

# PLANNING COMMITTEE

1 July 2026

## Amendment/Correction List after publication of Agenda

### Additional Information for Councillors

#### Agenda Item 4 (Applications for Consideration)

#### Item 1 - Cawston Lane and land to West and East, Cawston Lane, Dunchurch

#### Application Reference R24/0733

1. Comments from applicant, Homes England sent to Committee Members
  - Spine road network required as early as possible to support delivery of SW Rugby;
  - Proposals have been designed with tree retention as an overarching design priority alongside compliance with highways regulations;
  - To ensure retention of as many trees as possible, the scheme has been designed to include:
    - Split carriageway design to keep mature trees;
    - Routing paths to avoid protected woodland;
    - Retaining trees covered by Tree Preservation Orders (TPOs); and
    - Shuttle scheme mitigates the need to widen Cawston Lane, avoiding the need to remove additional trees.
  - Some trees and hedgerows will be removed for safety, crossings, bus stops, drainage, and visibility.
  - Scheme proposes planting around 200 new trees to mitigate losses, with the exact number to be confirmed at the detailed design stage.
  - The design process involved extensive collaboration and compromise with Warwickshire County Council (WCC) Highways to balance tree retention and highway regulations.
  - Shuttle working and segregated cycle routes were designed to minimize tree loss and provide safe alternatives for cyclists and pedestrians.
  - Ongoing work with WCC will address technical concerns at the detailed design stage.
  - Conclusion
  - The scheme is central to the Council's Local Plan and unlocking wider development.
  - It balances highway safety, tree/ecology considerations, and sustainable transport (bus, cycling, walking).

2. Paragraph 7.12 should refer to informative **11**.

3. Amend recommendation as below:

Amended conditions (changes in **bold**)

CONDITION: **25 24**

**The roads shall be constructed to include the necessary kerbing and surfacing to allow 6** No. bus stops and associated passenger waiting and information facilities (3No. for clockwise and 3No. for anticlockwise bus services) meeting WCC Quality Bus Corridor design standards ~~are to be provided along Cawston Lane and the Community Spine Road. , in general accordance with Drawing Number 5220620-ATK-CL-ZZ-DR-C-260700-General-Arrangement-Overview, Rev C05, dated 16<sup>th</sup> January 2026, subject to Highway Authority Technical Approval of the detailed design and a Stage 2 Road Safety Audit. These works to be delivered alongside the associated highway/transport infrastructure.~~

REASON:

In the interest of highway safety.

CONDITION: **26 25**

**Unless otherwise agreed through the Highways Technical Approval process the** The construction of the development, including carriageways, footways, cycleways, verges, footpaths, signal controlled (Pegasus) and uncontrolled crossings, bus stops (including associated passenger facilities), traffic signals, maintenance vehicle bays/facilities, signage, surfacing, drainage and lighting shall not be other than in accordance with the standard specification of the Highway Authority.

REASON:

In the interest of highway safety.

Amend informative (changes in **bold**)

INFORMATIVE: 11

The conditions require works to be carried out within the limits of the public highway. The applicant / developer must enter into a Highway Works Agreement made under the provisions of Section 278 of the Highways Act 1980 for the purposes of completing the works. The applicant / developer should note that feasibility drawings of 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.

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.

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 / developer 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.

The s278 Agreement is to include the works and/or commuted sums for the following:

- *Alwyn Road/Community Spine Road Roundabout Junction:*  
'Keep Clear' markings to be provided to mitigate the impact of potential junction blocking across the residential parcel access on the Community Spine Road eastbound approach to the Alwyn Road/ Community Spine Road junction.
- *Homestead Link Road/Alwyn Road Junction:*

Right Turn Indicative Green Arrow stage (RTIGA) and a late cut off on Alwyn Road (South). Queue detectors embedded within the carriageway to the south of Alwyn Road roundabout, and beyond the stop line and conditioned in the signal controller.

- *Cawston Lane Signal-Controlled Shuttle Operation:*

'Keep Clear' markings to be provided to mitigate the impact of potential junction blocking across the central and northern residential parcel access junctions proposed under separate planning application R25/0487.

- *Commuted Sums - Cawston Lane Signal-Controlled Shuttle Operation:*

- The costs of the annual maintenance of the traffic signal equipment over a 30 year period and full refurbishment after 15 years.

- The costs of the annual maintenance of the variable message signs including replacement after 15 years.

- ***Commuted Sums - Cawston Lane Signal-Controlled Shuttle Operation:***

**The costs for the removal and/or the ongoing regular maintenance of trees/shrubs should it be shown that, for reasons of road safety, this is required to achieve the required intervisibility and/or ensure the reliable operation of the above ground detection equipment. Noting that this may include the removal of trees/shrubs on third party land under the provisions of Highways Act 1980, Section 154.**

- *Commuted Sums - amended speed limits (to 30 miles/hr and 20 miles/hr) along Cawston Lane:*

The costs of the consultation on, and amendment of, the Traffic Regulation Orders needed to implement the amended speed limits (to 30 miles/hr and 20 miles/hr) along Cawston Lane.

- ~~*Commuted Sums - vegetation maintenance and clearance:-*~~

~~The costs of ongoing maintenance of vegetation and trees to ensure suitable operation of signals and detection equipment.~~