFT facility and further extensions to DIRFT will offer homes in close proximity to large numbers of existing and new jobs.
3.19 In addition, areas of biodiversity, ecology and landscape character will be retained and enhanced. Energy use will be minimised and renewable energy production maximised. Water consumption will be minimised and new technologies for water recycling will be implemented.

**PPS3: Housing (2010)**

3.20 PPS3 sets out the Government’s planning objectives for the provision of new housing. Its aims are closely linked to the six principles of PPS1, focusing on distance to transportation links, location to services/jobs and providing alternative housing stock. Paragraph 10 highlights the delivery of the following objectives through the planning decision-making process:

“…Housing developments in suitable locations, which offer a range of community facilities and with good access to jobs, key services and infrastructure… [and] A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land…”

3.21 It continues the theme that design is a key material consideration in the determination of planning applications. The Government is unambiguous in its requirement for new residential development to properly respect and reflect the context in which it sits. It advises in Paragraph 13 that:

“Reflecting policy in PPS1, good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.”

3.22 It states in Paragraph 14 that:

“Local planning authorities should develop a shared vision with their local communities for the type(s) of residential environments they wish to see and develop design policies that set out the quality of development that will be expected for the local area, aimed at:

Creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.

Promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes.”

3.23 Paragraphs 53–55 provide the Government’s policy framework for the identification of housing sites through the preparation of a Local Development Framework. It is a key requirement that local planning authorities should provide for the delivery of housing
for at least 15 years from the date of adoption of the relevant Development Plan Document policies.

3.24 It also states that priority for housing development should be given to previously developed land, and in particular vacant and derelict sites and buildings. The national annual target is for at least 60% of new housing to be provided on previously developed land and that when identifying previously developed land for housing development, LPAs need to consider sustainability. PPS3 was updated in 2010 and the reference to a national indicative minimum density of 30 dwellings per hectare was deleted.

3.25 In determining planning applications, the key considerations, set out in paragraph 69, are:

- achieving high quality housing;
- ensuring developments achieve a good mix of housing reflecting the accommodation requirements of specific groups, in particular, families and older people;
- the suitability of a site for housing, including its environmental sustainability;
- using land effectively and efficiently; and
- ensuring the proposed development is in line with planning for housing objectives, reflecting the need and demand for housing, the spatial vision for an area; and that this does not undermine wider policy objectives e.g. addressing housing market renewal issues.

3.26 RRS is compliant with PPS3. The proposals make a significant contribution towards Rugby's housing and employment requirements and will ensure a wide range of services facilities are available and accessible by a range of sustainable modes of transport, especially walking, cycling and public transport.

**PPS4: Planning for Prosperous Economies (2009)**

3.27 PPS4 indicates that economic development includes development within the B Use Classes, public and community uses, main town centres uses, and any other development which achieves at least one of the following objectives:

- provides employment opportunities;
- generates wealth; or
- produces or generates an economic output or product.

3.28 The overarching objective for PPS4 is to achieve sustainable economic growth and Policy EC10 indicates that planning applications that secure sustainable economic
growth should be treated favourably. Planning applications for economic development should be assessed against the following considerations:

- whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to climate change;
- the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion after public transport and traffic management measures have been secured;
- whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions;
- the impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives; and
- the impact on local employment.

3.29 RRS is compliant with PPS4. The proposals make a significant contribution towards Rugby’s ambitions to achieve economic diversification and to deliver employment mixed use areas integrated with residential areas and a range of employment typologies to meet the requirements of all sizes of growing businesses.

**PPS5: Planning and the Historic Environment (2010)**

3.30 PPS5 sets out Government policy on the conservation of the historic environment and heritage assets. Policy principles guiding the determination of applications for consent relating to all heritage assets and their settings, including Scheduled Ancient Monuments, are set out.

3.31 Policy HE6 sets out information requirements for applications for consent affecting heritage assets. This application sets out information on the significance of heritage assets, the response of the master plan, the extent of pre-application discussions and the impacts of the proposals in the Heritage and Archaeology chapter of the Environmental Statement and within the Design and Access Statement.

3.32 Policy HE7 sets out policy principles for the determination of applications relating to heritage assets, which includes taking account of the positive contribution that conservation of heritage assets can make in place-shaping and creating sustainable communities. Policy HE9 sets out the presumption in favour of the conservation of designated heritage assets such as Scheduled Ancient Monuments. Policy HE10 notes that applications that preserve the setting of a designated heritage assets or
better reveal the significance of the asset should be treated favourably by local planning authorities.

3.33 The development of proposals for RRS has included extensive research and careful consideration of the significance, setting and interpretation of the site’s heritage assets making it compliant with PPS5. The proposals have been developed in discussion with Rugby Borough Council, English Heritage and Warwickshire County Council. The SUE has been designed to preserve, enhance and integrate heritage features of the site in the proposals. The listed ‘C’ Station will become the focal point of activity for the development as the centre of the District Centre. The Development Framework Plan has also evolved through discussions with the key stakeholders to retain areas of ridge and furrow and incorporate references to the heritage of the site in the proposed layout and framework.

**PPS12 Local Spatial Planning (2008)**

3.34 PPS12 provides guidance to LPA on the preparation of its Local Development Framework. Paragraph 4.33 states that:

> ‘In devising its planning strategy, however, the local planning authority should be consistent with national planning policy and in general conformity with the regional spatial strategy. This means that the choices made regarding, for example, where growth should take place, should follow national and regional policy…’

**PPG13 Transport (2011)**

3.35 PPG13 sets out the Government’s approach to transport planning. The Government’s integrated strategy seeks to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling. It is considered that the consistent application of planning policies can help to reduce some of the need for car journeys by reducing the physical separation of key land uses. It also encourages local planning authorities to manage the format of urban development in locations that would take most advantage of public transport infrastructure.

3.36 RRS is compliant with PPG13. The proposals make a significant contribution towards Rugby’s ambitions to achieve economic diversification and to deliver employment mixed use areas integrated with residential areas and a range of employment typologies to meet the requirements of all sizes of growing businesses.

3.37 RRS is compliant with PPG13. The proposals have been designed in accordance with principles of reducing the need to travel and integrating employment with residential development and other local facilities and services to increase proximity
and accessibility by sustainable modes of travel such as walking and cycling. In addition, a mixed use traffic route will connect the development to Rugby’s town centre and railway station with fast, high quality public transport. The routing of public transport through the SUE will ensure the local centres, district centre and employment areas are well connected to residential areas, to the existing adjacent DIRFT facility, and to Rugby’s existing urban area.

**PPG17 Sport, Open Space and Recreation (2002)**

3.38 PPG17 provides guidance on the approach that a local planning authority should take in the identification and delivery of areas of open space for sport and recreation. The principles of applying quantitative and qualitative analysis together with accessibility assessments in the determination of local need for such facilities are promoted. These relate to the Government’s wider objectives for sustainable development and community cohesion. Paragraph 23 states that:

> “Local planning authorities should ensure that provision is made for local sports and recreational facilities... where planning permission is granted for new developments (especially housing).”

3.39 As such, open spaces for sport and recreation should be in areas that are accessible by walking, cycling and public transport as alternatives to the use of the private car.

3.40 RRS is compliant with PPG17. The development provides significant areas of formal and informal open space for play, recreation, and to create a high quality place. Spaces for sport and recreation are connected through a network of pedestrian paths and cycleways to provide high levels of accessibility.

**PPS22 Renewable Energy (2004)**

3.41 PPS22 promotes the use of renewable energy to meet the Government’s sustainable development objectives and also to accord with the various international agreements to which it is party.

3.42 RRS is compliant with PPS22. The proposed development has been designed to accommodate renewable energy technologies and associated facilities to meet national policy requirements.

**PPS23 Planning and Pollution Control (2004)**

3.43 PPS23 provides guidance on air and water quality and land contamination. In delivering the objectives of PPS1 and PPS23, it states in Paragraph 23 that:

> “In considering individual planning applications, the potential for contamination to be present must be considered in relation to the existing...”
use and circumstances of the land, the proposed new use and the possibility of encountering contamination during development.”

3.44 This is supplemented by advice in Paragraph 25 that remediation measures can be agreed as a condition to a planning approval. RRS is compliant with PPS23. This matter is fully addressed in the Environmental Statement.

**PPG24 Planning and Noise (1994)**

3.45 PPG23 provides guidance to local planning authorities on the use of their planning powers to minimise the adverse impacts of noise. The aim is to enforce regulatory profiles of noise tolerances whilst having regard for the inevitable circumstances of meeting development requirements in a growing economy. Paragraph 10 states that:

“The planning system should not place unjustifiable obstacles in the way of such development. Nevertheless, local planning authorities must ensure that development does not cause an unacceptable degree of disturbance.”

3.46 The concept of noise exposure categories for residential development is introduced as a way of considering planning applications near transport-related noise sources.

**PPS25 Development and Flood Risk (2006)**

3.47 PPS25 seeks to minimise the grant of planning permission for development that is sensitive to flooding in areas known to be at risk of flooding and to provide water management solutions. Paragraph 10 states that:

“Flood risk assessment should be carried out to the appropriate degree at all levels of the planning process, to assess the risks of flooding to and from development taking climate change into account ...”

3.48 RRS is compliant with PPS25. All built development within the SUE will be located outside the floodplain within Flood Zone 1, which is appropriate for all land uses.

3.49 Three of the SUE’s access routes cross the Functional Flood Zone 3b. PPS25 indicates that in this Flood Zone only essential infrastructure that must be located here can be permitted. In addition, essential infrastructure in this Flood Zone should pass the Exception Test. The three access routes that cross the Functional Flood Zone 3b include:

- Two access routes connecting the development to the A5. One of these is the existing route that provides access to the ‘C’ Station from the A5; and
- The Mixed use traffic route connecting the development to Rugby’s town centre and railway via Butler’s Leap.
3.50 There are no suitable alternatives to these three essential access routes. Access to the A5 would be highly beneficial to connect residents and employees with the wider area and spread potential traffic impacts. The two access points would supplement two other access points on the A428 and a minor access road connecting the SUE to Hillmorton under the West Coast Mainline Railway. All potential access points connecting the development to the A5 would cross the Functional Flood Zone 3b.

3.51 The development also requires a new access to provide fast, attractive, high quality public transport to Rugby’s town centre and railway. The only suitable option for the mixed use traffic route would be from the north-western edge of the SUE to Butler’s Leap adjacent to the Oxford Canal.

3.52 The three essential infrastructure routes pass the Sequential Test because none can be accommodated in Flood Zones 1 or 2 instead of Zone 3. The following table demonstrates the way in which the three routes pass the PPS25 Exception Test.
Table 3.1: PPS25 Exception Test

<table>
<thead>
<tr>
<th>Exception Test</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>D9a</td>
<td>The SUE’s wider sustainability benefits, including contribution to Rugby’s housing and employment requirements outweigh flood risk. The three primary routes provide essential access for the development to the wider area. The mixed use traffic route provides a new essential connection to Rugby that will accommodate high quality public transport.</td>
</tr>
<tr>
<td>D9b</td>
<td>RRS is a previously developed site with radio masts clearly visible above ground and an extensive sub-surface cabling and support infrastructure. The A’ Station and listed ‘C’ Station remain with residual operational activity in the ‘C’ Station. Some smaller masts and cement bases for the former taller masts remain. In addition, Rugby’s Urban Extension Selection Paper accompanying the Submitted Core Strategy (2010) demonstrates there are no reasonable alternatives to RRS to accommodate the Borough’s growth requirements.</td>
</tr>
<tr>
<td>D9c</td>
<td>The Flood Risk Assessment included in the Environmental Statement demonstrates the development will be safe, without increasing flood risk elsewhere.</td>
</tr>
</tbody>
</table>

Conclusions on National Planning Policies

3.53 The SUE proposals are consistent with national planning policy to bring forward suitable land for development that achieves sustainable development objectives. In particular, the proposals integrate social, economic and environmental aims for sustainable development through providing a range of mixed uses to meet every day needs, thereby reducing the need to travel. Principles of sustainable transport permeate the proposals with a comprehensive network of cycle and pedestrian routes, ‘walkable’ neighbourhoods, and a connection to the SUE to Rugby’s Town Centre and railway station.

3.54 The SUE proposals make a significant contribution to achieving the Government’s ambitions to deliver more homes, and in particular on previously developed land. The proposals include a mix of retail, community and education facilities, and employment opportunities to reduce the need to travel elsewhere to meet day to day needs. The high quality connection to Rugby’s Town Centre and railway will help to regenerate
the Town Centre and provide additional retail, leisure, education, employment and community facilities within an accessible proximity to the site.

3.55 An important aspect of the SUE’s approach to sustainable development is providing a range of employment opportunities within the site. This will reduce the need to travel elsewhere for employment and will also make a significant contribution to Rugby’s ambitions to diversify the local economy.

3.56 Rugby Radio Station provides real potential to deliver a sustainable development in terms of energy, water and biodiversity as well as a careful balance of new homes, jobs and essential infrastructure and services. These themes are considered in more detail in chapter five. The SUE proposals are consistent with the broad objectives of national planning policy.
4.0 REGIONAL AND LOCAL PLANNING POLICY CONTEXT

4.1 This chapter demonstrates how the proposed development complies with adopted and emerging regional and local planning policies relevant to the RRS SUE. It focuses on the policy elements of the emerging Development Plan.

4.2 Planning applications must be considered against the framework provided by adopted regional planning policies as they form a part of the statutory development plan for the purposes of S38(6) of the Act, unless material considerations indicate otherwise.

4.3 Section 38(3) of the Planning and Compulsory Purchase Act 2004 notes that for the purposes of any other area in England (other than Greater London) the development plan is the Regional Spatial Strategy (RSS) for the region in which the area is situated, and the development plan documents (taken as a whole) which have been adopted or approved in relation to that area.

4.4 The Secretary of State for Communities and Local Government announced the revocation of Regional Strategies with immediate effect in July 2010. A letter from the Chief Planning Officer of the 6 July 2010 advised Local Planning Authorities that, under these circumstances the Development Plan would comprise adopted Development Plan Documents (DPDs), Saved Policies and any old style plans that had not lapsed. Evidence that informed the preparation of the revoked Regional Strategies may also be a material consideration, depending on the facts of the case.

4.5 The revocation of Regional Strategies was subject of a challenge in the High Court Cala Homes (South) v Secretary of State for Communities and Local Government) which ruled that the Secretary of State had acted unlawfully in his use of section 79 of the Local Democracy, Economic Development and Construction Act 2009 to revoke RSS and in his failure to conduct a proper strategic environmental assessment of the impacts of the revocation, as required by European legislation. The effect of this decision is to re-establish Regional Strategies as part of the development plan.

4.6 In response to this judgement the Government has confirmed it remains committed to the abolition of RSS and it proposes to achieve this end through a clause in the emerging Localism Bill. The Chief Planning Officer wrote to all local planning authorities in England and reaffirmed the Secretary of State's previous advice to Local Planning Authorities and to the Planning Inspectorate that the Government's intention to abolish Regional Strategies in the Localism Bill should be regarded as a material consideration in planning decisions. While the Government's intentions are a
material consideration, until the Localism Bill is fully enacted, RSS remains part of the Development Plan.

4.7 The statutory development plan comprises the Regional Spatial Strategy for the West Midlands (WMRSS), saved policies of the Warwickshire Structure Plan (WSP) and saved policies of the Rugby Borough Local Plan (2006). The emerging development plan is made up of the West Midlands Regional Spatial Strategy Phase Two Revision Proposed Changes (2007) and Panel Report on the Examination in Public (2009) and the emerging Rugby Core Strategy. Rugby Borough has submitted their Core Strategy to the Secretary of State (SOS) and the Examination in Public is anticipated for April 2010. Once adopted this will supersede Local Plan saved policies.

West Midlands Regional Policy Framework

Regional Spatial Strategy for the West Midlands (January 2008)

4.8 The WMRSS was first issued in June 2004 but with a programme of further revisions to come. The current WMRSS, adopted in January 2008, incorporates the changes from the first phase of the revisions relating to the Black Country but still contains policies for the rest for the region. It sets out the overall aim of achieving urban renaissance through focusing development on the Major Urban Areas and Settlements of Significant Development.

4.9 The Phase Two Revision, including revised housing and employment policies, was submitted to the Secretary of State in December 2007. Although this revision to the RSS will no longer be progressed, its relevance to RRS as an emerging document and material consideration is considered below.

West Midlands Regional Spatial Strategy Phase Two Revision – Preferred Options (December 2007)

4.10 The development options suggested through the first stage of the Phase II Review of the West Midlands Regional Spatial Strategy (WMRSS) identified Rugby as a ‘Settlement of Significant Development’ capable of accommodating between 7,000 and 23,000 (gross) new homes between 2001 and 2026 (Phase 2 Revision Spatial Options consultation). Rugby Borough Council’s Issues Discussion Paper indicated that WMRSS Phase II Revision Option 2, (13,100 new homes) should act as the ceiling to housing growth to 2026. The West Midlands Regional Spatial Strategy Preferred Option, (December 2007) identifies 10,800 (net) new homes for Rugby between 2006 and 2026. This figure broadly corresponds with Option 2 from the WMRSS Phase 2 Revision Spatial Options Consultation identified as the most appropriate figure by Rugby Borough Council.
4.11 The WMRSS Phase Two Revision Preferred Options reflects the overall objective to achieve urban renaissance, focusing development on the Major Urban Areas (MUAs) and the Settlements of Significant Development (SSD). Rugby is one of the Region’s SSDs and is allocated 10,800 new homes to be delivered by 2026 (Policy CF3) with 90% of these to be located at the town. Rugby should maintain a rolling five-year stock of employment land at 36 (ha) with an indicative longer term requirement of 108 ha (Policy PA6A).

4.12 Other important considerations include targets for affordable housing provision. Policy CF7 and Table 3 indicate a target of 3,800 affordable housing units per annum for the Central HMA. The Central HMA is the largest HMA in the Region encompassing approximately 64% of the West Midlands population (West Midlands C2 Housing Market Area Strategic Housing Market Assessment 2008). The C2 Housing Market Area, encompassing Coventry, Rugby, North Warwickshire and Nuneaton & Bedworth Councils, is within the Central HMA and makes up just 10.8% of the population.

4.13 In the network of the Region’s Strategic towns and centres, Rugby is identified as Tier 4, which means it is a preferred location for major retail development uses which attract large numbers of people and large scale office developments.

4.14 Policy PA13B deals with office development above 5,000 m² gross which is located outside Strategic Centres. Whilst Rugby is a Tier 4 strategic centre, the RRS SUE is located outside of this strategic centre. The Policy indicates that this type of proposal will be permitted where:

- a clear need can be demonstrated and it cannot be satisfied within a strategic centre;
- there would be no adverse impacts on committed office schemes in a strategic centre;
- adequate public transport access exists or will be provided; and
- no unacceptable adverse environmental effects.

4.15 Office development proposals for the SUE will be for up to 75,000 m² of B1(a-c) uses. It is anticipated that B1(a) uses will be above the 5,000 m² threshold identified in draft Policy PA13B. The precise figure will be determined at a more detailed design stage. The Economic Development Strategy that accompanies the Outline Planning Application sets out the need for this level of office development at the SUE, demonstrates it cannot be satisfied within Rugby Town Centre and shows there would
be no adverse impact on committed office developments in the Town Centre. The mixed use traffic route will provide high quality public transport from the SUE office developments to Rugby’s Town Centre and railway station. The accompanying Environmental Assessment addresses environmental effects of the SUE and proposed mitigation measures.

4.16 Policy PA12B Non-Strategic Centres deals with retail development that falls outside the network of strategic towns and city centres. As noted above in relation to office development, the SUE is located outside Rugby’s strategic centre. The policy states that Local Authorities should identify centres to meet local needs and to enhance their Town Centre. Rugby’s emerging Core Strategy has identified one district centre and three local centres for the SUE, and the proposals are compliant with this requirement.

4.17 The proposed retail floorspace for the SUE is up to 12,000 m². Policy PA12B indicates that any proposals for an increase of 10,000 m² gross comparison retail floorspace or more in a non-strategic centre should be accompanied by an appropriate evidence demonstrating need, no adverse impact on a strategic centre, and satisfactory public transport access. A Retail Impact Assessment accompanies the Outline Planning Application and demonstrates the suitability of the proposed retail floorspace. In summary, the maximum 12,000 m² will accommodate a food store of up to 5,600 m² in the district centre. The remaining retail floorspace will be distributed amongst the district and local centre and will therefore be suitable to the overall scale of the development and local needs to discourage journeys elsewhere to meet daily needs. In addition, the mixed use traffic route will provide a high quality link to Rugby’s Town Centre and railway station.

4.18 Policy CF5 places emphasis on the re-use of previously developed land for development. The Rugby Radio Station is a previously developed site with radio masts clearly visible above ground and an extensive sub-surface cabling and support infrastructure. As the site’s communications role has become redundant the largest masts have been removed. Some smaller masts remain as well as cement bases for the taller masts. There are other buildings and structures within the site, including the ‘A’ Station and the listed ‘C’ Station. The site has been available since March 2003 when most operations on the site ceased.
Warwickshire County Policy Framework

Warwickshire Structure Plan (WASP) Saved Policies

4.19 The area East of Rugby was identified in the Warwickshire Structure Plan as an area with potential to accommodate long term growth in Policy GD5 (provided in Appendix A). The WASP is now out of date. However, a number of policies have been saved beyond September 2007. These will ultimately be replaced by other policies in the West Midlands RSS Local Development Documents when they are adopted. The following table sets out relevant policies and RRS compliance.

<table>
<thead>
<tr>
<th>Policy</th>
<th>To be Replaced By</th>
<th>RRS Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>T10 Developer contributions</td>
<td>Rugby LDF Local Development Documents</td>
<td>S106 for RRS will be negotiated in discussion with Warwickshire County Council and Rugby Borough Council</td>
</tr>
<tr>
<td>TC2 Hierarchy of Town Centres</td>
<td>Rugby LDF Core Strategy</td>
<td>RRS is compliant with Rugby’s Core Strategy Policy CS4.</td>
</tr>
</tbody>
</table>

Warwickshire Minerals Local Plan and Emerging Minerals Core Strategy

4.20 Warwickshire County Council’s Minerals Local Plan and Emerging Minerals Core Strategy set out the way in which minerals development will be addressed across the County. Of relevance to Rugby Radio Station is policy on Minerals Safeguarding Areas (MSAs). Both the Local Plan and the emerging Minerals Core Strategy indicate that development in MSAs should not be permitted if sterilisation may occur, except the mineral has no significant value, extraction would be unviable or mineral can be extracted prior to development. RRS is compliant and has demonstrated that any potential mineral deposits within the site boundary are of limited value and unviable for extraction.

Rugby Borough Council Policy Framework


4.21 Rugby’s Local Plan is currently out of date. It will be superseded by the emerging Core Strategy when it is adopted later in 2011. In the interim Rugby has received confirmation from the Secretary of State (July 2009) that 59 saved policies from the Rugby Local Plan will remain in effect. The Secretary of State’s response to Rugby indicates that the saved policies should be read in context and the emergence of new national and regional policy will be afforded considerable weight in decisions. The
saved policies have limited relevance to consideration of RRS. Appendix B provides a copy of Rugby’s saved policies.

Rugby Borough Council Core Strategy Submitted to the Secretary of State (January 2010)

4.22 Rugby submitted their emerging Core Strategy (CS), including Focused and Minor Changes to the Secretary of State in January 2010. An Examination in Public has taken place in December 2010 – January 2011. The CS identifies the RRS as the larger of two urban extensions to Rugby town over the period 2006-2026 in Policy CS4.

4.23 The principle of an urban extension at RRS has been explored and consulted on at every stage of Rugby’s LDF Core Strategy process. Rugby’s Urban Extension Selection Paper, accompanying the Submitted Core Strategy describes in detail the process of considering all potential sites in Rugby and conclusions about the preferred sites.

4.24 A summary of the key policies in the Submitted CS are provided below. The Key Diagram and Policy CS4 are extracted from the Core Strategy and attached at Appendix B

Policy CS4

4.25 The Outline Planning Application (OPA) is in general conformity with Policy CS4 and the Focused Changes. The OPA proposes:

• 6,200 new homes;
• 31 ha of employment land across the site, including in mixed use local and district centres;
• Land reserved for a potential railway station on the Northampton Loop Line dependent on a suitable business case justified and supported by all relevant parties;
• High quality public transport services to Rugby Town Centre, including a mixed use traffic route for high quality buses and High Occupancy Vehicles (HOV);
• Comprehensive cycle and pedestrian network;
• Transport impact mitigation (set out in the Transport Assessment);
• One secondary school and three primary schools;
• One district centre and three local centres;
• Accommodation for onsite health care provision to be specified and agreed with the Primary Care Trust (PCT);
• Accommodation for sustainable waste management facilities to be specified and agreed with WCC;
• Proposals for minimising energy and accommodation of renewable energy generation;
• Green infrastructure network linking to adjacent networks;

4.26 Further hearing changes to policy CS4 relating to the mixed use traffic route and railway station has been proposed by RBC and RRSLP and will be considered by the Inspector. The Inspector’s Report is expected in April 2011.

4.27 Below are the other relevant Core Strategy policies and supplementary text relevant to RRS.

**Table 1: Indicative Phasing Growth**

4.28 The phasing proposals are in general conformity with Table 1: Indicative Phasing Growth in the CS. Primary school, secondary school provision and local centre provision will come forward at similar rates to those set out in the CS.

4.29 The accompanying Transport Assessment sets out targets for modal shift over the development of the site. These targets are more relevant to achieving sustainable development than the public transport targets set out in Table 1 because they reflect the percentage of journeys that will shift from private car to more sustainable modes of transport rather than simply on the percentage of public transport journeys. The proposals create ‘walkable’ neighbourhoods with a comprehensive cycle network within the development and to Rugby’s Town Centre and railway station. These journeys should also be counted toward the development’s sustainability credentials, particularly because they contribute to healthy lifestyles and reducing energy consumption even further.

**Policy CS12: Strategic Transport Improvements**

4.30 The accompanying Transport Assessment sets out the proposed mitigation measures for RRS. These have been agreed in principle by WCC and the Highways Agency (HA).

**Policy CS16: Green Infrastructure Allocations**

4.31 Parameter Plan D: Green Infrastructure sets out an extensive area for wetland and grassland habitats with provision for managed public access is in general conformity with CS16 and the Proposals Map.
Policy CS17: Sustainable Design and Construction

4.32 Policy CS17 deals with targets for sustainable construction, include water conservation standards in Level 4 of the Code for Sustainable Homes (CSH) and water efficiency savings of 50% for non-residential development. The OPA is in general conformity with these policies.

Policy CS18: Reducing Carbon Emissions

4.33 Policy CS18 deals with CSH levels and indicates the RRS SUE will incorporate decentralised and renewable or low carbon energy equipment to reduce predicted CO2 emissions by at least 10%. The energy proposals have been designed to meet this requirement.

4.34 Policy CS18 also states the SUE will achieve CSH Code Level 6. This is ahead of national requirements for private residential housing. Current National Policy dates have been set to allow time for the housing industry to develop the necessary skills, supply chains and capacity to achieve such a high standard from current practice. Proposals for the SUE will meet the same time frame as National Planning Policy. This will enable some level of flexibility to take advantage of technological advancements as they emerge over the coming years rather than being overly prescriptive at an early stage and tying the development to a solution which may not be the most appropriate at the time of implementation.

Policy CS19: Portfolio of Employment Land

4.35 Policy CS19 sets out a requirement for RRS to accommodate 31 ha of employment land for B1 and B2 uses. The RRS SUE proposals are in general conformity with this policy. The Development Framework Plan (RRS002-PL-02 RevY) demonstrates 18 ha of land for dedicated employment areas and 29 ha for mixed use employment areas, including in the District Centre and the three Local Centres.

4.36 The Focused Changes to CS19 add the following footnote to B1 employment provision on the SUE:

Office uses within use class B1(a) will not be permitted on the Rugby Radio Station site unless they are either genuinely ancillary to another use or they satisfactorily meet the conditions stipulated within policy PA13B of the emerging RSS to relate to 31Ha at Rugby Radio Station.

4.37 In order to minimise commuting and create a sustainable community, The SUE will need to provide a range of business opportunities in B1, B2, and B8 land uses. This will be more effective at establishing a diverse and mixed business sector in this location than limiting employment to B1 and B2 uses, and only permitting B1(a) where it is ancillary to another use.
4.38 A greater variety of employment will provide flexibility to optimise opportunities for inward investment and respond to economic growth opportunities as they arise. A diverse accommodation offer should include a mix of uses including B1 offices, light industrial, research and development, B2 workshop units and B8 accommodation to cater for start-up companies and SMEs. This will ensure the aspiration to create a vibrant, mixed use integrated sustainable community that supports and complements economic growth in Rugby town can be achieved. It will also create an environment where all types of businesses can start, grow and flourish. Given the proximity of the site to DIRFT, the scale of individual B8 units will be limited to 4,000 m² to meet local needs.

Policy CS21: Affordable Housing

4.39 Policy CS21 sets out a target of 40% affordable housing provision for the SUE. The Affordable Housing Statement that accompanies the OPA sets out the affordable housing proposals for the SUE as well as their justification. This will be subject to negotiation of S106 agreement.

Conclusions on Regional and Local Planning Policies

4.40 The Rugby Core Strategy is at an advanced stage and provides the most up to date statement of the Council’s policies. The Examination in Public of the Core Strategy was undertaken in December 2010 - January 2011 and publication of the Inspector’s Report is awaited. The policies from this document have significantly influenced the evolution of proposals for the RRS SUE. It is anticipated the Core Strategy will be adopted by the end of 2011.

4.41 The SUE proposals are in general conformity with the emerging Core Strategy. Where there is a departure, such as B1 office development proposals, affordable housing provision and Code for Sustainable Home Code Levels, these have been addressed in the policy assessment set out above demonstrating the justification for and suitability of the proposals.
**5.0 SUMMARY AND CONCLUSIONS**

5.1 This planning statement has been prepared on behalf of Rugby Radio Station Limited Partnership (RRSLP) and is submitted to Rugby Borough Council in support of an Outline Planning Application (OPA) for a mixed use Sustainable Urban Extension (SUE) to Rugby. The application seeks permission for a mixed use development of up to 6,200 dwellings, 31 ha of employment land for B1, B2 and B8 uses, a district centre and three local centres, a secondary school and three primary schools, a mixed use traffic route to Rugby's Town Centre and railway station, and supporting social and physical infrastructure, including extensive green infrastructure.

5.2 This statement has reviewed relevant national, regional and local planning policy to demonstrate the proposals are in general conformity with Rugby’s adopted and emerging Development Plan. Planning applications must be considered against the framework provided by adopted regional planning policies as they form a part of the statutory development plan for the purposes of S38(6) of the Act. This regional policy framework comprises the West Midlands Regional Spatial Strategy and the draft West Midlands Regional Spatial Strategy Phase II Revision.

**The Emerging Core Strategy**

5.3 The Local Development Framework Core Strategy process has reached a stage where the emerging Core Strategy should, in our view, be accorded greater weight in the determination of planning applications than saved policies of the Local Plan. This assessment of the development plan context is given force by both the advice contained in the supplement to PPS1 – The Planning System – General Principles. In particular paragraph 18 which explains that the further that a DPD has passed through the process of its preparation, the greater its weight in the determination of planning applications; and by the advice contained in PPS12 and noted above, because the emerging DPD does, in this regard, conform to the draft WMRSS and its supporting evidence base.

5.4 As noted above, Policy CS4 of the Submission Draft of the Rugby Core Strategy DPD makes explicit provision for RRS to the east of Rugby town. The site is a proposed strategic allocation on the Key Diagram.

5.5 Overall, the RRS SUE application provides a first class opportunity to deliver a sustainable development that complements and supports Rugby’s future growth and regeneration ambitions, and is consistent with national, regional and local planning objectives to:
- Provide much needed new homes in Rugby with an appropriate balance of employment, local services and infrastructure on site;
- Provide a range of employment and business investment opportunities aligned with Rugby’s aspiration for achieving a diversified economy;
- Make use of previously developed land;
- Restore and re-use historic buildings and structures for public benefit;
- Retain areas of ecological or heritage importance for public benefit and interpretation;
- Promote increased use of sustainable modes of transport through provision of high quality public transport, cycle routes and pedestrian paths;
- Promote healthy lifestyles through provision of high quality cycle and pedestrian routes, paths and connections;
- Provide sustainable solutions to energy, water and waste to help tackle the causes and effects of climate change;
- Provide a well designed and liveable environment through ensuring attractive, safe and walkable neighbourhoods; and
- Create a network of green spaces and woodlands with recreational, biodiversity and energy benefits.

5.6 The proposed development is fully compliant with national planning policy guidance. Furthermore and reflecting PPS1 and PPS12 guidance, the application scheme has been prepared with significant levels of local community and stakeholder engagement (as evidenced in the Statement of Community Engagement that accompanies the planning application) and rigorous testing of the design concept (as evidenced in the Design & Access Statement that forms a part of the planning application) including a CABE design review.

5.7 In a similar vein, it is a scheme that requires environmental assessment within the meaning of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 an Environmental Statement has been prepared to accompany the planning application. In line with the regulations and best practice, the ES fully describes the current environmental conditions of the site and assesses the impact of the proposed development upon them. Environmental impact assessment is an iterative process and the design concept of the scheme has evolved to accommodate necessary mitigation.

Conclusion

5.8 The proposed scheme of development complies with relevant aspects of the ‘saved’ local plan policy framework so far as this is pertinent to the proposal; but of greater weight, in our submission, it also accords with the emerging policy framework of the
Rugby Core Strategy, which explicitly identifies the SUE in Policy CS4 and on the Key Diagram.

5.9 We consider that the scheme that is the subject of the planning application and for which this Planning Statement has been prepared is in accordance with the relevant planning policy framework. In full recognition of the plan led system and in the absence of material planning considerations that would indicate otherwise, we therefore consider that in accordance with S38(6) of the Act, planning permission for development of the RRS SUE as proposed by RRSLP should be granted.
Appendix A: Policy GD.5 Warwickshire County Structure Plan

Policy GD.5 DEVELOPMENT LOCATION PRIORITIES

Each district local plan will provide for most new housing and employment development to be accommodated in a combination of the following locations, in the following order of priority:

1. within the existing built up areas of towns of over 8,000 people (at 1991), that lie within recognised transport corridors

2. the identified broad locations;
   a. in Nuneaton & Bedworth Borough: Keresley, in association with the redevelopment of Coventry Colliery; and
   b. in Rugby Borough: East of Rugby, and for a Major Investment Site (MIS) at Ansty.

3. locations, including existing local plan allocations, meeting the following criteria:
   i. adjacent to the built up areas of towns of over 8,000 people (at 1991), that lie within recognised transport corridors, where they can be integrated into the fabric of the town; and are
   ii. outside of the Green Belt; and are
   iii. easily accessible to town centre services and facilities; and are
   iv. well served, or can be made to be well served, by public transport.

In considering the allocation and release of land, local plans should have regard to the availability of previously developed land and buildings and allocate and provide for sites to come forward where they meet these criteria. Where there are no appropriate sources of previously-developed land and buildings, or they have become exhausted, local plans should then provide for the release of greenfield sites that meet the criteria of this policy.
Appendix B: Rugby Borough Council Saved Policies
## SCHEDULE

### POLICIES CONTAINED IN RUGBY LOCAL PLAN

**ADOPTED 11 JULY 2006**

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>Policy Name</th>
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<tbody>
<tr>
<td>S1</td>
<td>Urban development priorities</td>
</tr>
<tr>
<td>S2</td>
<td>The release of development land for housing and employment development in the areas identified in Policy S1</td>
</tr>
<tr>
<td>S3</td>
<td>Rural settlement hierarchy</td>
</tr>
<tr>
<td>S4</td>
<td>Windfall development</td>
</tr>
<tr>
<td>GP1</td>
<td>Appearance &amp; design of development</td>
</tr>
<tr>
<td>GP2</td>
<td>Landscaping</td>
</tr>
<tr>
<td>GP3</td>
<td>Protection of amenity</td>
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<td>GP4</td>
<td>Energy conservation</td>
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<tr>
<td>GP5</td>
<td>Renewable energy</td>
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<tr>
<td>GP6</td>
<td>Safeguarding development potential</td>
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<tr>
<td>GP12</td>
<td>Air Quality Management Area</td>
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<tr>
<td>GP15</td>
<td>Planning Obligations</td>
</tr>
<tr>
<td>GP16</td>
<td>Parish Plans</td>
</tr>
<tr>
<td>E1</td>
<td>Development in the countryside</td>
</tr>
<tr>
<td>E2</td>
<td>The Green Belt</td>
</tr>
<tr>
<td>E5</td>
<td>Landscape &amp; settlement character</td>
</tr>
<tr>
<td>E6</td>
<td>Biodiversity</td>
</tr>
<tr>
<td>E17</td>
<td>Development affecting parks and gardens and other elements of historic landscape</td>
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<td>T1</td>
<td>Integrated and sustainable transport strategy</td>
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<tr>
<td>T2</td>
<td>Travel plans</td>
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<td>T3</td>
<td>Access and highway layout</td>
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<tr>
<td>T4</td>
<td>Cycle and Pedestrian facilities</td>
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<tr>
<td>T5</td>
<td>Parking Facilities</td>
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<td>T8</td>
<td>Key transport corridors</td>
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<tr>
<td>T11</td>
<td>Safeguarding future railway opportunities</td>
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<td>T13</td>
<td>Airport flight Paths</td>
</tr>
<tr>
<td>H3</td>
<td>Housing proposals in the Rugby Urban Area</td>
</tr>
<tr>
<td>H4</td>
<td>Reserve housing sites</td>
</tr>
<tr>
<td>H5</td>
<td>Safeguarding housing land</td>
</tr>
<tr>
<td>H6</td>
<td>Affordable Housing</td>
</tr>
<tr>
<td>H7</td>
<td>Rural Exceptions policy</td>
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<tr>
<td>H8</td>
<td>Residential extensions</td>
</tr>
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<td>H11</td>
<td>Open space provision in residential developments in the urban area</td>
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<tr>
<td>H12</td>
<td>Open space provision in residential developments in the rural area</td>
</tr>
<tr>
<td>H13</td>
<td>Gypsy sites</td>
</tr>
<tr>
<td>H14</td>
<td>Housing developments outside Rugby Urban Area</td>
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<td>Employment land allocation</td>
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<td>Major employment sites within the urban area</td>
</tr>
<tr>
<td>ED4</td>
<td>Major Developed sites in the Green Belt</td>
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<td>Retention of other employment land</td>
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<td>Employment development within Rugby Urban Area</td>
</tr>
<tr>
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<td>Description</td>
</tr>
<tr>
<td>------</td>
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<td>Working from home</td>
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<tr>
<td>TCR1</td>
<td>The primary shopping area</td>
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<tr>
<td>TCR2</td>
<td>Town centre shopping area uses</td>
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<tr>
<td>TCR3</td>
<td>Town centre uses</td>
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<tr>
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<td>Town centre gateway</td>
</tr>
<tr>
<td>TCR6</td>
<td>Food and drink uses in the town centre shopping area</td>
</tr>
<tr>
<td>TCR7</td>
<td>Local shops and community services in urban and rural areas</td>
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<tr>
<td>TCR8</td>
<td>Retention of local shops and community services in urban and rural areas</td>
</tr>
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<td>LR1</td>
<td>Open space standards</td>
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<td>LR3</td>
<td>Quality and accessibility of open space</td>
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<td>LR4</td>
<td>Safeguarding open space</td>
</tr>
<tr>
<td>LR5</td>
<td>Provision of open space as part of new development</td>
</tr>
<tr>
<td>LR10</td>
<td>Tourism and visitor facilities and attractions</td>
</tr>
<tr>
<td>LR11</td>
<td>Conversion of buildings to tourist facilities</td>
</tr>
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<td>A1</td>
<td>Leicester Road opportunity area</td>
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<tr>
<td>A2</td>
<td>Livestock Market opportunity site</td>
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</table>
Appendix C: Rugby Core Strategy Key Diagram
Appendix D: Rugby Core Strategy Policy CS4

**Policy CS4 - Rugby Radio Station Sustainable Urban Extension**

Development proposals for the Rugby Radio Station site as defined on the proposals map should be accompanied by:

- A Masterplan covering the full extent of the Urban Extension showing how all of the relevant elements covered in this Core Strategy have been achieved.
- An overall development brief and design code for each phase of the site to be prepared by the developer and approved by the Council prior to commencement of each phase.
- A detailed development brief for each parcel of development land.
- A local economic development strategy for the site to help achieve Rugby Borough Council’s aspirations to enhance and diversify the Borough’s economy, whilst demonstrating statutory duties have been met.

Proposals for Rugby Radio Station must include:

- 5,000 to 6,200 homes
- A target of 31 to 60 Hectares of employment land in use class B1. This should include an element of provision as new business incubation units.
- Provision of land for a new train station on the up/down slow lines (also known as the Northampton Loop) of the West Coast Main Line
-High quality public transport services to Rugby Town Centre provided to each phase of development prior to first occupations in that phase, and a dedicated public transport route (or routes) connecting the development with Rugby Town Centre at the appropriate stage of the overall development.

**Policy CS4 - Rugby Radio Station Sustainable Urban Extension ...continued...**

- Provision of a comprehensive cycle network to link residential areas with the key facilities on the site, such as schools, health centres and food stores; and comprehensive connections to existing adjacent developed areas.
- Further on-site and off-site measures to mitigate transport impact as detailed in the Infrastructure Plan, including access to the local road network as deemed necessary through the Transport Assessment and agreed by Warwickshire County Council and the Highways Agency.
- Provision for at least one secondary school and three primary schools or as otherwise might be agreed with the Local Education Authority.
- Provision for at least one district centre and three local centres
- Appropriate onsite health care provision as agreed by the Primary Care Trust.
- Onsite sustainable waste management facilities, where appropriate.
- An assessment of the energy requirements of the proposed development and measures to minimise energy use and include Renewable Energy generation.
- Comprehensive onsite Green Infrastructure network which links to adjacent networks and utilises existing habitats and historic landscapes where possible.

Further onsite requirements are determined through the application of other relevant policies within this Core Strategy.