

Appendix B.

Planning Application RBC/23CC003 Rugby Parkway Station Outline Application to include Access only

RBC/23CC003

Planning Conditions.

1. Application for approval of the reserved matters shall be made to the council before the expiration of 3 years from the date of this permission. The development hereby permitted shall begin no later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

REASON: As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 (as amended).

2. The development hereby permitted shall conform in all aspects with the plans and details shown in the application as listed below

RPW-SLCP-PL-DRG-0001-P01, Site Location Plan, Rev 03

Rugby Parkway ALC Report V2, Agricultural Land Classification

21232B-CWA-ZZ-HNR-DDR-C-CV-000003, Existing Sections, P03

21232B-CWA-ZZ-HNR-DDR-C-CV-000004, Existing Sections, P03

P19-187-3E-ZZ-XX-RP-C-9000, Flood Risk and Drainage Impact Assessment, Rev 03

P19-187/DS, Phase I Geo-environmental Assessment, Rev 03

Gradiometer Survey Report, Rev 1.0, 61432

Archaeology Desk-Based Assessment & Heritage Statement, Rev 4.0

Written Scheme of Investigation v.3, Archaeological Evaluation, November 2021

RP21 2267 Archaeological Evaluation, Archaeology Warwickshire Report No 2267, August 2022

893-2023TA, Transport Assessment, Rev 04

RT-MME-158639-03, Ecological Impact Assessment, March 2023

RT-MME-158639-02 Rev A, Biodiversity Metric Assessment

VD22759 – 100, P01 General Arrangement Drawing - Highway Access

VD22759 – 110, P01 Visibility Drawing

VD22759 – 120, P01 Swept Path Analysis

RPW_Health Impact Screening Assessment, Health Impact Screening Assessment

Utilities Search Report (08 Feb 2023)

001 AQ Final, Air Quality Assessment, Final

002 Noise Final, Noise Assessment, Final

REASON: For the avoidance of doubt in the interests of good planning.

Pre-Commencement

3. Approval of the details of the **Appearance, Landscaping, Layout, and Scale** (hereinafter called "the reserved matters") shall be obtained from the council in writing before the expiration of 3 years from the date of this permission and before any development, save the Access hereby permitted, is commenced.

REASON: This is an outline permission save for Access only and these matters have been reserved for the subsequent approval of the County Planning Authority.

Pre-Commencement

4. The 'Structural Civil Geo-Environmental 3E consulting engineers Rugby Parkway, Crick Road, Rugby Phase I Geoenvironmental Assessment for SLC Property Limited report ref P19-187/DS issue 3 date 21.03.2023' has identified that intrusive site investigation is required therefor no development other than that required to be carried out as part of an approved scheme of remediation shall commence [in any phase of the development] until condition (a) to (d) below have been complied with [for that phase]. If unexpected contamination is found after development has begun, development shall be halted on that part of the site affected by the unexpected contamination to the extent specified in writing by the local planning authority until condition (d) below has been complied with in relation to that contamination.
 - (a) An investigation and risk assessment shall be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme shall be subject to approval in writing by the local planning authority. The investigation and risk assessment shall be undertaken by competent persons and a written report of the findings shall be produced. The written report shall be subject to approval in writing by the County Planning Authority. The report of the findings shall include:

- (i) a survey of the extent, scale, and nature of contamination;
- (ii) an assessment of the potential risks to human health, existing or proposed property and buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites, and ancient monuments; and
- (iii) an appraisal of remedial options, and proposal of the preferred option(s) to be conducted in accordance with UK Government and the Environment Agency's Land Contamination Risk Management (LCRM) 8th October 2020.

(b) A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be prepared and subject to approval in writing by the local planning authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation. The local planning authority shall be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out shall be prepared and subject to approval in writing by the County Planning Authority.

(d) In the event that contamination is found at any time when carrying out the development hereby permitted that was not previously identified it shall be reported in writing immediately to the local planning authority. An investigation and risk assessment shall be undertaken in accordance with the requirements of condition (a) and where remediation is necessary a remediation scheme shall be prepared in accordance with the requirements of condition (b) which shall be subject to approval in writing by the local planning authority. Following completion of measures identified in the approved remediation scheme a verification report shall be prepared, which shall be subject to approval in writing by the local planning authority in accordance with condition (c).

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, ecological systems, property, and residential amenity and to

ensure that the development can be carried out safely without unacceptable risks to workers, neighbours, and other offsite receptors.

Pre-Commencement

5. No development hereby permitted shall take place until an Archaeological Mitigation Strategy document (including a Written Scheme of Investigation for any archaeological work proposed) has been submitted to the County Planning Authority for approval in writing. This should detail a strategy to mitigate the archaeological impact of the proposed development and should be informed by the results of the 'approved' RP21 2267 Archaeological Evaluation.

The development, and any archaeological fieldwork, post-excavation analysis, publication of results and archive deposition detailed in the approved document, shall be undertaken in accordance with those documents.

REASON: To avoid the destruction of Archaeological artifacts and loss of historical context affecting the significance of a designated or non-designated heritage asset and its setting, development will be expected to preserve or enhance its significance. In accordance with Policy SDC3: of the Rugby Borough Local Plan 2011 – 2031

Pre-Commencement

6. No development hereby permitted shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to the County Planning Authority for approval in writing. In consultation with the LLFA. The scheme shall subsequently be fully implemented in strict accordance with the approved details before the development is completed. The scheme to be submitted shall:

1. Limit the discharge rate generated by all rainfall events up to and including the 1 in 100 year (plus an allowance for climate change) critical rain storm to the QBar Greenfield runoff rate of 7.7l/s for the total site impermeable area in line with the principles as set out in the drainage strategy (ref: P19-187-ZZ-XX-HYD-RP-C-9000, dated 24 March 2023).

2. Where the drainage scheme proposes to connect into a 3rd party asset, for example the Oxford Canal, further information should be provided regarding confirmation of the right to make a surface water connection including access across third-party land. This should detail the proposed route and means of outfall connection and evidence of permission from third-party landowner(s). Evidence of relevant licencing should also be provided as appropriate to facilitate the proposed connection, such as a section 50 street works licence if the route to outfall passes beneath the public highway.

3. Provide drawings / plans illustrating the proposed sustainable surface water drainage scheme. The strategy agreed to date may be treated as a minimum and further source control SuDS should be considered during the detailed design stages as part of a 'SuDS management train' approach to provide additional benefits and resilience within the design.

4. Provide detail drawings including cross sections, of proposed features such as infiltration structures, attenuation features, and outfall structures. These should be feature-specific demonstrating that such the surface water drainage system(s) are designed in accordance with 'The SuDS Manual', CIRIA Report C753.

5. Provide detailed, network level calculations demonstrating the performance of the proposed system. This should include:

a. Suitable representation of the proposed drainage scheme, details of design criteria used (incl. consideration of a surcharged outfall), and justification of such criteria where relevant,

b. Simulation of the network for a range of durations and return periods including the 1 in 2 year, 1 in 30 year and 1 in 100 year plus 40% climate change events,

c. Results should demonstrate the performance of the drainage scheme including attenuation storage, flows in line with agreed discharge rates, potential flood volumes and network status. Results should be provided as a summary for each return period,

d. Evidence should be supported by a suitably labelled plan/schematic (including contributing areas) to allow suitable cross checking of calculations and the proposals,

6. Provide plans such as external levels plans, supporting the exceedance and overland flow routing provided to date. Such overland flow routing should:

a. Demonstrate how runoff will be directed through the development without exposing receptors to flood risk.

b. Recognise that exceedance can occur during any storm event due to a number of factors therefore exceedance management should not rely on calculations demonstrating no flooding.

REASON: To prevent the increased risk of flooding; to improve and protect water quality; and to improve habitat and amenity.

Pre-Commencement

7. No development hereby permitted shall take place until a detailed scheme comprised a security barrier at the entrance to restrict the height of access traffic along with secure boundary treatments adjunct to Crick Road, has been submitted to the County Planning Authority for approval in writing the development hereby permitted shall be strictly implemented in accordance with the approved detailed scheme.

REASON: in the interests of security and safer neighbourhood policing.

Pre-Commencement

8. Prior to the commencement of the development including clearance works hereby permitted, ecological surveys and reports, shall be updated, and submitted to the County Planning Authority for the approval in writing of those matters relating to protected species on or around the site. Clearance works shall be undertaken in strict accordance with those approved details.

REASON: To ensure that protected, important and priority species and their habitats are not harmed by the development and to safeguard biodiversity.

Pre-Commencement

9. Prior to the application for those matters described as reserved matters, updated ecological surveys and reports shall be updated and submitted to the County Planning Authority for the approval in writing of those matters relating to protected species on or around the site. The Development thereby permitted shall be undertaken in strict accordance with those updated surveys.

REASON: To ensure that protected, important and priority species and their habitats are not harmed by the development and to safeguard biodiversity.

Pre-Commencement

10. Construction and Environmental Management Plan Prior to commencement of works excepting contaminated land site investigation works, a revision or addendum to the 'SLC Property Technical Note Outline Construction Environmental Management Plan doc ref RPW_OCEMP_V0.2_Final version C0.2 dated 12/04/23' shall be submitted in writing to, and approved by, the appropriate Planning Authority. This shall include details relating to:
 - the control of noise and vibration emissions from construction activities including groundworks and the formation of infrastructure including arrangements to monitor noise emissions from the development site during the construction phase, with regard to the 'njd Environmental Associates Noise Assessment Rugby Parkway Station April 2023 SLC Property, report reference NJD19-0069-002R report version Final' for proposed works outside the normal daytime hours.

- a piling risk assessment Development shall be carried out in compliance with the approved Construction Method Statement, unless otherwise approved in writing by the appropriate planning authority.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the residents by reason of undue external noise where there is insufficient information within the submitted application and to accord with Policy HS5: Traffic Generation and Air Quality, Noise and Vibration of the Rugby Borough Council Local Plan 2011-2031

Pre-Commencement

11. Prior to the implementation of the development hereby permitted a detailed Construction Traffic Management Plan (CTMP) must be submitted to the County Planning Authority for approval in writing. The CTMP should include measures to manage traffic during construction including planned HGV haul routes, timing of arrival to site, on site compound layout, parking, loading, and unloading provisions. The CTMP should also contain a Construction Phasing Plan, with details of delivery and construction times. The development hereby approved shall be implemented in strict accordance with the approved CTMP.

REASON: To minimise disruption and ensure the safe and efficient movement of traffic.

Pre-Commencement

12. Prior to the development hereby permitted being implemented a scheme to ensure that mud or other extraneous material is not carried out of the site and deposited on the public highway. Should such deposits occur, it is the applicant or successor(s) in management/operator(s) responsibility to ensure that all reasonable steps (e.g. on-site wheel washing, street sweeping) are taken to maintain the roads in the vicinity of the site to a satisfactory level of cleanliness. A wheel wash and methods of managing any detritus on our highway are to be included in the scheme along with measures to minimise noise and dust emissions during construction to protect the amenities of the surrounding area, shall be submitted to the County Planning Authority for approval in writing. The development hereby permitted shall be implemented in full accordance with the approved scheme and maintained in that condition until the development hereby permitted is substantially complete whereby all plant machinery and wheel washing facilities shall be removed from the development site, the applicant or successor(s) in management/operator(s) must take all necessary action to implement the approved scheme in full.

REASON: In the interests of highway safety Pursuant to Section 149 and 151 of the Highways Act 1980.

Pre-Commencement

13. Prior to the commencement of the development hereby permitted a Stage 2 Road Safety Audit shall be undertaken and submitted to the County Planning Authority. The subsequent design of the Highway Access Junction, highway works, and signage shall be submitted to the County Planning Authority for consideration and subsequent approval in writing. The development hereby permitted shall be commenced in strict accordance with the approved Access and Access Junction design.

REASON: In the interests of road safety and the conflict of vehicular and pedestrian movements.

Pre-Commencement

14. Prior to the commencement of the car park hereby permitted, a scheme that shall include the cycle parking, powered two-wheeler parking, service areas, and any associated facilities which shall provide for, Cycle parking spaces should be well lit, covered, secure and located adjacent to the railway station access. Disabled parking provision should conform to the BS 8300-1:2018 Design of an accessible and inclusive built environment. External environment - code of practice 7.6 Design and layout of designated off-street parking spaces to allow for the transference of persons and mobility equipment, to the sides and rear of the vehicle within defined areas, kept clear, at all times. Parking spaces and facilities for bicycles and vehicles are to satisfy Rugby Borough Council's Local Plan APPENDIX 5 parking standards, lighting, materials, signing, suitable lining and dimensions, shall be submitted to the County Planning Authority for its consideration and approval in writing. The approved scheme shall be substantially completed and available for first use of the carpark and shall be retained for the lifetime of the development hereby permitted.

REASON: To ensure adequate parking facilities are provided to prevent on-street parking in the local adjacent highway and to promote sustainable transport modes and to accord with Rugby Borough Council's Local Plan APPENDIX 5 parking standards.

Pre-Commencement

15. Prior to the submission of any reserved matters relating to the layout and design of the development hereby permitted, the applicant or successor(s) in management/operator(s) shall submit a phased programme of parking beat surveys of the adjacent highway network. The phased program will plan to assess the capacity for any overspill parking and to gauge the availability of parking on street, should onsite parking for railway customers not meet demand or customers who want to avoid any parking charges at the station car park. The programme shall include how and when the applicant or successor(s) in management/operator(s) are to carry out parking beat surveys on the existing Houlton housing estate to assess the available on street parking provision, including appropriate distances of a circa 500-metre

walkable route from the railway station's highway access hereby approved. The scheme would assess and if required, propose any TRO's residential parking permit schemes that would manage any parking detrimental to highway safety and any residents parking scheme shall ensure that there is no significant detriment to the existing residents' on-street parking capacity along that 500-metre walkable route or other distance as may be agreed with the County Planning Authority. The program shall include an initial Parking Beat Survey which is necessary to demonstrate on street parking capacity and demand for the existing adjacent housing development and inform any requirement to impose an intervention method to manage the adopted highway, in the interests of highway safety. The phased program of surveys and their findings along with the initial survey will be submitted to the County Planning Authority for their consideration and approval in writing. All parking surveys along with their findings shall be undertaken and reported to the County Planning Authority in strict accordance with the approved phased program.

REASON: To mitigate the detrimental impact to the existing residents nearby and to promote WCC carbon reduction and aim to be carbon neutral by 2030 in accordance with LTP4 of the Warwickshire County Council Local Transport Plan 2023

Pre-Commencement

16. Prior to the submission of the reserved matters for the layout of the development hereby permitted, a scheme to provide EV charging infrastructure and passive provision to a degree agreed with the Highway Authority prior to submission shall be submitted to the County Planning Authority for their consideration and agreement in writing. The agreed scheme shall be fully implemented and remain in that condition ready for future electrification of those specified parking spaces.

REASON: To achieve the aims of mitigating and adapting to a low carbon economy in accordance with Policy D2: Parking Facilities Rugby Borough Council Local Plan 2011-2031.

Prior to Occupation

17. Air quality neutral/mitigation as per Policy HS5: Traffic Generation and Air Quality, Noise and Vibration, no above ground development shall begin until a scheme detailing the on-site measures to be incorporated within the development in order to meet air quality neutral standards or to provide suitable mitigation, has been submitted to and approved in writing by the Local Planning Authority. Prior to occupation of the development, the approved scheme shall be implemented and maintained in perpetuity.

REASON: In the interests of air quality.

Prior to Occupation

18. Prior to the first occupation of the development hereby permitted details of off-site highway wayfinding improvements, including improved signage, lining to allow for integration with existing cycle and pedestrian routes, and pedestrian crossings, shall be submitted to the County Planning Authority for approval in writing the development hereby permitted shall be implemented in strict accordance with those details approved.

REASON: To mitigate the impact of the development on the surrounding highway network.

Prior to Occupation

19. No occupation of the development hereby permitted shall take place until a Verification Report for the installed surface water drainage system for the site in line with the principles as set out in the drainage strategy (ref: P19-187-ZZ-XX-HYD-RP-C-9000, dated 24 March 2023) has been submitted in writing by a suitably qualified independent drainage engineer and approved in writing by the Local Planning Authority. The details shall include:

1. Demonstration that any departure from the agreed design is in keeping with the approved principles.
2. Any As-Built Drawings and accompanying photos
3. Results of any performance testing undertaken as a part of the application process (if required / necessary)
4. Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
5. Confirmation that the system is free from defects, damage, and foreign objects

REASON: To secure the satisfactory drainage of the site in accordance with the agreed strategy, the NPPF and Local Planning Policy.

Prior to Occupation

20. No operation and subsequent use of the development shall take place until a detailed, site-specific maintenance plan is provided to the County Planning Authority (CPA) in consultation with the LLFA. Such maintenance plan should:
 1. Provide the name of the party responsible, including contact name, address, email address and phone number
 2. Include plans showing the locations of features requiring maintenance and how these should be accessed.

3. Provide details on how surface water each relevant feature shall be maintained and managed for the lifetime of the development.
4. Be of a nature to allow an operator, who has no prior knowledge of the scheme, to conduct the required routine maintenance

REASON: To ensure the future maintenance of the sustainable drainage structures.

Prior to Occupation

21. Prior to the station hereby permitted becoming operational, a Travel Plan must be submitted to the County Planning Authority for its consideration and approval in writing. The Travel Plan should promote sustainable travel options for all users of the development hereby permitted. (in consultation with the Highway Authority for the A5 Trunk Road). The Travel Plan shall be developed in accordance with the Outline Travel Plan dated 13 April 2023. The timetable/phasing of the implementation of the Travel Plan measures shall be alongside occupation of the development and its operation thereafter. The Travel Plan shall
 - i. specify targets for the proportion of all users of the development hereby permitted, traveling to and from the site by foot, cycle, public transport, shared vehicles, and other modes of transport, which would effectively reduce both emissions and the use of non-renewable fuels;
 - ii. set out measures designed to achieve those targets together with timescales and arrangements for their monitoring, review, and continuous improvement;
 - iii. identify the contact details of the responsible person with overall responsibility for the travel plan and a scheme for involving all users of the development hereby permitted with responsibility to the operator applicant or successor(s) in management/operator(s)

REASON: In order to minimise the use of the private car and promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (September 2023) and paragraph 40 DfT Circular 01/2022

Prior to Occupation

19. Prior to the opening and use of the Access Junction hereby permitted by the public, a Stage 3 Road Safety Audit is to be carried out, submitted to the County Planning Authority for approval in writing. The development hereby permitted shall be opened to the public and occupied in strict accordance with the approved Stage 3 Road Safety Audit.

REASON: In the interests of road safety and the conflict of vehicular and pedestrian movements.

20. The applicant or successor(s) in management/operator(s) shall within one calendar month of date of occupation and the of opening the Access Junction

connecting the carpark hereby permitted to the highway, notify the County Planning Authority in writing of the date of occupation.

REASON: In the interests of road safety and the conflict of vehicular, pedestrian movements and to allow for a properly planned Stage 4 Road Safety Audit.

21. The reserved matter for "Layout", shall include details of integration of public transport services, including bus stops and taxi ranks, the details shall be implemented in full and retained thereafter.

REASON: To ensure seamless integration with other modes of transport and promote public transport usage.

22. Within twelve calendar months of the occupation of the development hereby permitted A Stage 4 Road Safety Audit of the Access and Access Junction is to be carried out and submitted to the County Planning Authority. The applicant or successor(s) in management/operator(s) of the development hereby permitted shall implement the recommendations of the Stage 4 RSA as required by the County Planning Authority in consultation with the Local Highway Authority.

REASON: In the interests of road safety and the conflict of vehicular and pedestrian movements.

23. The reserved matters shall include a noise impact assessment of the impact of the proposed use and public address system. The assessment shall include a noise survey of the impacts on the sensitive receptors in the vicinity of the railway station and carpark shall be submitted to the County Planning Authority for approval in writing. The survey shall have been undertaken by a competent person, shall include periods for daytime as 0700-2300 hours and night-time as 2300-0700 hours, and identify appropriate noise mitigation measures. The development hereby permitted shall be designed so as not to exceed the noise criteria based on current figures by the World Health Authority Community Noise Guideline Values/BS8233 "good" conditions given below:

- Dwellings indoors in daytime: 35 dB LAeq,16 hours
- Outdoor living area in day time: 55 dB LAeq,16 hours
- Inside bedrooms at night-time: 30 dB LAeq,8 hours (45 dB LAmax)
- Outside bedrooms at night-time: 45 dB LAeq,8 hours (60 dB LAmax)

Such detail and appropriate consequential noise mitigation measures as shall have been agreed, in writing, by the County Planning Authority shall be implemented prior to occupation of the development and shall be maintained as agreed thereafter.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the residents by reason of undue external noise where there is insufficient information within the submitted application and to accord with Policy HS5: Traffic Generation and Air Quality, Noise and Vibration of the Rugby Borough Council Local Plan 2011-2031

Prior to Occupation

24. Prior to the commencement of use of the station, a detailed evaluation of speaker design and assessment for the station loudspeaker system shall be submitted to, and approved in writing by the appropriate planning authority. It will be maintained thereafter. It shall be assessed with regard to the 'njd Environmental Associates Noise Assessment Rugby Parkway Station April 2023 SLC Property, report reference NJD19-0069-002R report version Final'.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the residents by reason of undue external noise where there is insufficient information within the submitted application and to accord with Policy HS5: Traffic Generation and Air Quality, Noise and Vibration of the Rugby Borough Council Local Plan 2011-2031

Informatives and Advises

Outline Permission

1. Outline planning permission allows for a decision to be made on the general principles, or 'outline', of a proposed development. It allows you to determine whether the scale and nature of a proposed development would be acceptable, before putting forward a fully detailed proposal. Applications are made with all or just some matters reserved.
2. 'Reserved matters' are aspects of a proposed development which an applicant can choose not to submit details of when making an outline planning application (they can be 'reserved' for a later determination/decision). If outline planning permission is granted, the reserved matters must be agreed by submitting a reserved matters application at a later stage.
3. The means of access for this application has been fully considered - the accessibility to and within the site, for vehicles, cycles, and pedestrians, in terms of the positioning and treatment of access and circulation routes, and how these fit into the surrounding access network are approved above.

The reserved matters for this application include:

- **appearance** - the aspects of a building or place within the development which determine the visual impression that the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour, and texture.
- **landscaping** - the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site, and the area in which it is situated; this includes:

- screening by fences, walls, or other means
- the planting of trees, hedges, shrubs, or grass
- the formation of banks, terraces, or other earthworks
- the laying out or provision of gardens, courts, squares, water features, sculpture, or public art
- the provision of other amenity features
- **layout** - the way in which buildings, routes and open spaces within the development are provided, situated, and orientated, in relation to each other and to buildings and spaces outside the development.
- **scale** - the height, width and length of each building proposed within the development, in relation to its surroundings.

Network Rail

4. At this stage, the works to evidence the technical and regulatory requirements for a new station at this location are ongoing. NR is reviewing and validating the network capacity analysis and timetable modelling required to support the additional stopping services on this line and will continue to work with the promoters as this study develops. Further work is required to understand the impact of a proposed new station at this location on the ability serve existing stations, and integration with freight services.

Should the application be approved, NR would need to be fully engaged on the development of a detailed design and delivery, through an Asset Protection Agreement.

Warwickshire Police

5. Building sites and, in particular, site offices and storage areas are becoming common targets for crimes such as theft of plant and fuel. These sites should be made as secure as possible. All plant and machinery should be stored in a secure area. Tools and equipment should be marked in such a way that they are easily identifiable to the company. Consideration should be given to the use of security patrols. Developers are now requested to inform the local Safer Neighbourhood Policing Team, which covers the area of the development that they have arrived on site and provide contact numbers of the site manager for us in the case of an emergency. A grid reference for the site should be provided. This will help to reduce the possibilities of a delayed response. Please refer to the following advice

https://www.securedbydesign.com/images/CONSTRUCTION_SITE_SECURITY_GUIDE_A4_8pp.pdf

It is requested that the applicant achieves Park Mark accreditation as it will show their commitment to having a safe car park. Information is available at <https://parkmark.co.uk>

Canal & River Trust Informative

6. The applicant/developer is advised that any discharge of surface water from the development to the Oxford Canal will require the prior consent of the Canal & River Trust. Please be advised that the Trust is not a land drainage authority, and such discharges are not granted as of right; where they are granted, they will usually be subject to completion of a commercial agreement. Please contact the Trust's Utilities Team to discuss matters further and to ensure that all necessary consents can be obtained. Please contact Philippa Walker, Regional Utilities Surveyor at philippa.walker@canalrivertrust.org.uk or on 07889 051930 for further advice.

Construction Traffic Hours

7. The applicant or successor(s) in management/operator(s) is reminded that construction and demolition work should only take place between the hours of 8:00 AM and 6:00 PM on weekdays and 8:00 AM and 1:00 PM on Saturdays, with no work on Sundays and public holidays, to avoid disturbance to nearby residents.

Highway Licenses and Approvals

8. The developer must obtain all necessary licenses and approvals from the local highway authority for works within the highway, including any temporary road closures or diversions.

Highway works

9. The applicant or successor(s) in management/operator(s) must enter into a Highway Works Agreement made under the provisions of the Section 278 of the Highways Act 1980 for the purposes of completing the works. The applicant or successor(s) in management/operator(s) should note that feasibility drawings for works to be carried out within the limits of the public highway which may be approved by the grant of this planning permission should not be construed as drawings approved by the Highway Authority, but they should be considered as drawings indicating the principles of the works on which more detailed drawings shall be based for the purposes of completing an agreement under Section 278.
10. An application to enter into a Section 278 Highway Works Agreement should be made to the Planning & Development Group, Communities Group, Warwickshire County Council, Shire Hall, Warwick, CV34 4SX.
11. In accordance with Traffic Management Act 2004 it is necessary for all works in the Highway to be noticed and carried out in accordance with the requirements of the New Roads and Streetworks Act 1991 and all relevant Codes of Practice. Before commencing any Highway Works the applicant or

successor(s) in management/operator(s) must familiarise themselves with the notice requirements, failure to do so could lead to prosecution.

Applications should be made to the Street Works Manager, Budbrooke Depot, Old Budbrooke Road, Warwick, CV35 7DP.

For works lasting ten days or less ten days, notice will be required. For works lasting longer than 10 days, three months' notice will be required.

Public Utility Services

12. The applicant or successor(s) in management/operator(s) is advised to contact relevant public utility companies to ensure that any necessary alterations to public utility apparatus are agreed upon and carried out prior to the commencement of development.

Sustainable Travel Promotion

13. The applicant or successor(s) in management/operator(s) is to promote sustainable travel options to staff and passengers, including the use of public transport, cycling, and walking. Travel Plan associated sustainable transport measures are to be implemented and promoted.

14. Signage and Wayfinding

Details of signage and wayfinding for both vehicles and pedestrians must be submitted and approved before the station becomes operational.

Emergency Access

15. The applicant or successor(s) in management/operator(s) should ensure that emergency services have, appropriate access to the site at all times.

Air Quality neutral/mitigation

16. As per the condition the applicant is required to incorporate measures to assist in reducing their impact upon the Air Quality as part of this development. In order to achieve air quality neutral standards, it is suggested that the approved scheme could include the installation of ultra-low emission boilers (<40mg/kWh) if gas is used for space/water heating, increased tree planting, green walls and roofs, the incorporation of electric vehicle charging points on any car parking or provision of secure cycle storage. More information on plants that can be incorporated into landscaping for green walls and roofs can be found here:

https://www.museumoflondon.org.uk/application/files/4915/2604/2216/2018-05-11-phytosensor-final-web-okcompressed_1.pdf Such measures contribute as mitigation for air quality purposes.

17. Should you require any further advice on ensuring your development has a positive contribution on air quality, further information can be obtained from the Commercial Regulation team through 01788 533533 or email ept@rugby.gov.uk
18. Should Air Source Heat Pumps be proposed for installation, it should be ensured that the noise from such plant will not adversely affect residential amenity in the area. These units can create noticeable noise levels which may affect neighbouring dwellings so noise mitigation may be necessary to avoid complaints or possible formal action under other legislation.

Construction hours for statutory undertaker or major developments

19. The normal hours for construction sites within Rugby are Monday to Friday 07:30 to 18:00 and Saturday 08:30 to 13:00, with no noisy activity taking place outside of these times and or on Sundays or public/bank holidays. Works carried out by a statutory undertaker may take place outside these hours however Best Practicable Means (BPM) as defined within the Control of Pollution Act 1974 should still be employed to control noise and vibration in relation to this site. Reference should be made to the relevant Codes of Practice, including BS 5228-1:2009+A1:2014 and BS 5228- 2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites, Part 1: Noise and Part 2: Vibration. No (noisy) works would be expected to take place on Christmas Day. Contact should be made with council once a methodology and work schedule are available to ensure compliance with the requirements of the Control of

Pollution Act 1974.

Piling

20. As the proposed development is to incorporate piling in the foundation detail, the developer is to consult with Rugby Council Commercial Regulation Team to obtain guidance. This will reduce the chance of enforcement action should an unsuitable method of piling be chosen which causes nuisance by way of noise and/or vibration. Continuous Flight Auger or other methods shall be prioritised for use over driven piling methods.
21. Prior to commencing piling operations, a piling risk assessment document shall be submitted and agreed, as a separate document linked to the main construction (environment) management plan. Agreement of piling types, monitoring and if necessary, mitigation in advance should help avoid unplanned stopping of works once piling commences. It will also help to reduce concerns from residents about the impact and disturbance of piling works upon them.
22. A desktop risk assessment shall include proposed boundary vibration limits, both as a trigger level for investigation and a stop level.
23. Regard shall be had to the effects of vibration on people as per table B.1 in addition to Table B.2 for Transient vibration guide values for cosmetic damage

(to buildings) and an advisory letter drop shall be undertaken to all surrounding properties in advance of the piling work.

24. Informatives for the next stage of design

As outlined within the condition, the strategy should be treated as a minimum at this stage of the design. Further consideration should be given during the next stage of the design to incorporate additional, localised source control SuDS such as green roofs, raingardens, and tree pits as part of a 'SuDS management train' approach to provide water quality, amenity and bio-diversity benefits and increase the resilience within the design. Reference is also made to our *Flood Risk Guidance for Development* (updated June 2023) with more details and examples of SuDS which can be incorporated at later stages of design.

At the 'discharge of condition' stage proposals for surface water drainage should be approaching a level of detail suitable for tender or construction. Documentation should show the drainage scheme including SuDS features, specific details (e.g. standard details or cross sections) and demonstrate the performance and of the system through calculations and exceedance management respectively. Such scheme should be in line with the original planning application/permission and where significant changes are made, justification should be provided.

The LLFA acknowledges that the route and means of outfall connection to the Oxford Canal has yet to be finalised. The LLFA also notes from previous consultations that the prospect of pumping surface water to the outfall was considered. Whilst a pumped solution is not discussed in the supplied drainage strategy, the LLFA wish to emphasise that if a pumped outfall approach is pursued, then this will be challenged and scrutinised. In this instance, if no other gravity outfall is available, consideration should be given to the chance of pump failure, including where the flow would be directed as a result and the necessary mitigation measures.

Proactive Statement

In dealing with the application the County Council has implemented the requirement in, s35(2) of The Town and Country Planning (Development Management Procedure) (England) Order 2015 and the National Planning Policy Framework, to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies and other informal written guidance, in order to ensure that the applicant has been given every opportunity to make the application wholly acceptable and considered favourably.

Development Plan Policies Relevant to the Decision.

Rugby Borough Council Local Plan (2011-2031)

Policy GP1

Policy GP4

Policy D2

Warwickshire Local Transport Plan 2011 - 2026

Policy AS1

Policy LUT3

Policy LUT8

Policy P8

Policy P9

Policy P10

Policy PTPR5

Policy PTIS2

Policy PTIS4

Warwickshire County Council LTP3, Passenger Strategy, Rail Station

Electric Vehicle Charging Infrastructure Strategy 2017 – 2026

Warwickshire County Rail Strategy 2019-2034