

ID	Name	Organisation	Client	Policy Number	Summary of Representation	Changes to make plan legally compliant or sound	RBC Response
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Key	
	Added 23.11.17
	Added 6.12.17
	Added from another policy

1121	Sarah Hawkins	NA	NA	TC1	Suggested amendment to Florence Court		Minor modification has been made to Town Centre Map to include shops referred to.
1125	Sylvia Jaques	Thurlaston Parish Council	Thurlaston Parish Council	TC1	Town centre stagnating. Residents deserve vibrant town centre.		Comments noted. Local Plan contains details of future retail space allocations.
1452	Public Health Warwickshire	Public Health Warwickshire	NA	TC1	New food retailers which sell healthy options should be prioritised. A5 use establishments should be restricted. Supermarkets and other food retailers should be encouraged to provide affordable healthy food.		This is currently outside the Local Plan.
1484	D Miller	NA	NA	TC1	Need for development in is accepted. Conkers is with the extent, location composition and manner in which plan is being processed. Rugby referred to as attractive market town. Statement misleading and untrue as precious little markets remaining. Town Centre could become attractive again with sensitive planning and sustainable development. Level of expansion in plan does not support this. Excessive being stated at some 30% increase above existing but will be nearer		The SHMA has been produced consistent to the requirements of the NPPF and NPPG and has been found sound by the Inspectors of the Warwick and Coventry Local plans EiPs. The STA June 2017 updated the September 2016 STA by increasing the modelled area so that it extends south to the of the A45 and into Daventry DC, it has incorporated updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. The delivery of the South West spine road is a necessity infrastructure requirement to support the delivery of the Local Plan. There is

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					<p>to 40% if include developments approved and underway. Present town centre aging with little commercial or social attraction. Streets are small, narrow and already congested with through traffic which compromises vehicular activity in the town. Development, particularly in the Southwest quarter, can only increase traffic significantly. Much of new traffic will be to and from the north directly through the town centre. Cawston development still underway has already changed nature of town and environment in this locality. Old and attractive village of Bilton has almost lost its identity entirely, with hardly any small local shops remaining, no off road parking area, congested residential side streets with on-street parking.</p>		<p>nothing before the Council that would suggested that the road will not be has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels. Proposed Appendix 3 Infrastructure Delivery Plan and DS9 have been amended following consideration of this consultation response and the updated Strategic Transport Assessment (LP54.46 - 54.58 and LP54.120- 124). WCC Education and Highways, UHCW and CCG, and Highways England have all been fully engaged in development of the Local Plan and infrastructure measures as contained within IDP. None have raised objections to the plan. Detail of infrastructure to be provided to support local plan growth is contained in policies and the IDP which is a live document and has been updated at modifications LP54.116-140. Additional details will be finalised at the Planning Application stage.</p>

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1520	E Fairgrieve	NA	NA	TC1	<p>Feel that capacity for retail units could be better provided elsewhere in the town centre (there are a number of vacant units there) or - if it is indeed Coventry's capacity - in their district. Likewise could take Rat Hon Greg Clarke MPs words more seriously in looking for opportunities that new technologies offer and have some blue sky innovative thinking about how to increase housing capacity incentives to take tenants for example. Local Plan goes beyond objectively assessed needs for housing and is not justified. Seems soulless and takes no opportunity to improve the local area.</p>		<p>Local Plan retail policies seek to direct new retail development to the town centre. The SHMA has been produced consistent to the requirements of the NPPF and NPPG and has been found sound by the Inspectors of the Warwick and Coventry Local plans EiPs.</p>
1945	Beatrice Scott	WYG	Sainsbury's Supermarkets Ltd	TC1	<p>Sainsbury's supports the principle of reducing the town centre boundary and PSA to ensure future town centre uses are located close to existing commercial uses however opposes the exclusion of the Sainsbury's Local Store along Clifton Road. The street forms an integral part of the town centre - as defined by the Goad plan of Rugby Town centre as its a continuation of the existing services on Church Street. There is no evidence provided for the assertion that the existing shops</p>	<p>Amending the town centre boundary or re-designating the Clifton Road parade of shops to afford the units a level of protection</p>	<p>Policy has been formulated in relation to evidence base and is considered to be sound. Policy basis is 2015 Retail Study, produced by independent consultants and publically available on the RBC website.</p>

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					<p>at Clifton Road are separate from the town centre. Proposed amendment to the town centre boundary to include Clifton Road. If the Council upholds this position, the Clifton Road shops should be given an alternative designation. NPPF paragraph 23 states that LPAs should define a network and hierarchy of centres that is resilient to future economic changes- excluding the parade of shops is contrary to this. Without any designation, these units have no protection and as such this risks the decline of the shopping parade.</p>		
2094	Leona Bendall	NA	NA	TC1	<p>Lack of action to develop the town centre. Concern in relation to traffic on the Leicester Road and the impact of future development on it.</p>		<p>Policy has been formulated in relation to evidence base and is considered to be sound. Local Plan contains details of future retail space allocations. Local Policy seeks to direct retail development to the town centre first.</p>

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2199	Vera McBay	NA	NA	TC1	Data used to justify number of houses out of date vastly overestimated required amount. Rugby town centre is not a vibrant shopping experience as described but devoid of any shops the people of rugby require. All good shopping now at Elliot's field so why not convert all these empty properties before concreting over green belt. Once lost can never be replaced		Independent consultants G L Hearn produced the SHMA and the subsequent updates for the entire Housing Market Area (HMA). All sites proposed are required to maintain a 5 year land supply throughout the plan period. Makes provision for a larger housing land supply relative to its identified requirement, much of this is linked to longer term infrastructure investment and part of large urban extension sites which will remain developable beyond the Plan period. It is acknowledged there will be loss of agricultural land however, this is the case for all of the proposed allocations as there is extremely limited brownfield capacity as demonstrated in the SHLAA.
1452	Public Health Warwickshire	Public Health Warwickshire	NA	TC2	Binge and habitual drinking may be encouraged if new development includes a high proportion of bars and off licences. Businesses encouraging unhealthy drinking including off licences and bars should be restricted. If areas have a high proliferation of off-licences and a high prevalence of anti-social behaviour or unhealthy drinking, a designated Public Places Order (DPPO) could be used to ban street drinking.		This is currently outside the Local Plan.

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1530	Dr Edmund Hunt	NA	NA	TC3	<p>Overall I believe there is a lack of transparent information, notably the fact that prospective logistics developments that may support the South West Expansion have not been articulated or mentioned. Objectives - would support Economic objective 4 for no over reliance on logistics DS5 - defines strategic housing areas &gt;100 but Coton House is at 100 yet this site meets very few of the criteria for 100 above even though it is so close to a strategic development (sceptically convenient?!). I appreciate a line has to be drawn but Coton House does little to meet sustainable development objectives and there should be limits to any further development at Coton House to mitigate against it becoming a large scale development with no sustainable benefits. DS8 - With strategic objective to not rely on logistics, there appears contradictions with the proposed Symmetry Park application near Dunchurch. Considerations need to be given to how this development would invest in the local road network to support the entry to South West Rugby and mitigate against Dunchurch travel flow. ED2 - Support this and would request</p>	<p>Ensure transparency of call to action for development sites Be more thorough and committed to how you will ensure the success of Rugby Town Centre It is disappointing that, within your duty to cooperate, I am not aware of you informing adjacent Parish Councils, whose residents use rugby, about the consultation more actively. Also see previous comments.</p>	<p>South West a proposed allocation-landowners are able to promote land outside of the Local Plan process. The Local Plan seeks to allocate 110 hectares of employment land based on a number of factors identified within the evidence base such as average rates of past employment land take-up. Employment mix is informed by the Employment studies contained within the evidence base. All sites submitted to the council through the SHLAA call for sites have been considered against the same SHLAA methodology to identify the most suitable, available and achievable, deliverable and developable. Coton House has been subject to an SA. The STA June 2017 updated the September 2016 STA by increasing the modelled area so that it extends south to the of the A45 and into Daventry DC, it has incorporated updated travel to work assumption, junction counts and queue surveys, to identify the strategic transport infrastructure to support the Local Plan. The delivery of the South West spine road is a necessity infrastructure requirement to support the delivery of the Local Plan. There is nothing before the Council that would suggested that the road will not be delivered. STA has shown that proposed mitigation schemes reduce traffic flows through Dunchurch crossroads compared to the existing levels.</p>

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					<p>the policy goes further to ensure that large scale logistics developments close to the town would be closely considered by RBC. The policy therefore needs to ensure Rugby and its Local Plan have influence on Magna Park and any prospective developments, notably 6.12 and the proximity of employment land to residential areas given the lack of close, viable residential amenity to Magna Park H2 - Do not agreed given the prospective increase in logistics in SW Rugby. Would suggest an increased proportion of affordable housing in particular at any sites close to employment land (e.g. New South West Rugby to accommodate potential logistics expansion for lower income employees) TC3 - not quite clear how this prioritisation of retail allocation will be delivered in reality - the current trend for rugby (and many other) citizens is for out of town convenience, therefore RBC will receive developer interest for large scale retail areas. Should a policy not focus on limiting out of town allocation, in other words, categorised between in town and out of town TC3 - I could not clearly understand how the local</p>		

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					<p>plan is going to commit or ensure improvements are made to the town centre. Surely a call for sites, or at least evidence of a similar process, should be done to transparently identify the town centre long term plan and sustainable future according to NPPF. D1 - some evidence behind to validity / success of Travel Plans and the rationale for including them should be provided as there is very mixed success of them D1 - it appears slightly surprising there is not a specific or clear policy that identifies key strategic routes around Rugby (e.g. A45 / A426) and how these need to be assessed an invested in as the Town grows significantly in the coming years. There is little emphasis on driving new technologies or lower carbon emission transport infrastructure to support a cleaner, quieter, safer town centre and surrounding traffic routes.</p>		



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1647	John Carvell	NA	NA	TC2, TC3, TC4	<p>Broad subject of promoting and developing the town centre is credible, but is in very poor position at moment with many empty shops and made worse by edge of town development. Reducing the size of the primary shopping area is understandable but balance needs to be right - reduction happening at time of population explosion and growing town. Would have included another short section of North St (east side) and little further down Regent St, accept that Clifton Rd has become remote. Essential that further edge of town development is resisted, particularly the area beyond the station behind the multi-storey car park. Two main fears: how much thinking has gone into subject of employment with growing population; traffic issues particularly Leicester Rd, Dunchurch crossroads, and 'crossing the railway'.</p>		<p>Comments noted. Local Plan contains details of future retail space allocations. Local Policy seeks to direct retail development to the town centre first. Traffic issues assessed by Warwickshire County Council Highways.</p>