1. **INTRODUCTION**

1.1.1 This Environmental Statement (ES) has been prepared by Capita Lovejoy and a specialist consultant team to accompany the outline planning application submitted jointly by Bloor Homes, CALA Homes, Renew Holdings and Wyggeston’s Hospital Estate, for the development of 125.32ha of land to the north of Rugby urban area, as a Sustainable Urban Extension as identified on the Location Plan ([Figure 1.1](#)).

2. **METHODOLOGY**


2.1.2 It provides details of the likely significant environmental effects of the proposed development and the proposed measures to mitigate any adverse impacts. It seeks to provide sufficient environmental information to allow Rugby Borough Council (RBC) to determine the planning application.

2.1.3 To measure how the environment may be affected by the proposed development, the existing conditions of the environment (the baseline) are recorded. These are then compared with predicted conditions arising from the proposed development. The difference between the two conditions is termed the ‘impact’. The effects of both the construction of the development and its occupation are examined. If significant adverse impacts are identified, measures to eliminate, minimise or compensate the adverse effects are provided.

2.1.4 In order to enable each of the impacts identified within each of the individual chapter assessments to be correlated on a consistent basis, the ES summarises each of the effects in an overall summary table. The overall significance of these effects in then set against a set of common criteria (see Table 2.1 below).
Table 2.1: Overall Assessment Criteria – Significance of Impact

<table>
<thead>
<tr>
<th></th>
<th>Positive effects likely to represent a key factor in the decision making process with effects generally associated with features of national importance.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Major Beneficial</strong></td>
<td>Positive effects associated with regional or district/borough scale considerations which are likely to be important issues in the decision process.</td>
</tr>
<tr>
<td><strong>Moderate Beneficial</strong></td>
<td>Positive effects important at local scale but not likely to be key issues in the decision process.</td>
</tr>
<tr>
<td><strong>Minor Beneficial</strong></td>
<td>No effect or none of significance.</td>
</tr>
<tr>
<td><strong>Negligible/None</strong></td>
<td>Negative effects important at local scale but not likely to be key issues in the decision process (generally capable of amelioration by mitigation measures).</td>
</tr>
<tr>
<td><strong>Minor Adverse</strong></td>
<td>Negative effects associated with regional or district scale considerations which are likely to be important issues in the decision process. Mitigation measures required may not be successful / adequate.</td>
</tr>
<tr>
<td><strong>Moderate Adverse</strong></td>
<td>Negative effects to represent a key factor in the decision making process with effects generally associated with features of national importance. Mitigation measures are likely to be inadequate.</td>
</tr>
</tbody>
</table>
3. DESCRIPTION OF SITE & PROPOSED DEVELOPMENT

The Site & Context

3.1.1 The site and its context are illustrated in Figure 3.1. The site comprises 125.32ha hectares of predominantly farmland to the north of Rugby. It is situated approximately 3km to the north of Rugby Town Centre, on the edge of the existing urban area. Its boundary is defined by the M6 motorway to the north, the A426 dual carriageway to the east, the grounds of Brownsover Hall to the south, and a feeder arm of the Oxford Canal to the west, all of which lie outside the site itself. Urban development around the site comprises a diverse mix of residential, industrial, commercial and retail land uses. Agricultural land lies to the north.

3.1.2 Lower Lodge Farm is the only building of note within the assessment site and is located towards its centre. Lying outside the eastern site boundary immediately adjacent to the A426 are two cottages, accessed directly from the main road.

3.1.3 The existing arable fields within the site are currently planted with rape seed and linseed and most are bounded by hedgerows, with some mature trees present within them. Three areas of woodland are also contained within the site. An overhead power line crosses the site to the north of the central woodland (Long Spinney).

3.1.4 To the west of the site is the River Swift and its associated floodplain. Part of this area forms the Swift Valley Country Park, a Local Nature Reserve. This includes areas of open grassland, a number of informal pedestrian footpaths and a dog exercise area. It is served by a car park that is accessed from Brownsover Lane to the south. To the immediate south of the site lies an ambulance station and Brownsover Hall, a grade II* listed building, set within a designated Conservation Area.

3.1.5 The A426 corridor provides the primary point of vehicular access to the site, linking directly to the M6 motorway to the north and Rugby Town Centre to the south. Primary bus routes within the immediate area currently link Central Park, Coton Park and Brownsover to the Town Centre and Railway Station, the nearest bus stops being situated on the A426. Dedicated cycle routes also exist along the A426 and link to the Railway Station and Town Centre.

3.1.6 Existing Public Rights of Way exist within the site, linking to the Swift Valley via a single crossing over the canal, and running north-south along the canal.

The Proposed Development

3.1.7 The development proposals are shown on the Parameters Plan (Figure 3.2). The ES has sought to establish ‘worse case’ parameters in terms of assessing the environmental impacts of the development based upon this plan. Accordingly the assessments have been undertaken on the assumption that these parameters indicate the maximum quantity of development within the site:

- 40ha of residential development providing a maximum of 1,300 dwellings at an average density of 32.5 dwellings per hectare, including a broad mix
of sizes and typologies, principally 2 storey, but with some 2.5 and 3 storey to a maximum height (to ridgeline) of 12m.

- Community hub on 2.8ha providing:
  - including primary school, community space, nursery and health.
  - retail uses (maximum 1,000m$^2$) and food and drink units (maximum 500m$^2$)

- 21.9ha of warehouse and distribution development providing a maximum 84,000m$^2$ to a maximum height of 20m.

- 14.1ha of general industrial development providing a maximum 47,000m$^2$ of floorspace to a maximum height of 15m.

- Site reserved for a potential energy centre (0.5ha).

- Green space with strategic landscaping and recreation space including:
  - Playing fields (6.22ha)
  - Allotments (1.1ha)
  - Amenity space (20.68ha)
  - 5 children’s play areas

- Access roads via the existing Central Park roundabout on the Leicester Road (A426) and the realignment of Brownsover Lane which also connects to the Leicester Road

- Internal road hierarchy, including bus link, and pedestrian and cycle routes, incorporating existing public rights of way

- Utility services

- Foul water drainage

- Surface water drainage

- Land modelling to create development areas and resultant storage of materials on site.

3.1.8 It is anticipated that development will be phased over a period of approximately 10 years. The first phase of development works is proposed across the southernmost area of the site and comprises approximately 450 residential dwellings (identified as Sites R1 and R2 within Figure 3.2).
4. **KEY ISSUES**

4.1.1 An Environmental Impact Assessment (EIA) Scoping Report was prepared by Capita Lovejoy and submitted to RBC with a request for a formal opinion of what the EIA should include in November 2009. Following consultation undertaken by RBC, it was concluded that the following matters required assessment:

- Landscape and Visual Impact
- Ecology and Nature Conservation
- Agriculture
- Drainage and Flood Risk
- Archaeology
- Traffic and Transport
- Air Quality
- Noise and Vibration
- Lighting
- Socio-economic assessment
5. PLANNING POLICY

5.1.1 National, regional and local policies relevant to the environmental assessment of the proposed development have been examined in order to identify the specific issues that require consideration.

National Policy

5.1.2 The following Planning Policy Statements and Guidance are relevant to the proposals:

- PPS1 Delivering Sustainable Development (2005)
- PPS4 Planning for Sustainable Economic Growth (2009)
- PPS5 Planning for the Historic Environment (2010)
- PPS7 Sustainable Development in Rural Areas (2004)
- PPS9 Biodiversity and Geological Conservation (2005)
- PPG13 Transport (2001)

The Adopted Development Plan

5.1.3 Section 38 of The Planning and Compensation Act 2004 requires that planning applications accord with the provisions of the adopted Development Plan, unless material considerations indicate otherwise.

5.1.4 The Warwickshire Structure Plan (WSP) was adopted in 2001. There are 5 policies that have been saved in a Secretary of State’s Direction dated 7th September 2007. They, therefore, constitute part of the Development Plan providing the policy context for determination of these applications.

5.1.5 The Rugby Borough Local Plan (RBLP) was adopted in July 2006. The saved policies were confirmed in a Secretary of State’s Direction dated 8th July 2009. It therefore, constitutes the main part of the Development Plan providing the policy context for determination of these applications.

Emerging Local Development Framework

5.1.6 A revised Local Development Scheme (LDS) was published in April 2010. That refers to submission of the Rugby Borough Core Strategy (RBCS) in January 2010 and adoption by Rugby Borough Council (RBC) by September 2010. The RBCS was submitted to the Secretary of State on the 8th January 2010 for public examination of its soundness.

5.1.7 Policy CS3 proposes to allocate the Gateway site for the development of 1300 dwellings, 36ha of employment development and associated community facilities, recreation space and infrastructure.
6. LANDSCAPE AND VISUAL IMPACT

Landscape Character and Resource

6.1.1 The existing site is predominantly farmland with fields defined by hedgerows of varying quality. None have been identified as important in landscape terms, although they have value as wildlife corridors. There are also three significant deciduous woodland blocks. Topography across the site is undulating and sloping, generally falling from east to west. The agricultural land is of good quality. The most southern area has a number of notable trees as part of relic parkland associated with Brownsover Hall. There are no environmental designations covering the site.

6.1.2 The site lies at the transition between two national character areas – the Leicestershire Vales and the Dunsmore and Feldon sub character area. Regionally the site lies within the High Cross Plateau character area identified in the WCC Landscapes Guidelines. 10 distinct local character areas covering the site and surrounding area have also been identified. The area is considered to be of moderate sensitivity based on the findings of the assessment.

6.1.3 The Borough of Rugby Sensitivity and Condition Survey (2006) also identifies the area containing the site as having an overall sensitivity rating of “Moderate” and this is typical across the majority of the Borough. This rating is a measure of the landscape’s ability to accommodate change, with a low rating suggesting change can be accommodated relatively easily. On this basis mitigation measures are likely to be required to ensure that there is no irreparable damage to the character of the area. The condition is regarded as weak, based on the degree of recent change and the current state of the main landscape features (such as hedgerows). The condition of the southernmost area of land close to Brownsover Hall is regarded as strong, due to its relic parkland character.

6.1.4 The proposals will retain the three main woodland blocks on site. The most significant hedgerows will be retained where possible. Tree losses will be kept to a minimum.

6.1.5 The proposed development will introduce elements that are discordant with the existing landscape resource and those local character areas that form part of the site and adjacent Swift Valley, by introducing development to open farmland. However, this will be against a backdrop of surrounding commercial development, busy road corridors and amongst a generally retained landscape structure that will be enhanced and strengthened with extensive new planting. On this basis, there is not a significant impact on the wider landscape character.

6.1.6 In conclusion, the more significant and adverse effects of the proposed development on the (perceived) landscape resource and character will be concentrated within the site or within a small area to the west, encompassing the Swift Valley and an area around Cosford. The effect of the proposed development on the wider study area, including various adjacent character areas, designations and key movement routes is generally considered to be of limited to no significance and neutral.

6.1.7 For these reasons it is concluded that overall there will be a Minor Adverse impact on the landscape resource and character as a result of the development.
Effects on Visual Amenity

6.1.8 Generally the site is visually well contained. The combination of surrounding topography and landform limits views to sections of the A426, the M6 motorway, the Swift Valley and a small area of countryside around Cosford and Church Street to the north-west. While the topography allows some longer distance views across the site, their extent is limited by surrounding ridgelines and established vegetation. As a result of this there are no views from the countryside to the west around Harborough Magna or from Churchover to the north.

6.1.9 Views are mainly restricted to areas in closer proximity to the site. Beyond the A426 to the east, any views are restricted by falling topography and robust planting, meaning there is no significant intervisibility between Coton Park and the site. Views from the south and Rugby Town Centre beyond are restricted by established woodland around Brownsover Hall on the southern boundary.

6.1.10 There are some more sensitive and immediate open views into the site from Swift Valley Country Park along the western boundary, but this is restricted to a narrow corridor of open land between the canal and the River Swift. Beyond this are commercial buildings at Swift Valley Industrial Estate. There are localised views from footpaths and roads around Cosford to the north-west, although these are restricted to land east of the ridgeline.

6.1.11 Overall there is a limited visual impact from the south-east and north, primarily due to the existing vegetation and landform, and in those locations where buildings already form part of the visual context. This impact is greater on views from the west and from Central Park, as built elements will be visible where currently there is open countryside.

6.1.12 Although these built elements will have an impact on the visual amenity these will be limited to views from a relatively small area encompassing:

- the Swift Valley corridor and Country Park;
- open countryside to the north and north west, around Cosford and beyond the M6; and
- limited sections of the motorway and A426.

6.1.13 For this reason the impact is only considered to be significant at a local level.

6.1.14 As part of the proposals mitigation will be provided to soften the visual impact of the built development. It will include tree and woodland planting, the careful arrangement and orientation of buildings, the retention of existing woodland and hedgerows and the provision of appropriate open spaces and buffer zones. However, built development will often still be a visible presence in views from the surrounding area and will be a notable change from the open countryside that can currently be seen on the site. For these reasons it is concluded that overall there will be a Minor Adverse impact on the visual amenity as a result of the development.
7. **ECOLOGY AND NATURE CONSERVATION**

7.1.1 The Gateway Rugby scheme aims to provide high quality mixed-use development including large commercial premises, privately owned residential property and educational facilities. The development will be connected by high value green infrastructure comprising formal public open space along with semi-formal parkland and informal green buffers. The scheme will settle into the landscape through the incorporation of existing mature woodland and proposed tree planting.

7.1.2 Habitats within the site are mainly large agricultural fields dominated by large areas of grazed pasture to the south and arable monoculture to the north. These habitats are assessed as being of limited value for species of nature conservation value as a result of long-term intensive agricultural land use. The southern extents of the site are also currently used for quad biking and paintballing activities which further reduce the ecological value of these areas. Although these uses dominate the site, the presence of established, albeit species-poor, hedgerows and a number of significant areas of woodland represent features of significantly higher value. Although the wider landscape is largely dominated by residential and commercial use, the western boundary of the site follows the line of the Oxford feeder canal, beyond which is the River Swift. Areas of managed (grazed) grassland, plantation woodland, hedgerows and marsh between the canal and the River Swift have been allocated as the Swift Valley Local Nature Reserve.

7.1.3 The proposed Masterplan has been developed with due reference to the higher value habitats on site and, insofar as is practicable, hedgerows and woodland habitats have been retained in their entirety. The retention of these features helps to maintain an appropriate scale for the development and furthermore facilitates the proposed phasing of the works, effectively compartmentalising the site. These more established habitats are assessed as being of up to Local value for nature conservation.

7.1.4 To assess potential impacts on features and species of nature conservation value WSP completed a range of habitat and protected species surveys including an Extended Phase 1 Habitat survey, Hedgerow Assessment, bat surveys (comprising tree surveys, activity and bat emergence surveys), breeding bird surveys, otter and water vole surveys of the Oxford feeder canal, reptile surveys and badger surveys. Detailed arboriculture reports have also been commissioned for the first phases of the scheme and it is anticipated that further tree assessment surveys will be completed at subsequent phases of detailed design.

7.1.5 Species surveys confirmed that the site supports an assemblage of widespread and commonly occurring birds with a number of farmland species also recorded. Similarly bat surveys confirmed the presence of at least five species of foraging bat, and identified a likely roosting site within the current existing farmhouse. Surveys also confirmed the presence of badger and grass snake within woodland blocks and marginal grassland habitats respectively.

7.1.6 In the absence of mitigation the proposed scheme would represent an impact of up to County significance, consistent with a Major Adverse impact on features and species of value for ecology and nature conservation. Pre-mitigation impacts include, but are not limited to, extensive habitat loss, injury, killing and displacement of protection species and the long-term deterioration of designated wildlife sites.
7.1.7 Mitigation incorporated into the scheme includes the development of a sensitive design which maximises the retention of the highest value habitats specifically woodland, hedgerow and open parkland. Furthermore the scheme includes the provision of high quality green infrastructure comprising both existing and proposed habitats, the implementation of an appropriate landscape and ecological management strategy and long-term enhancement measures for protected species.

7.1.8 The retention of established habitat features including hedgerows and woodland, and the provision high quality green infrastructure, including formal, semi-formal and informal public open space will ensure that impacts on notable and protected species is reduced such that residual impacts are reduced to either Negligible or Minor Adverse levels. Furthermore long-term management of the site will enable areas of limited current value to be enhanced, through the provision of new open water habitats, species-rich grassland and tree planting. These enhancements are assessed as being of value at the Site level, consistent with a Minor Beneficial residual impact.
8. AGRICULTURE

8.1.1 The assessment site extends to approximately 125ha of predominantly agricultural land and is located to the immediate south of the M6 motorway and west of the A426. Agricultural land in England and Wales is graded between 1 and 5, depending on the extent to which physical or chemical characteristics impose long-term limitations on agricultural use. Grade 1 land is excellent quality agricultural land with very minor or no limitations to agricultural use, and Grade 5 is very poor quality land, with severe limitations due to adverse soil, relief, climate or a combination of these. Grade 3 land is subdivided into Subgrade 3a (good quality land) and Subgrade 3b (moderate quality land).

8.1.2 Surveys of the Assessment site confirmed that less than 18ha (equivalent to 14% of total area) of the agricultural land is assessed as being Subgrade 3a with 98.5ha (75%) of land being assessed as Subgrade 3b. The remaining land is non-agricultural land and therefore falls outside of this assessment.

8.1.3 The Department for Environment, Food and Rural Affairs’ (DEFRA) ‘Soil Strategy for England – Safeguarding our Soils’ (2009) proposes that by 2030 all England’s soils will be managed sustainably and degradation threats tackled successfully in order to improve their quality, and safeguard their ability to provide essential services for future generations. DEFRA also published a ‘Code of Practice for the Sustainable Use of Soils on Construction Sites’ in 2009. It is a practical guide to assist the construction industry in protecting the soil resources with which it works and achieve good soil management at all stages of the construction process.

8.1.4 The assessment scheme will involve the loss to agriculture of approximately 116ha. Of this total, approximately 79ha will be required for built development for employment, residential, educational and community uses, with 35ha (excluding the existing woodlands that will be retained) to be used for open spaces (playing fields, allotments, open spaces and woodland buffers). As such, 17.9ha of best and most versatile land in Subgrade 3a will be permanently lost to agriculture, together with 98.5ha of land in Subgrade 3b. The loss of best and most versatile cannot be mitigated in these circumstances. The impact is assessed as being of minor adverse significance. In addition there is likely to remain a direct, permanent effect on farm holdings. This is considered to represent a minor to negligible negative significance.
9. DRAINAGE AND FLOOD RISK

9.1.1 PPS25 Development and Flood Risk states ‘The aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk’.

9.1.2 Gateway Rugby is in Flood Zone 1 Low Probability as categorised in PPS25. The aim of the drainage strategy on the site is therefore primarily to ensure that the development does not increase flood risk downstream of the site. This is achieved through the provision of Sustainable Urban Drainage (SUDS) facilities and additional flood storage within the development parcels.

9.1.3 The environmental impacts, in drainage terms, of providing these facilities both during construction and after completion have been assessed. The potential for increase in silt and other pollutants reaching the water environment is assessed as a minor adverse impact before provision of mitigation measures. This risk is mitigated during construction by following best construction practice. On completion of the development the risk is mitigated by the provision of trapped highway gullies, porous paving, ponds, basins (normally dry ponds) and swales.

9.1.4 The development will reduce the risk of agricultural sedimentation and fertilisers entering the surface water environment thereby providing a negligible or minor benefit.

9.1.5 The rate of surface water run-off from the site can be reduced by providing surface water attenuation facilities, ponds, basins, swales, oversized pipes, tanks and porous paving. Using these techniques the flow rate from the site is reduced to the existing levels. However this flow rate occurs for longer periods of time and therefore increases the volume of run-off. This has been assessed as having a minor adverse impact on the water environment due to run-off occurring for longer periods of time than at present.

9.1.6 The foul drainage from the proposed development has been discussed with Severn Trent Water who have modelled their sewer network and identified a point on the system that has sufficient capacity to accommodate the flow. There is therefore a negligible effect on the existing sewerage system.
10. ARCHAEOLOGY

10.1.1 A desk-based assessment confirmed that there is insufficient information to identify the potential for remains of Palaeolithic, Mesolithic and earlier Neolithic date to be present within the site area. No other sites of these dates are known in the study area, although the presence of natural flint nodules of glacial origin within the area might be seen to be a potential focus for activity.

10.1.2 In contrast, the desk-based assessment confirmed the presence of Later Neolithic and earlier Bronze Age remains within the study area. Bronze Age activity has been confirmed during the archaeological investigations to the east of the site at Coton Park, including a series of pits and a cremation cemetery. It should be noted that the round barrow on the northern side of the M6 is designated as a Scheduled Ancient Monument and is therefore of national significance.

10.1.3 Similarly, Iron Age settlement and farming has been confirmed to the east and west of the site area, during excavations at Coton Park and investigations beneath a barn in Cosford. It is considered that there is a high potential for Iron Age remains to be present within the site area, especially on the south eastern side of the site on the opposite side of the A426 from the excavation of the Iron Age site at Coton Park, where settlement could be seen to be extending to the west and thus towards the Site. Other potential Iron Age sites have been identified from aerial photographic evidence (possible enclosure cropmarks), although these have not been dated or proven.

10.1.4 Although few Romano-British remains are known within the study area, it is known that the area was very well settled during this period, with the line of Watling Street and the small town of Tripontium lying to the east. With Iron Age settlement confirmed from excavations, and evidence for continued occupation of these native British settlements into the Romano-British period, there is considered to be a moderate potential for Romano-British remains to be present within the site. Such remains would be considered to be of local importance, although where transitional remains exist (indicating the continuation of occupation from Iron Age to Roman) then these would be of regional importance.

10.1.5 Post-Roman and Anglo-Saxon remains are scarce within the study area, leading to limited scope for interpreting the true scale of any activity.

10.1.6 Medieval remains are the best represented cohort of resources, associated with the former layout of open fields and strip farming. Post-Medieval remains would follow a similar pattern to Medieval remains, again the site area predominantly being used as agricultural land.

10.1.7 As a result of these findings, a programme of archaeological fieldwork was identified as being required, and has been undertaken within the Phase R1 and R2 development areas. The scope of work comprised elements of non-intrusive survey, field walking and geophysical survey, and intrusive survey, trial trench evaluation. The non-intrusive survey results broadly correlated with the findings of the desk based assessment, in confirming the main areas where Medieval farming remains survived. The full results of the programme of works will be appended to the EIA as an addendum upon completion.

10.1.8 It is considered likely that the proposed development will result in the partial or complete loss of any archaeological remains within areas of construction activity.
On the basis of the results identified thus far, it is considered that the remains within R1 and R2 do not represent a resource which would require preservation *in situ*.

10.1.9 Upon the completion of the ongoing programme of archaeological fieldwork in these areas it is considered appropriate that any further work will comprise measures to preserve archaeological resources by record.
### 11. TRAFFIC AND TRANSPORT

11.1.1 To support the planning application for Gateway Rugby a formal Transport Assessment has been prepared in accordance with the Guidelines published by the Department for Transport. The Traffic and Transport assessment in the ES has identified the potential effects arising during the site preparation, earthworks and construction and operation phases that require further consideration.

- Of all the criteria assessed, namely:
  - Severance;
  - Driver Stress and Delay;
  - Pedestrian Delay;
  - Pedestrian Amenity;
  - Fear and Intimidation;
  - Accidents and Safety; and
  - Hazardous Loads

11.1.2 In summary, during the site preparation, earthworks and construction phases it is anticipated that there will be a temporary increase in general and heavy goods vehicles on the immediate highway network as a result of the construction workforce arriving and departing from the site and the delivery of raw materials required for the construction phase.

11.1.3 During the operation phase there will be an increase in traffic on the local highway network due to the traffic generation by the proposed development but there will be in place a raft of mitigation measures to minimise the traffic impact and ensure the sustainability of the site.

11.1.4 Most impacts are concluded to be negligible (no effect or none of significance) or in some cases minor adverse (effects important at local scale but not likely to be key issues in the decision process (generally capable of ameliorating by mitigation measures).
12. AIR QUALITY

12.1.1 A qualitative assessment of the potential impacts on local air quality from construction activities within the proposed development has been carried out. This showed that during site activities releases of dust and particulate matter (PM$_{10}$) were likely to occur. However, through good site practice and the implementation of suitable mitigation measures, the impact of dust and PM$_{10}$ releases will be reduced and excessive releases prevented. The residual effects of the construction phase on air quality are considered to be minor adverse to insignificant.

12.1.2 In addition, a quantitative assessment of the potential impacts during the operational phase was undertaken using the air quality dispersion model ADMS Roads to predict the changes in nitrogen dioxide (NO$_2$) and PM$_{10}$ concentrations that would occur due to traffic flows associated with the proposed development.

12.1.3 The results show that the proposed development would cause a small increase in annual mean NO$_2$ concentrations at the majority of assessment receptors, and a moderate change at one receptor. The proposed development would also cause a small increase in annual mean PM$_{10}$ concentrations at all of the receptors assessed and a small to no change in 24 hour mean PM$_{10}$ concentrations.

12.1.4 According to the significance criteria used in this assessment the impact of this proposed development is considered to be minor adverse to insignificant for NO$_2$ and insignificant to neutral for PM$_{10}$.

12.1.5 Objectives set out in the Air Quality Strategy for NO$_2$ and PM$_{10}$ concentrations are predicted to be met at all locations on the assessment site.
13. **NOISE AND VIBRATION**

13.1.1 The noise and vibration assessment considers the potential effects of the assessment scheme on the local noise and vibration sensitive environment, and assesses the suitability of the existing noise environment present within the assessment site for the proposed scheme. The potential effects of the site preparation, earthworks and construction and operational phases of the scheme have been assessed.

13.1.2 It is inevitable with any major development that there will be some disturbance caused to those nearby during the site clearance and construction phases of the assessment scheme. However, disruption due to such activities is generally localised and is temporary in nature. It is possible that, on occasions, impacts of moderate to major adverse significance may prevail at the closest residential receptor to the scheme. However, the large majority of receptors are located at significant distances from the application site boundary. For such receptors it is therefore expected that impacts of lesser significance will prevail.

13.1.3 Ground borne vibration levels generated during worst case construction activities has the potential to result in impacts of moderate adverse significance at the closest vibration sensitive receptors to the assessment scheme. Such impacts are concerned with perception of vibration and not building damage and can be minimised through the adoption of appropriate physical and operational mitigation measures.

13.1.4 It is anticipated that due to the scale of the assessment scheme, a considerable quantity of materials will need to be delivered to and removed from the site, thus resulting in a significant number of construction vehicle movements. Construction generated traffic is expected to predominantly use the M6 and the A426. Given the current high road traffic levels on these routes and relatively small percentage increase due to construction vehicles, it has been calculated that there will be no significant increase in road traffic noise levels as a result.

13.1.5 Road traffic noise from the M6 motorway and the A426 is the dominant noise source present across the assessment site throughout the daytime and night-time periods. Due to the level of road traffic noise experienced within areas of the assessment site located within relatively close proximity to these routes it is necessary that appropriate mitigation be built into the assessment scheme design. Such mitigation includes the appropriate orientation of buildings and gardens and the installation of appropriate glazing and ventilation configurations such that acceptable noise levels can be achieved within noise sensitive rooms and principal outdoor amenity areas.

13.1.6 There are a number of existing industrial premises within relatively close proximity to the assessment site, it is however concluded that noise from such sources is generally of a low level and does not dominate over road traffic noise sources. Noise levels generated by adjacent industrial premises are therefore considered to be insignificant.

13.1.7 An assessment of noise generated by Rugby ambulance station has been undertaken. From this assessment it has been concluded that noise generated by this source is of negligible significance within the application scheme.
13.1.8 Noise associated with the operation of the proposed employment aspects of the assessment scheme has the potential to result in significant adverse impacts at the closest proposed noise sensitive receptors. It is expected however that any such impacts can be minimised through the adoption of appropriate site layouts and the incorporation of a substantial earth bund separating the employment and residential aspects of the assessment scheme.

13.1.9 The assessment scheme includes a substantial element of employment uses, and a community hub. It is expected that there will be equipment associated with employment uses and the community hub (e.g. any fixed plant items that may be installed), that have the potential to generate noise. Provided that appropriate plant noise limits are complied with, it expected that any impacts associated with such sources will be of negligible significance.

13.1.10 Upon completion of the assessment scheme, it is possible that local road traffic noise levels may change as a result of development generated traffic. From an assessment of predicted increases in traffic noise levels (for routes passing existing noise sensitive receptors) as a result of development generated traffic, impacts of negligible to minor adverse significance are predicted.

13.1.11 Noise from events held at Cosford Shooting Ground have the potential to result in impacts of minor adverse significance at the closest noise sensitive aspects of the assessment scheme, such impacts will however be infrequent and of short duration and can be minimised through the adoption of appropriate site layout options. For all other locations impacts of negligible significance are predicted.
14. LIGHTING

14.1.1 The external lit environment on and in the immediate vicinity of the assessment site was assessed in a lighting survey. Readings of both illuminance (light spill) and luminance (glare and sky glow) were recorded at key locations to benchmark the current night time scene, particularly in the vicinity of nearby sensitive receptors.

14.1.2 Measurements recorded within the assessment site indicated that the site is characteristic of an E2 Environmental Zone, which represents an area of “low district brightness”. The survey also indicated that the area to the north of the site and the Swift Valley Nature Reserve and canal feeder, located immediately to the west, are also characteristic of an E2 Environmental Zone. However, certain areas to the east, south, and west were found to be relatively well lit and more characteristic of E3 or E4 Environmental Zones, which can be considered as areas of ‘medium district brightness’ or ‘high district brightness’ respectively.

14.1.3 During the construction phase, the principal lighting effects arising from the proposed development are likely to be associated with the requirement for temporary lighting to illuminate temporary car parking areas, the contractor’s compound and working areas, particularly in the late afternoons during the winter months. In order to mitigate temporary impacts on surrounding sensitive receptors the lighting requirements at the site will be managed as part of a Construction Environmental Management Plan. It is anticipated that lighting installed during this phase will involve the use of well located, modern light fittings which are directionally controlled and will be fitted and operated in accordance with current best practice standards and agreed in advance with RBC. Existing and proposed vegetation/woodland plantation will also help to screen a significant portion of the assessment site from surrounding receptors. Measures will be taken to ensure that the effects of light spill, glare and sky glow towards sensitive receptors are effectively mitigated during this phase of the assessment scheme.

14.1.4 During the operational phase, the introduction of permanent artificial light sources within the proposed development will result in changes to the current baseline conditions. The main sources of artificial light are likely to include lighting required to service the needs of the residential areas, employment uses and community hub and highways/street lighting associated with the new site accesses, internal circulation roads and car parking and amenity areas; lighting may also arise from illuminated signs and advertisements. The effects on sensitive receptors will be mitigated through the implementation of appropriate lighting designs that will minimise the effects of nuisance and light pollution on sensitive receptors. A dark corridor will also be retained along the western boundary to respect the adjacent Nature Reserve and significant landscape retention and planting is proposed (including on the western and northern boundaries) to help screen views and contain light.
15. **SOCIO ECONOMIC**

15.1.1 The proposed development will affect existing and future residents and businesses, both in the immediate areas adjacent to the site and in the wider Rugby Borough, in a number ways.

15.1.2 The development will support the growth of the Borough as anticipated within the RBCS. The scale of development is considered likely to generate in the region of 3,000 new residents to the area, which will assist in supporting local community facilities and services within the town, thereby having a minor beneficial impact on the wider economy and viability of the town centre.

15.1.3 By delivering an appropriate mix of new housing stock, including an appropriate proportion of affordable housing, the development will provide a wider choice in the range of housing available for existing residents and for people wishing to move to the area. In this respect the development would have a moderate beneficial impact.

15.1.4 The combined development of employment accommodation and housing will assist in increasing the economically active population within the town to support services and facilities within the immediate area and Rugby town centre as a whole. In this respect the development would have a minor beneficial impact.

15.1.5 In addition, the provision of temporary employment opportunities accessible to local residents during construction. In this respect the development would have a moderate beneficial impact.

15.1.6 Provision of a primary school to meet the identified level of demand in the area and proportionate contributions towards secondary, sixth form and early years provision within the Borough will ensure the educational requirements of new residents is catered for, as well as supporting existing establishments by generating new pupils to fill existing capacity. The overall impact on education is therefore graded neutral.

15.1.7 The new residents will generate demand for health services that can either be accommodated within existing facilities in the surrounding area, or through proposed expansion on or off site. The impact of the development is therefore considered to be neutral.

15.1.8 The development proposal includes provision of both formal and informal open space. By enhancing access between existing neighbourhoods and the site, and upgrading links to the Swift Valley LNR and canal corridor, existing informal recreation opportunities will also be enhanced. The impact is considered, therefore, to be minor beneficial.

15.1.9 Other local retail facilities will be provided within the Community Hub to support the new community within the development. Based upon the proposed unit size restrictions described earlier, the impact of existing local retail facilities will be neutral.

15.1.10 The development proposal addresses local housing needs and will therefore draw some members of the existing community to the site. The sites location immediately adjacent to the existing urban area also ensures easy access to and integration with existing community functions. Environmental enhancements,
through pedestrian and cycle links to Swift Valley and the town centre will further enhance the site is physically integrated to the existing town. This impact is graded minor beneficial.
16. **CUMULATIVE**

16.1.1 In addition to the proposed development of the assessment site, the Radio Mast Urban Extension site to the east of Rugby is allocated for mixed use development including residential and employment uses. Recent residential development within the Coton Park Estate has also been considered in terms of its contribution to existing infrastructure and services.

16.1.2 The traffic, air quality and noise assessments contained within this ES have all included these wider allocations and other committed developments identified by RBC and WCC as part of their assessment of the proposed development. By following this approach, these assessments have already considered cumulative effect, the resulting impacts of which represent the worst-case scenario. Mitigation measures to address identified impacts associated with each topic are therefore proposed to respond to this worst-case scenario.

17. **ALTERNATIVES**

**Alternative Development Sites**

17.1.1 Alternative development sites to the application site have not been considered by the applicants in the application preparation process, as they have a specific interest in the site that does not extend beyond the application boundary.

17.1.2 However, the RBCS identifies two strategic urban extensions for future development to meet the Borough’s growth needs; Gateway Rugby and Rugby Radio Station. It is suggested that they represent the most sustainable and deliverable locations for growth. The reasoning for the selection of the Gateway site as one of the proposed strategic urban extensions is set out in the Core Strategy: Urban Extension Selection Paper that has been prepared by RBC, the Strategic Housing Land Availability Study (SHLAA) and the Sustainability Appraisal (SA). The proposals have also been the subject of extensive consultation undertaken by RBC at all stages in the preparation of the RBCS.

17.1.3 Consequently, RBCS Policy CS3: Gateway Rugby Sustainable Urban Extension proposes to allocate the Gateway Rugby site for the development of 1300 new dwellings and 36 hectares of B2 and B8 employment land. The employment land allocation is reiterated in Policy CS19- Portfolio of Employment Land.

**Scheme Development**

17.1.4 The application proposals are based on sound principles that have emerged from best practice in design and a long process of site, context and scheme analysis, solution testing and consultation. Indeed, the development of the proposed scheme has from the outset taken into account the findings of the technical and environmental studies that have been undertaken, notably the EIA and its various elements, including the Transport Assessment and Flood Risk Assessment. There has been an iterative process of design and assessment and the scheme has, therefore, evolved to respond to identified environmental issues and incorporate primary mitigation measures wherever appropriate and practicable.
17.1.5 The application proposals are, therefore, considered to be the optimal response to the planning policy context and site-specific opportunities and constraints. That is reflected in the conclusions of this ES.

17.1.6 Moreover, the development of the application site will provide new high quality and accessible homes for the local area and address the town and wider Borough’s identified housing requirements, provide employment opportunities in the town, and provide new and enhanced social infrastructure. In doing so the proposed development will help the town’s social and economic viability in a sustainable and inclusive manner, ultimately improving it as a settlement in which to live and work.
## 18. **SUMMARY**

<table>
<thead>
<tr>
<th>Impact</th>
<th>Level of Importance of Issue</th>
<th>Nature of Impact</th>
<th>Mitigation</th>
<th>Significance of Impact</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LANDSCAPE AND VISUAL</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Landscape Character/Resource</td>
<td>Local</td>
<td>Short Term and Long Term, Permanent, Adverse</td>
<td>Implementation of the landscape strategy (enshrined in the Masterplan) including the retention and enhancement of significant landscape features and the provision of extensive new planting and open spaces.</td>
<td>Minor Adverse</td>
<td></td>
</tr>
<tr>
<td>Visual Amenity</td>
<td>Local</td>
<td>Short Term and Long Term, Permanent, Adverse</td>
<td>Tree and woodland planting, the arrangement of buildings, the retention of existing woodland and hedgerows and the provision of appropriate open spaces and buffer zones to soften (and reduce any adverse effects of) the visual impact of the built development.</td>
<td>Minor Adverse</td>
<td></td>
</tr>
<tr>
<td><strong>ECOLOGY AND NATURE CONSERVATION</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Habitat Loss and Degradation</td>
<td>Local, high</td>
<td>Long term, direct, permanent</td>
<td>Incorporation of established and diverse habitat features within the masterplan. Retention of woodland blocks. Minimised loss of hedgerows.</td>
<td>Negligible to Minor Adverse</td>
<td></td>
</tr>
<tr>
<td><strong>AGRICULTURE</strong></td>
<td></td>
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<tr>
<td>Loss of Best and Most Versatile Agricultural Land</td>
<td>Medium to High sensitivity</td>
<td>Permanent, direct</td>
<td>Appropriate storage and management on site, re-use of soils within the development where practicable</td>
<td>Minor Adverse</td>
<td></td>
</tr>
<tr>
<td>Loss of and/or fragmentation of Agricultural Land and Viability of Agricultural Businesses</td>
<td>Medium sensitivity</td>
<td>Permanent, direct</td>
<td>Financial compensation measures</td>
<td>Minor to Negligible Adverse</td>
<td></td>
</tr>
<tr>
<td>Impact</td>
<td>Level of Importance of Issue</td>
<td>Nature of Impact</td>
<td>Mitigation</td>
<td>Significance of Impact</td>
<td>Comments</td>
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<tr>
<td><strong>DRAINAGE AND FLOOD RISK</strong></td>
<td></td>
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<tr>
<td>Potential increase in sedimentation/pollutants within the existing surface water ditches and the canal</td>
<td>Low</td>
<td>Direct, temporary, medium term</td>
<td>Temporary drainage measures in accordance with Pollution Prevention Guidelines. Implementation of best management practices.</td>
<td>Negligible</td>
<td></td>
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<tr>
<td>Potential increase in surface water contaminants as a result of site activities</td>
<td>Low</td>
<td>Direct, permanent, long term</td>
<td>Use of highway gullies, silt traps and oil interceptors. Implementation of appropriate maintenance.</td>
<td>Negligible</td>
<td></td>
</tr>
<tr>
<td>Potential reduction in sedimentation due to a reduction in the area under agricultural use</td>
<td>Low</td>
<td>Direct, permanent, long term</td>
<td></td>
<td>Negligible / Minor Beneficial</td>
<td></td>
</tr>
<tr>
<td>Potential reduction in nutrients due to a reduction in the area under agricultural use</td>
<td>Low</td>
<td>Direct, permanent, long term</td>
<td></td>
<td>Negligible / Minor Beneficial</td>
<td></td>
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<tr>
<td>Increase in surface water run-off rate and volume</td>
<td>Medium Sensitivity</td>
<td>Direct, permanent, long term</td>
<td>Provision of SUDS including attenuation basins, ponds, swales, on site water storage.</td>
<td>Minor Adverse</td>
<td></td>
</tr>
<tr>
<td>Increase in foul drainage flows from the site</td>
<td>Local</td>
<td>Direct, permanent, long term</td>
<td>Provision of off-site sewer to the existing.</td>
<td>Negligible</td>
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<tr>
<td><strong>ARCHAEOLOGY</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Loss of below-ground archaeological remains</td>
<td>Local</td>
<td>Direct loss, long term</td>
<td>Preservation by record in the form of an agreement programme of archaeological work. To be agreed following the completion of the ongoing archaeological trial trench evaluation.</td>
<td>Minor Adverse</td>
<td></td>
</tr>
<tr>
<td><strong>TRAFFIC AND TRANSPORT</strong></td>
<td></td>
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## Non Technical Summary

<table>
<thead>
<tr>
<th>Impact</th>
<th>Level of Importance of Issue</th>
<th>Nature of Impact</th>
<th>Mitigation</th>
<th>Significance of Impact</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact on access during site preparation, earthworks and construction phases</td>
<td>Local, moderate</td>
<td>Temporary, medium term, direct</td>
<td>Implement good site practices and an appropriate Construction Environmental Management Plan (CEMP).</td>
<td>Minor Adverse to Negligible</td>
<td></td>
</tr>
<tr>
<td>Impact on access during operational phase</td>
<td>Local, high</td>
<td>Short, medium and long term, direct</td>
<td>Implement infrastructure improvements to highway, pedestrian and cycle routes, and public transport links in accordance with sustainable transport strategy including comprehensive Travel Plan.</td>
<td>Minor Adverse to Negligible</td>
<td></td>
</tr>
<tr>
<td><strong>AIR QUALITY</strong></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Reduction in air quality during construction phase</td>
<td>Local</td>
<td>Temporary, medium term, direct</td>
<td>Implement good site practices and an appropriate Construction Management measures.</td>
<td>Minor Adverse to Negligible</td>
<td></td>
</tr>
<tr>
<td>Reduction in air quality during operational phase</td>
<td>Local</td>
<td>Low, medium to long term</td>
<td>Implement infrastructure improvements and sustainable transport strategy including comprehensive Travel Plan.</td>
<td>Minor Adverse to Negligible</td>
<td></td>
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<tr>
<td><strong>NOISE AND VIBRATION</strong></td>
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<tr>
<td>Noise generated by on site construction activities</td>
<td>Local</td>
<td>Short term &amp; intermittent</td>
<td>Adoption of Best Practicable Means including operational and physical control measures.</td>
<td>Minor Adverse - Negligible</td>
<td></td>
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<tr>
<td>Ground borne vibration generated by on site construction activities</td>
<td>Local</td>
<td>Short term &amp; intermittent</td>
<td>Adoption of Best Practicable Means including operational and physical control measures.</td>
<td>Minor Adverse - Negligible</td>
<td></td>
</tr>
<tr>
<td>Construction generated road traffic noise level increases</td>
<td>Local</td>
<td>Short term &amp; intermittent</td>
<td>N/A</td>
<td>Negligible</td>
<td></td>
</tr>
<tr>
<td>Road Traffic Noise on Proposed Assessment Site – Residential Uses</td>
<td>Local</td>
<td>Long term</td>
<td>Adoption of appropriate site layout and glazing and ventilation configurations.</td>
<td>Negligible</td>
<td></td>
</tr>
<tr>
<td>Road Traffic Noise on Proposed Assessment Site – Primary School</td>
<td>Local</td>
<td>Long term</td>
<td>Adoption of appropriate site layout and glazing and ventilation configurations.</td>
<td>Negligible</td>
<td></td>
</tr>
<tr>
<td>Impact</td>
<td>Level of Importance of Issue</td>
<td>Nature of Impact</td>
<td>Mitigation</td>
<td>Significance of Impact</td>
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</tr>
<tr>
<td>Existing industrial noise sources on proposed noise sensitive receptors</td>
<td>Local</td>
<td>Long term</td>
<td>N/A</td>
<td></td>
<td>Negligible</td>
</tr>
<tr>
<td>Noise generated by Rugby ambulance station on proposed noise sensitive receptors</td>
<td>Local</td>
<td>Long term</td>
<td>N/A</td>
<td></td>
<td>Negligible</td>
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<tr>
<td>Proposed industrial noise sources on existing and proposed noise sensitive receptors</td>
<td>Local</td>
<td>Long term</td>
<td>Adoption of appropriate site layout and incorporation of separating earth bund</td>
<td></td>
<td>Negligible</td>
</tr>
<tr>
<td>Noise from proposed mechanical and electrical plant items on existing and proposed noise sensitive receptors</td>
<td>Local</td>
<td>Long term</td>
<td>Achievement of specified noise emission limit through adoption of appropriate plant layout and plant design and procurement</td>
<td></td>
<td>Negligible</td>
</tr>
<tr>
<td>Development Generated Road Traffic Noise on Existing Receptors</td>
<td>Local</td>
<td>Long term</td>
<td>N/A</td>
<td>Minor Adverse-Negligible</td>
<td></td>
</tr>
<tr>
<td>Cosford Shooting Ground events on proposed noise sensitive receptors</td>
<td>Local</td>
<td>Long term</td>
<td>Adoption of appropriate site layout</td>
<td>Minor Adverse-Negligible</td>
<td></td>
</tr>
</tbody>
</table>

**LIGHTING**

<table>
<thead>
<tr>
<th>Impact</th>
<th>Level of Importance of Issue</th>
<th>Nature of Impact</th>
<th>Mitigation</th>
<th>Significance of Impact</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glare / light spill from construction related lighting</td>
<td>Local</td>
<td>Direct, temporary</td>
<td>Construction Environmental Management Plan</td>
<td>Minor Adverse - Negligible</td>
<td></td>
</tr>
<tr>
<td>Glare / light spill from proposed development</td>
<td>Local</td>
<td>Direct, long term</td>
<td>Detailed lighting design and specification</td>
<td>Mod/Minor Adverse - Negligible</td>
<td></td>
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<tr>
<td>Sky glow &amp; nigh scene</td>
<td>Local</td>
<td>Direct long term</td>
<td>Detailed lighting design and specification</td>
<td>Minor Adverse</td>
<td></td>
</tr>
<tr>
<td>Impact</td>
<td>Level of Importance of Issue</td>
<td>Nature of Impact</td>
<td>Mitigation</td>
<td>Significance of Impact</td>
<td>Comments</td>
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</tr>
<tr>
<td>Increase in population</td>
<td>Local, moderate</td>
<td>Direct, permanent</td>
<td>N/A</td>
<td>Minor Beneficial</td>
<td></td>
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<tr>
<td>Creation of temporary and permanent Employment</td>
<td>District, high</td>
<td>Direct, temporary, permanent</td>
<td>Implementation of scheme to attract local contractors and apprentices.</td>
<td>Moderate Beneficial</td>
<td></td>
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<tr>
<td>Provision of Housing</td>
<td>District, high</td>
<td>Direct, permanent</td>
<td>Incorporate a mix of housing types.</td>
<td>Moderate Beneficial</td>
<td></td>
</tr>
<tr>
<td>Provision of Community Services and Facilities</td>
<td>Local, moderate</td>
<td>Direct, medium and long term</td>
<td>Provision of primary school and mix of local retail and community facilities within Community Hub. Provision of integrated recreational public open space.</td>
<td>Minor Beneficial / Neutral</td>
<td></td>
</tr>
<tr>
<td>Community Integration with neighbouring areas</td>
<td>Local, moderate</td>
<td>Direct, permanent</td>
<td>Implementation of site-wide masterplan.</td>
<td>Minor Beneficial</td>
<td></td>
</tr>
</tbody>
</table>
Figure 3.1

Legend
- Site Boundary
- Existing Vegetation
- Conservation Area
- Swift Valley Country Park
- Existing Local Centre
- Scheduled Ancient Monument
- Potential Noise
- River Swift
- Canal
- Floodplain
- Brownsover Hall (Listed Building)
- Existing Buildings on the site
- Pylons and Overhead Powerline
- Public Right of Way
- M6 Motorway
- A426 Leicester Road
- Potential access point off A426
- Site Levels (shown at 5m intervals)
- Flatter areas of the site (slopes of 1:20 or gentler)
## Figure 3.2

### Legend
- Site Boundary
- Employment
- Residential
- Community Hub
- Allotment
- Playing Field
- Open Space
- Woodland Buffer Planting
- Existing Vegetation
- Primary Route
- Secondary Access into Plot
- Junction/Event
- Indicative CHP Location (Energy Centre)

### Table

<table>
<thead>
<tr>
<th>RESIDENTIAL (ha)</th>
<th>EMPLOYMENT (ha)</th>
<th>CHP (ha)</th>
<th>COMMUNITY HUB (ha)</th>
<th>OPEN SPACE (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 7.25</td>
<td>E1 14.1</td>
<td>CH 2.80</td>
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<td>Playing Field (P1) 3.54</td>
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<tr>
<td>R2 7.70</td>
<td>E2 9.90</td>
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<td>Playing Field (P2) 1.14</td>
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<tr>
<td>R3 4.00</td>
<td>E3 12.30</td>
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<td></td>
<td>Playing Field (P3) 1.54</td>
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<tr>
<td>R4 4.01</td>
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<td></td>
<td></td>
<td>Allotment (A) 1.10</td>
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<tr>
<td>R6 7.11</td>
<td></td>
<td></td>
<td></td>
<td>Open Space 20.88</td>
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<tr>
<td>R7 7.10</td>
<td></td>
<td></td>
<td></td>
<td>Woodland Buffer 6.60</td>
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<tr>
<td>R1 1.87</td>
<td></td>
<td></td>
<td></td>
<td>Existing Woodland (W1) 0.87</td>
</tr>
<tr>
<td><strong>TOTAL</strong> 39.74 (1,300 dwellings)*</td>
<td><strong>TOTAL</strong> 39.00</td>
<td><strong>TOTAL</strong> 0.5</td>
<td><strong>TOTAL</strong> 2.80</td>
<td><strong>TOTAL</strong> 43.37</td>
</tr>
</tbody>
</table>

*Anticipated planning and plot size

---

**Gateway Rugby**  
**CS/034422.004**  
**Masterplan (EIA Parameters Plan)**  
Date: July 2010  
Check: KC  
Drawn: MJF